

DRAFT

Environmental Impact Statement

**The Reserve
Residential Community**

**South Clinton Avenue
Town of Brighton Monroe County, New York**

Prepared for:

**BRIGHTON TOWN BOARD AS LEAD AGENCY
Brighton Town Hall
2300 Elmwood Avenue
Rochester, New York 14618
Contact: Ramsey Boehner
(585) 784-5229**

On Behalf of:

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May 12, 2008

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May 12, 2008

Date of Receipt _____

Date of Acceptance _____

Deadline for Written Comments _____



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INVOLVED AND INTERESTED AGENCIES

Involved Agencies	Interested Agencies
Town of Brighton Planning Board	Monroe County Department of Planning
Town of Brighton Sewer District	Monroe County Pure Waters
Monroe County Water Authority	Brighton Volunteer Fire Department
Monroe County Department of Transportation	Brighton Fire District
New York State Department of Transportation	Brighton Volunteer Ambulance
New York State Canal Corporation	Brighton Central School District
New York State Department of Environmental Conservation	New York State Office of Parks, Recreation and Historic Preservation
United States Army Corps of Engineers	

REFERENCES

1	<i>Comprehensive Plan 2000 for the Town of Brighton</i> , Town of Brighton Comprehensive Plan Steering Committee, Adopted October 24, 2001
2	<i>GEIS for Senator Keating Boulevard</i> , Town of Brighton as Lead Agency, The Sear-Brown Group, Accepted April 23, 1997
3	<i>Keating Commons Traffic Impact Study</i> , Flint Allen & Radley, January 2002
4	<i>Southern Corridor Mobility Study – Final Corridor Planning Report</i>
5	<i>Recreation Facility Supply and Demand Analysis</i> , Town of Brighton, Bayer Associates, 1998
6	<i>Parkland Acquisition Study</i> , Town of Brighton, xxxxx 1990
7	<i>Meridian Centre Boulevard Extension Study</i> , Town of Brighton and Genesee Transportation Council, Stantec Consulting, August 2007
8	<i>Traffic Assessment & Road Characteristics</i> , Town of Brighton, 2003
9	<i>Central Brighton Transportation Study</i> , MCDOT 1993
10	<i>Market Analysis for the Development of City Gate and Canal Cove Rochester, NY</i> , for A.J. Costello, Robert Charles Lesser & Co., March 8, 2007
11	<i>Phase I Environmental Site Assessment for Faith Temple</i> , for Faith Temple, D.J. Parrone & Associates, March 17 1999

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CHAPTER 1 - INTRODUCTION AND EXECUTIVE SUMMARY

A. Introduction

On October 24, 2007, upon review of the Full Environmental Assessment Form (Full EAF) prepared by the project sponsor, the Brighton Town Board determined that development of *The Reserve*, which is a planned residential community on South Clinton Avenue in the Town of Brighton, proposed by Anthony J. Costello & Son (Joseph) Development, LLC, is a Type I Action. As such, the Town issued a Positive Declaration and requested that this Environmental Impact Statement (EIS) be prepared. A Notice of Public Hearing was then issued for Scoping of the EIS necessary for this project.

The Public Scoping Hearing was held on November 14, 2007 to obtain input regarding topics for evaluation in the EIS pursuant to the State Environmental Quality Review Act (SEQRA). Written comments from the public were received until 5:00 PM on November 26, 2007. The Town's project reference number is ER-09-07.

As a result of the Public Scoping Hearing, public comments, and input from the Town Board, Town Planning Board, and the Conservation Board, the Scope of the EIS was refined and finalized at the December 12, 2007 meeting of the Town Board.

The Positive Declaration, Notice of Public Hearing, Approved EIS Scope, and a Full EAF are attached in Appendix B. One written comment was received and is recorded in Appendix D with other Correspondence.

Plans, details, and other information included in this document reflect a dynamic development plan that has been modified by the applicant since the initial Incentive Zoning application as to address comments received by Town officials and citizens. Key changes that address comments are as follows:

- Further clustering of single family homes and townhouses to create conservation areas;
- Mitigation of the proposed loss of the isolated wetland located where the clubhouse is planned;
- Elimination of grading and landscaping on the north-facing canal embankment as to

preserve wildlife habitat;

- Elimination of tree clearing along the northern shoreline bank of the canal at *The Reserve* and along the canal trail to City Gate at the Town line as to maintain wildlife habitat;
- Elimination of one loft building as to lessen the “walled effect” of proposed buildings along the canal frontage, which includes modification of floor heights to accommodate the desired unit count with one less building;

The proposed Action is the Incentive Zoning, Rezoning, Subdivision, and Site Planning for not more than 350 units of planned mixed-use residential development intended for construction beginning in late summer 2008. The existing zoning is Residential (RL-B), and the applicant requests rezoning to Waterfront Development District (WD) with incentives to modify bulk requirements as noted in Table 5, Summary of Requested Incentives. An EPOD permit is also required for this project since the canal trail improvements and minor grading are planned within 100 feet of the top of back of the canal.

The grounds and buildings in the new community will be managed by a Home Owner’s Association (HOA) and the neighborhood will include secure access. Proposed conveniences include a clubhouse with a pool, trash collection, plowing, and full grounds and building exterior maintenance.

B. Executive Summary

1. Location and Description

The project, or Proposed Action, is located on a 63-acre parcel accessed from South Clinton Avenue in the southern portion of Brighton. It is bound on the north by Interstate 590 (I-590); on the west by South Clinton Avenue and a privately held parcel owned by Entercom Rochester; on the south by the Erie Canal; and on the east by the Town of Brighton Meridian Centre Park. Refer to Figure 1, Location Plan,

A variety of housing styles are proposed. The dwelling count will be refined as the concept site plan is developed based on input gathered during the environmental review process. Configuration of open space, green space, stormwater facilities, wildlife corridors, access for emergency vehicles and disposition of streets all play a part in the amount of space available for buildings.

The Action also includes construction of community amenities for the benefit of all Brighton citizens. These amenities are offered in exchange for incentives to permit development of the residential use and to modify bulk requirements for development. Therefore, this document has been prepared to document the scope and potential environmental impacts of not only the planned residential development, but also the amenities tied to the Action. This document also identifies, assesses and summarizes any necessary mitigation to potential adverse environmental impacts for the project and the amenities.

2. Project Need

A check of the US census data reveals that most housing, in fact 78% of the housing in the 14618 zip code (Brighton), is more than 39 years old. Additionally, few approved building lots are for sale to construct new homes. Some home builders have approached the need for building lots by creating them in existing neighborhoods. This can be accomplished by razing existing residences and preparing the lots for redevelopment. Others have carved smaller lots from larger residential parcels. However, these options are limited.

Although quality of life in the older neighborhoods is desirable, demolition of existing homes to create building lots has been publicly viewed as undesirable. This trend resulted in a

moratorium on demolition of existing homes in Brighton, which has since been lifted. The issue has been somewhat addressed through tighter demolition requirements and more stringent design guidelines for new homes. However, the need for new building lots remains in Brighton, particularly if the Town is to experience any real growth in housing without sacrificing older homes.

Therefore, if the demand for new housing is to be satisfied for the next several years, Brighton must seriously investigate proposals like this one for *The Reserve* that partners the Town with a quality developer/land owner to strategically plan for new residential growth that does not adversely impact the community. Otherwise, market conditions will continue to necessitate rebuilding of existing neighborhoods to introduce new housing stock.

In order to provide desirable housing selections that meet market demand, the project sponsor conducted a market study. The *Market Analysis for the Development of City Gate and Canal Cove Rochester, NY* was prepared to evaluate the housing market, demonstrate an appropriate mix of residential products, identify pricing, and assess absorption potential. Canal Cove is the former name for *The Reserve*.

On page 6 of the Market Analysis, which is in Appendix C.7, the study notes that the current demand for urban-style housing by affluent buyers is not being met in this region and specifically not in the local market. The study area encompassed Orleans, Monroe, Wayne, Livingston and Ontario counties, and investigated household income, housing prices, and household size.

Prices of existing Brighton housing stock noted in the report correlated with household incomes. Less expensive homes are located in western Brighton where incomes are lower, and higher priced homes are located in eastern Brighton where incomes are higher. Middle priced homes are in central Brighton. This confirms that there is a basic variety of existing housing in Brighton to meet the needs of the general population. However, there is a limited stock of high end housing, and a very limited stock of multi-story urban-style high end housing. Aside from a small number of low rise condominiums in the East Avenue area, the selection is small.

3. Approvals, Incentive Zoning, Impacts, and Benefits

Approvals of the project as proposed will require incentives to permit variations to bulk requirements. Therefore, in order to grant approvals, it is the Town's responsibility to determine that the project does not pose significant adverse impacts to the environment or community, and that it also offers benefits and amenities to the community, which makes the project desirable enough to grant the incentives.

With respect to adverse impacts, it is recognized that development projects can pose adverse impacts. However, impacts for this project are generally positive. As noted in Chapter 4, development of the land as proposed will not adversely impact natural resources, transportation, land use/zoning, or community services. In fact, Chapter 4 reveals data that indicates that *The Reserve* will be a positive influence in the community. Positive aspects include:

- Provides a unique type of water-oriented residential development adjacent to the Erie Canal, which promotes and encourages public access to the shoreline and encourages appropriate water-oriented recreational uses;
- New Building Lots Reduce Desire to Demolish Existing Homes;
- Increases Taxable Base of Real Estate with over 800,000 square feet of new construction;
- Increases Support for Local Businesses with the residents living in over 350 new homes who will need products and services that can be provided by local businesses;
- Encourages walking to work with convenient access to Meridian Centre and other office parks east of the site, as well as access to the professional offices both north and west of the site.

With respect to benefits and amenities, Tables 4 and 6 summarize the numerous benefits of this development as well as the amenities included in the project. Notably, the cost of these capital improvements (amenities) is budgeted at approximately \$1,394,900 and will not be paid by the Town of Brighton. Amenities include a boat launch, canal access parking lot, safety access improvements, a linear park, restriping

of South Clinton Avenue for traffic calming and channelization of turn lanes, a picnic pavilion in Meridian Centre Park, and a trailhead for the passive portion of the existing Meridian Centre Park. Also, significant canal trail improvements, which include car top boat put-ins, are planned in cooperation with the Town under the \$556,000 Canal Greenway Water Trail/Canalway Trail improvement project. Grant funding combined with a matching contribution from the applicant will fund the project. A copy of the grant application is in Appendix C.8. A consultant proposal for the design of the amenity is in Appendix C.9.

Development of any project, of any size, may result in certain impacts to the environment that cannot be avoided regardless of measures implemented to reduce the impacts. The unavoidable short-term impacts associated with development of *The Reserve* all relate to the construction phases of the project and they are localized and temporary in nature. The potential unavoidable long term impacts associated with development of *The Reserve* are as follows, including measures to mitigate or reduce the impact:

- Conversion of fallow pasture and grassland into a residential neighborhood will result in loss of broad views of grassland from I-590 and the canal trail, which will be more focused on views of the open spaces that remain amongst the buildings and the many landscape features established on the site. Buildings have been clustered, versus a plan utilizing conventional design per the existing zoning, to reduce the overall development footprint.
- An extensive planting plan is also proposed to reduce views of buildings where there were once views of natural vegetation. Loss of grassland habitat is not considered to be a significant impact of development since the grassland would naturally transition into a successional brush habitat if left uncut. Thus species that live in grasslands will eventually move to other grassy areas;
- Traffic volumes on the adjoining County minor arterial highways will increase, and will subsequently be disbursed and mitigate through implementation of other area projects currently in the planning process, such as the extension of Sen. Keating Boulevard, Interchange improvements at I-590 and Winton Road, and the reconstruction of Westfall

Road, which includes improvements to the intersection of South Clinton Avenue and Westfall Road immediately north of the project;

- The demand for some community services will increase through the establishment of more than 300 new residences, such as the need to educate more children, maintain more public infrastructure, and/or respond to more calls for emergency services. The planned demographic market for the new residences is not one that typically includes school-aged children, thus minimizing that impact. Roads and trails within the neighborhood will be maintained by the HOA, which reduces Town maintenance to just the dedicated sewer system. Planned site improvements include multiple access points for emergency equipment and the multi-story loft buildings will be sprinklered. These factors reduce the potential for difficult access and/or excessive loss due to extended response time to this location. On-site security that is provided through the HOA will provide an added level of security to deter burglaries and other neighborhood crime;
- Introduction of amenities along the canal trail and at trail access points, such as lighting, benches, parking spaces, interpretive signs, and lawn/landscaping will require a municipal agreement for ongoing maintenance and energy costs. Final design of these elements, in cooperation with the Town, will include use of energy-efficient lighting, low-maintenance benches, landscaping, and boat put-ins, and will include materials that Town maintenance crews are familiar with. Thus, energy and maintenance impacts will be lessened.
- Introduction of amenities along the canal, which may be out of view for routine police patrols may pose an impact to Police activities. Convenient access for Police and other safety vehicles is included as part of the improvements, as is lighting for the canal trail and parking lot.
- Mature trees will be cut in selected locations along the new entrance to *The Reserve*, on the canal embankment where Canal Corporation does not want invasive trees, and in selected locations within the hedgerows on the site. An extensive planting design is included in the development plans to replace the trees and add many more trees and shrubs, thus lessening the impact of trees removed for construction.

4. Alternatives

Six alternatives are discussed in Chapter 6, including the No Action alternative. One subalternative for emergency access is also discussed in Chapter 6. In general, the Proposed Action (alt B) is preferred. However, alternative F is the closest to the Proposed Action except that the maximum building height would be limited to 40 feet. Thus, even alternative F is not preferred by the project sponsor.

5. Irreversible/Irretrievable Commitment of Resources

Development of *The Reserve* will cause the commitment of land, energy, building materials, and economic resources as described below. Construction of the project and future operation of the facilities will involve conversion of land from fallow pasture (grassland) to a planned residential community. Although more than 50 percent of the land is planned as open space/greenspace, the portions of the site that will be developed with buildings and pavement will be irretrievably committed for the foreseeable future.

Construction of the project will also require irretrievable commitment of building materials, supplies and energy involved with construction, operation and maintenance of the facilities and associated utilities. The applicant has determined that all homes will be constructed to Energy Star standards. In addition, building construction will adhere to National Association of Home Builders (NAHB) model green home building guidelines. Building a development that meets these standards reduces future demand on energy resources and in the words of the Green Brighton Task Force, reduces the “Carbon Footprint” for this development. The fact that this project encourages walk to work lifestyles also reduces resident dependence on automobiles.

6. Summary

In summary, it is believed that the Proposed Action, development of *The Reserve*, will serve Brighton well as it opens opportunity for new housing, increases revenue for the Town without adding substantial burden to community services, and does not pose significant environmental impacts.

CHAPTER 2 - DESCRIPTION OF PROPOSED ACTION

A. Proposal, Project Purpose, Need and Benefits

The proposed Action is the Incentive Zoning, Rezoning, Subdivision, and Site Planning for not more than 350 units of planned mixed-use residential development intended for construction beginning in late summer 2008. The existing zoning is Residential (RL-B), and the applicant requests rezoning to Waterfront Development District (WD) with incentives to modify bulk requirements as noted in Table 5, Summary of Requested Incentives. An EPOD permit is also required for this project since the canal trail improvements and minor grading are planned within 100 feet of the top of back of the canal.

The grounds and buildings in the new community will be managed by a Home Owner's Association (HOA). Proposed conveniences include a clubhouse with a pool, trash collection, plowing, and full grounds and building exterior maintenance. Landscape maintenance will also be provided including removal of all debris and yard wastes. Refer to Figure 1 for a Location Map and Figures 2a-2f for the overall project and locations of the proposed amenities. A variety of housing styles are proposed, as shown in Table 1.

Table 1 Dwelling Unit Mix

Dwelling Unit Types	Number of Units
Single Family Residences (detached)	68
Town Homes (clustered)	102
Loft Condominiums	180
Totals	350

The Action includes construction of community amenities for the benefit of all Brighton citizens. These amenities are offered in exchange for incentives to permit development of the residential use and to modify bulk requirements for development. This project proposes land acquisition from New York State through abandonment of rights-of-way in order to straighten the canal rights-of-way line and provide space to erect buildings along the canal frontage, two of which are on existing state land being acquired. No other acquisitions are planned to accomplish the project.

Insert Figure 1a

Location Map

[Click Here for Figure](#)

Insert Figure 1b

Abandonment Map For Canal Lands

[Click Here for Figure](#)

Therefore, this document has been prepared to document the scope and potential environmental impacts of *The Reserve* and also the amenities tied to the Action, including improvements along the canal trail and on State lands. This document also identifies, assesses and summarizes any necessary mitigation to potential adverse environmental impacts for the project and the amenities.

1. Background and History

The project was envisioned by the project sponsor, Anthony J. Costello & Son Development, LLC in response to a documented need for a housing alternative that provides residents with an enjoyable and trouble-free lifestyle. A convenient location, privacy, security, natural beauty, access to recreation, close proximity to numerous work places, positive image, and many conveniences provided through the HOA are all project components necessary to meet the expectations for this type of “lifestyle” community. And, it is possible to provide these at this location.

Since the *Comprehensive Plan 2000 for the Town of Brighton, (Town Comp Plan)* indicated that this area (area 17) should be considered for Waterfront Development, which includes a variety of retail and commercial uses, a retail component was investigated for this site.

However, the prospect of extending Meridian Centre Boulevard from the east to South Clinton Avenue did not appear promising given that a park was developed mid block between South Clinton Avenue and South Winton Road. Therefore, without a reasonable potential for through traffic, the retail component was considered infeasible, and the residential component expanded into the current application. An Alternative that depicts this scenario is included in Chapter VI.

It is recognized that a successful retail use along the waterfront would have generated a great volume of pedestrian traffic that, in turn, would make the waterfront livelier and generate higher use of the trail. However, for this primarily residential application, the vitality is being created by locating urban-style, high density residential uses and the clubhouse near the canal. It is anticipated that this configuration will also create vitality and heavier trail usage in this area.

The project sponsor realizes that mixing land uses brings vitality to a community. In fact, the developer has proposed other nearby projects that include retail and commercial uses. CityGate, at the southeast corner of East Henrietta and Westfall Roads, and proposed

corporate offices and retail uses on the proposed extension of Sen. Keating Boulevard will provide the desired mix of uses that the *Town Comp Plan* endorses. And, CityGate is located on the canal, just west of *The Reserve*. Therefore, although separate projects, they are intended to compliment each other. *The Reserve* and CityGate provide housing, while CityGate and the proposed development on Sen. Keating Boulevard provide retail and office space, and among the three sites, new facilities will be developed to compliment the entire Town of Brighton.

2. Public Need

A check of the US census data reveals that most housing, in fact 78% of the housing in the 14618 zip code (Brighton) is more than 39 years old. Additionally, few approved building lots are for sale to construct new homes. Some home builders have approached the need for building lots by creating them in existing neighborhoods. This can be accomplished by razing existing residences and preparing the lots for redevelopment. Others have carved smaller lots from larger residential parcels. However, these options are limited

Although quality of life in the older neighborhoods is desirable, demolition of existing homes to create building lots has been publicly viewed as undesirable. This trend resulted in a moratorium on demolition of existing homes in Brighton, which has been lifted. The issue has been somewhat addressed through tighter demolition requirements and more stringent design guidelines for new homes. However, the need for new building lots remains in Brighton, particularly if the Town is to experience any real growth in housing without sacrificing older homes.

Therefore, if the demand for new housing is to be satisfied for the next several years, Brighton must seriously investigate proposals like this one for *The Reserve* that partners the Town with a quality developer/land owner to strategically plan for new residential growth that does not adversely impact the community. Otherwise, market conditions will continue to necessitate rebuilding of existing neighborhoods to introduce new housing stock.

3. Market Need

In order to provide desirable housing selections that meet market demand, the project sponsor conducted a market study. The *Market Analysis for the Development of City Gate and Canal*

Cove Rochester, NY was prepared to evaluate the housing market, demonstrate an appropriate mix of residential products, identify pricing, and assess absorption potential. Canal Cove is the former name for *The Reserve*.

On page 6 of the Market Analysis, which is in Appendix C.7, the study notes that the current demand for urban-style housing by affluent buyers is not being met in this region and specifically not in the local market.

The study area encompassed Orleans, Monroe, Wayne, Livingston and Ontario counties, and investigated household income, housing prices, and household size. The immediate project area in Brighton, excepting certain neighborhoods along Monroe Avenue, was noted as having large concentrations of households with annual incomes of \$75,000 or less. This area was also identified as having housing stock in the \$100,000 to \$200,000 price range with no high concentration of homes greater than \$300,000. The area was also shown to have households of primarily two or less persons. It was noted that there is also a large portion of western Brighton with annual household incomes of less than \$50,000 and a small portion of eastern Brighton with annual incomes over \$100,000.

Prices of existing housing stock noted in the report correlated with household incomes. Less expensive homes are located in western Brighton where incomes are lower, and higher priced homes are located in eastern Brighton where incomes are higher. Middle priced homes are in central Brighton. This confirms that there is a basic variety of existing housing in Brighton to meet the needs of the general population. However, there is a limited stock of high end housing, and a very limited stock of urban-style high end housing. Aside from a small number of low rise condominiums in the East Avenue area, the selection is small.

Based on this study and other regional data, opportunities for residential growth in the character proposed in *The Reserve* appear favorable:

- “Rochester economy and housing market will not inhibit development”
- “There are affluent, sophisticated buyers in Rochester looking for urban-style product”
- “The local market is not meeting the needs of highend urban-style home buyers”
- “Analogous cities in upstate NY have seen successful projects target these buyers”
- “Subject sites have strong potential for luxury high-density development”

A portion of the study also evaluated housing styles and price ranges based on other successful projects in the United States. It recommends specific products, as follows, and these recommendations were used as the basis for the housing types and density proposed with this Action.

Table 2- Market Study Recommended Product Program

Product	#	Lot Size	Net Acres	Dwelling Units/Acre	Size Range	Base Price Range	Cost /SF
Big House Condos	60		4.6	13	1,100 - 1,500	\$181,000- 249,000	\$165- \$166
Waterfront Condos	85		5.3	16	1,400 - 1,800	\$252,000- \$320,000	\$178- \$180
Townhomes	81	24 x 80	5.6	14	1,600 - 2,100	\$207,000- \$242,000	\$115- \$129
Conventional Single Family	70	60 x 100	15.0	4.7	2,000 - 2,700	\$250,000- \$299,000	\$111- \$125
Alley-Loaded Single Family	70	40 x 100	10.0	7	1,450 - 2,100	\$226,500- \$272,000	\$130- \$156
Totals	366		40.5				

Demand and absorption were also addressed in the study. It is anticipated that young professionals and empty-nesters will be the primary buyers for housing in *The Reserve*. These are the affluent and sophisticated buyers discussed in the study. They generally have annual household incomes greater than \$75,000, and are predominantly in the 45-55-year-old bracket.

A number of successful residential projects around the country were referenced in the market study, including Hartford Commons in Eden Prairie, Minnesota; Port Warwick in Newport News, Virginia; and Capitol West in Madison, Wisconsin. All of these vibrant, high density communities have been successful because their designs are lifestyle-friendly and offer a genuine sense of neighborhood connectivity similar to what is enjoyed in Brighton's older and denser neighborhoods built in the 1920s and 1930s.

Finally, the study projects an anticipated absorption rate for *The Reserve* based on demand. It is projected that up to 15 units per month should sell. At that rate, the neighborhood is expected to build out in approximately two to three years.

4. Objectives and Goals

Incentive Zoning for the subject parcel has been requested in order to achieve the goals stated below. *The Reserve* is branded as a “lifestyle” community that will provide security, privacy and conveniences not typically offered in the greater Rochester area marketplace. The project sponsor developed this project to achieve the following goals:

Table 3- Summary of Project Goals

Develop a unique water front residential development adjacent to the Erie Canal, which provides a secure and private lifestyle of convenience for its residents.
Provide direct access to recreational opportunities including activities on the Erie Canal, its trail, and in the adjacent Meridian Centre Park to provide healthy activity for residents of Brighton and of the new neighborhood.
Create a Home Owner’s Association to be responsible for care of the grounds, streets, and building exteriors and provide low maintenance responsibility for residents of the new neighborhood
Erect a clubhouse, pool and playground to accommodate neighborhood activities and foster neighborhood interaction
Provide Brighton with attractive frontage on the canal, and offer amenities to the community as necessary to foster a favorable development climate that supports a density of people necessary to create a vital waterfront of activity

5. Benefit of the Proposal

In addition to providing much needed new housing opportunities, the proposed Action provides several benefits to the community. Table 4 summarizes the benefits:

Table 4- Summary of Community Benefits

<p>Provides a unique type of water-oriented residential development adjacent to the Erie Canal, which promotes and encourages public access to the shoreline and encourages appropriate water-oriented recreational uses by including canal trail improvements, a motorized boat launch, trailhead parking improvements, and a non-motorized boat put-in as amenities to obtain incentives. These benefits are proposed with little impact to sensitive environmental features that exist along the shoreline.</p>
<p>New Building Lots Reduce Desire to Demolish Existing Homes- Quality neighborhoods are difficult to find in locations as close to the City of Rochester as is Brighton. By providing a new quality neighborhood, it is anticipated that the desire to demolish existing homes just to generate a building lot for a new home will be reduced.</p>
<p>Increases Taxable Base of Real Estate- With over 800,000 square feet of new construction, which is frequently valued at over \$100 per square feet, the project could generate over \$80,000,000 in new real estate. Refer to Chapter 4 for more information regarding fiscal impacts. The positive economic benefit to the Town, especially for tax payers who share the burden of funding public services, will be welcomed.</p>
<p>Increases Support for Local Businesses- Over 330 new residents will need products and services that can be provided by local businesses. The net result of added income for business owners combined with the added sales tax revenue generated through patronage of local businesses, is a much-desired benefit. The average income level of residents in the focus market for <i>The Reserve</i> is enough to afford them the luxury of frequent shopping, dining out, contracting for luxury services such as interior decorating and house keeping. In addition, and many of these people will indulge in the many cultural activities in the area. The positive economic benefit for local businesses will be noticeable.</p>
<p>Encourages Walking to Work- Convenient access to Meridian Centre and other office parks east of the site, as well as access to the professional offices both north and west of the site will make walking to work achievable. Increased public awareness in conservation of fuel resources and the desire to stay physically fit, when coupled with a convenient location, all play an important role in encouraging walking to work. This also reduces traffic on local streets and reduces pollution from automobiles.</p>

6. Amenities and Incentives

To achieve the project goals, the project must have both a visual and physical “presence” on the canal. Without such a presence, canal users can easily pass through the Town without noticing that Brighton exists. Simultaneously, the need exists for all Brighton citizens to have better access to the canal. The total canal experience should invite citizens to see the canal, get close to the water, and have the ability to launch a boat.

Socially, the project also needs to be developed with a density that places many people near the waterfront to increase vitality as well as security. Added density also generates sales revenue that permits the project sponsor to build the amenities included with this project.

Therefore, some relief of bulk requirements and other zoning criteria of the Town’s WD zoning are necessary and outlined in Table 5 on the following page.

Incentive for relief of these certain requirements are requested with the understanding that other certain amenities must be provided to the overall Brighton community in order to consider the request. They are outlined in Table 5 and shown in Figures 2a 2f.

The applicant requests a rezoning to Waterfront Development (WD) because the project proposes features that correspond to the general intent of the WD per Article XXIII of the Town Zoning Code, and WD is the preferred land use designated for this area in the Comprehensive Plan.

Table 5a- Summary of Requested Incentives

Requested Incentive	Code
<p>Residential Use- Waterfront Development District regulations require that residential uses shall not exceed more than 20 percent of the total acreage of land within the WD district and that no more than 10 percent of development along canal/river frontage shall be devoted to residential uses. The developer asks that this requirement be waived for this project since development of commercial uses on this property is not feasible. Refer to section 2.A.1 above for more information.</p>	<p>Article XXIII Section 203-170.C</p>
<p>Accessory Use- Town WD regulations do not address accessory uses such as a clubhouse and/or welcome center. Therefore, it may be necessary to consider relief from this section of the Code to allow the clubhouse and welcome center. It is assumed that a pool, pumphouse, and a maintenance shed are allowed.</p>	<p>Article XXIII Section 203-171.C</p>
<p>Dimensional Requirements: Maximum Height of Buildings- Town WD regulations limit the height of principle buildings to 40 feet and an accessory building to 16 feet. The development proposes that six (6) loft buildings have an exposed building height of 75 feet on the north side, which exceeds the Town requirement of 40 feet by 35 feet. The development also proposes a clubhouse with an exposed height of 35 feet on the south side. If the clubhouse is considered an accessory building, relief is also requested for height. Refer to Figures 5a-5f for elevation drawings of the loft buildings and the clubhouse, and Figures 17a and 17b for cross sections of the loft buildings and the adjacent canal embankment.</p>	<p>Article XXIII Section 203-172.C (1) & (2)</p>
<p>Length of Cul-de-sac: Maximum Length of cul-de-sac- Town regulations limits the maximum length of cul-de-sac to 500 feet. The development proposes a network of streets in which the first opportunity for motorists to turn around is approximately 1100 feet from South Clinton Avenue.</p>	<p>Article XXIII Section 213-13(H)(3)</p>

Since the project proposes work within 100 feet of the top of bank along the canal, which is a watercourse EPOD, the project requires special review and approval to work within the EPOD.

The purpose and intent of the WD is essentially to:

- establish and provide unique opportunities for the development and maintenance of water-oriented uses within certain areas adjacent to the Erie Canal;
- to protect unique and sensitive environmental features that exist along the shoreline;
- to promote and encourage public access to the shoreline and to encourage appropriate water-oriented recreational uses and other appropriate water-oriented development within the shore zone.

The project correlates to these purposes and intents since:

- a gated lifestyle community certainly provides a unique housing opportunity to residents in upstate New York. This popular concept is well-accepted in many areas of the country. The site was specifically selected for its proximity to the Erie Canal, which provides residents with a special opportunity to live immediately next to a water recreation attraction;
- once identified by local planning and conservation officials, the plan for development was adapted to protect specified unique and sensitive environmental features that exist along the shoreline. In particular, the canal embankment is being preserved as natural habitat with only exception of trail connections; the isolated wetland that does not require mitigation by federal standards is being mitigated on site; and the number of tall loft buildings was reduced in response to comments regarding a potential visual barrier effect of locating seven buildings along the canal frontage;
- public enjoyment of the Erie Canal in this Town will be greatly increased through public access enhancements that are tied to this project as amenities. Trail improvements, trailhead parking improvements, and construction of two types of boat launch facilities will provide Brighton residents with public access to the shoreline and encourage appropriate water-oriented recreational activities.

In addition to the rationale noted above for the Rezoning/Incentive Zoning request, the following rationale is presented in support of the requested incentives:

Table 5b- Rationale for Requested Relief

Requested Relief Through Incentives	Code
<p>Residential Use- The applicant requests that full residential development be permitted with the rezoning to WD since development of commercial uses on this property is not feasible without through access from South Clinton Avenue to Winton Road. Refer to section 2.A.1 above for more information.</p>	<p>Article XXIII Section 203-170.C</p>
<p>Accessory Use- The applicant requests that accessory uses such as a clubhouse and welcome center be permitted in the new WD zoning because they are essential aspects to a lifestyle community of this nature.</p>	<p>Article XXIII Section 203-171.C</p>
<p>Dimensional Requirements: Maximum Height of Buildings- The applicant requests relief from the maximum building height of 40 feet for primary buildings (lofts) and 16 feet for accessory buildings (clubhouse) as the height of the loft buildings is necessary to develop the density needed to generate enough dwelling units in close proximity to the canal and trail as to create a vibrant and inviting atmosphere along the trail. The clubhouse is a two-story building and is no taller than any primary building permitted in WD zoning.</p>	<p>Article XXIII Section 203-172.C (1) & (2)</p>
<p>Length of Cul-de-sac: Maximum Length of cul-de-sac- The applicant requests relief from the maximum length of cul-de-sac of 500 feet in order to construct the network of private streets within the project, which have no other regularly used outlet than the main entrance. The first reach of the private street network must extend approximately 100 feet into the property to a point where the parcel is widen enough to accommodate a turn-around for motorists.</p>	<p>Article XXIII Section 213-13(H)(3)</p>

Table 6 summarizes the proposed amenities and estimated cost of construction. Table 7a describes maintenance jurisdiction and 7b estimates maintenance costs.

Table 6- Summary of Amenities

Description of Amenity	Cost
<p>Boat Launch- A one or two-ramp motorized boat launch is planned for the south side of the canal, between South Clinton Avenue and the I-390 northbound embankment. Features include: two 25' wide concrete ramps, one 10' wide floating dock, a 20,000 square feet asphalt parking lot for seven vehicles with trailers; 230' of 22' wide asphalt driveway; new driveway apron onto South Clinton Avenue; painted parking lot striping and two benches.</p> <p>The location is detached physically from <i>The Reserve</i> site, but is included with the project. Construction will be on public land, will be performed with the appropriate permits after review and approval by the Canal Corporation and the NYSDOT, will be funded by the developer or through means arranged by the developer, and will serve as an immediate link between Brighton residents and the canal. No other convenient launches currently exist for Brighton citizens, either in Brighton or neighboring towns. A concept plan of the launch is shown in Figure 2c.</p>	<p>\$290,000</p>
<p>Canal Access Parking Lot- The development proposal includes replacement of the small and deteriorated existing canal access parking lot on the north side of the canal located off South Clinton Avenue. Features include: Reconstruction of 650' of asphalt driveway at 14' wide, plus a 28' wide passing area; 11,000 square feet of asphalt parking lot for 19 vehicles and bus/emergency vehicle maneuvers; a 14' wide trail to the canal trail constructed for emergency vehicle use; removable bollards at the trail interface; and painted parking striping.</p> <p>Relocation of the parking lot closer to the waterfront and increasing the number of spaces will provide better access to the waterfront for seniors, families with children, and the infirm. This better location also better serves boaters by providing a convenient access point that is close to car-top boat put-ins included in the canal trail improvements. This too will be constructed on public land, with the appropriate approvals and permits, and will be funded through the developer. A concept plan of the parking lot is shown in Figure 2d.</p>	<p>\$374,500</p>

Table 6 Continued

<p>Canal Trail Improvements- The project sponsor proposes improvements to the canal trail between <i>The Reserve</i> and the western Town line. Features are detailed in the grant application attached in Appendix C.8, and include construction of small gathering areas with two benches at locations along the trail where the water is already visible without tree cutting at the waters edge; gathering areas will include concrete or asphalt pavement as needed to place the benches slightly off the trail; installation of dark-sky compliant pedestrian-level lighting at approximately 100' spacing and within 5' of the existing edge of trail pavement; interpretive signage; and two small or one larger timber and concrete non-motorized boat put-in(s) located at the edge of the canal and between I-390 and South Clinton Avenue adjacent to the Canal Access Parking Lot noted above.</p> <p>The developer and the Town of Brighton have already secured funding, with a New York State Canal Corporation grant. These improvements will be constructed on public land with the appropriate approvals and permits. A concept plan of a typically seating area is shown in Figure 2e.</p>	<p>\$558,900</p>
<p>Passive Park Trailhead- The developer proposes to construct a new public trailhead at the main entrance into <i>The Reserve</i> for Brighton citizens to access the passive portion of Meridian Centre Park. The trailhead parking lot will be asphalt and will accommodate eight cars. A new 1200' long and 6' wide crushed stone trail will also be constructed to link the trailhead to the existing crushed stone trail system within the park. The trailhead and trail is shown on Figure 4a.</p> <p>The trailhead is included in the project since the existing parking lot for Meridian Centre Park is more than one half mile from the northern portion of the park. The new trailhead cuts the walking distance into the passive portion of the park in half, which will allow a greater number of people who cannot walk quite so far to be able to access the park.</p>	<p>\$25,000</p>
<p>Meridian Centre Park Picnic Pavilion- The developer proposes to contribute to construction of a new picnic pavilion for Meridian Centre Park for design and construction by the Town of Brighton at a location in the park that the Town selects. No figure provided.</p>	<p>\$25,000</p>

Table 6 Continued

<p>Canalside Linear Park- Improvements along the trail will be expanded to include up to 60' of land on the north side of the trail in the area between the western edge of <i>The Reserve</i> and South Clinton Avenue to create a linear park. The park will be landscaped naturally, in harmony with the adjacent wetland, and will include: informal gardens; seating; lighting; interpretive signage; and gathering areas made of decorative pavers. No substantial grading or clearing of vegetation is proposed. The trail pavement in this area will be widened from 10' to 14' in this area as part of the trail improvements for safety access to <i>The Reserve</i>. A concept plan of the linear park is included shown in Figure 2f.</p>	<p>\$66,500</p>
<p>Public Safety Improvements- The existing canal trail will be widened from 10' to a minimum of 14' from the Canal Access Parking Lot to the clubhouse at <i>The Reserve</i>. The trail will be widened to 20' where space allows. The Canal Corporation reports that it currently uses the trail with its 35 Ton crane during regular maintenance activities along the banks of the canal. New pavement will match the existing section as to provide the same strength.</p> <p>Although the site is located between two major County highways, the <i>Meridian Centre Boulevard Extension Study</i> recommended that no connection be made between the two highways. Therefore, Sub-Alternative G, described in Chapter 6, includes these safety improvements. This is considered an amenity because the improvements improve emergency access to the canal trail as well, which benefits the whole community. Public safety improvements are shown in Figures 2d and 2f.</p>	<p>\$55,000</p>
<p>South Clinton Avenue Restriping- South Clinton Avenue, from roughly Woodsmeadow Drive to roughly Sen. Keating Boulevard will be restriped for one lane in each direction as a traffic calming measure. New turn lanes for the boat launch, canal access parking lot, and the project driveway will be incorporated into the striping. An additional left turn lane will be striped at Brighton-Henrietta Town Line Road. Schematics of these improvements are Appendix C.1 along with concurrence from Monroe County DOT. The work also includes "micro-paving", which is necessary to remove existing striping.</p>	<p>\$155,000</p>
<p>Total</p>	<p>\$1,544,900</p>

All of these capital improvements will be made by the project sponsor as part of the project, at no cost to the Town of Brighton. Therefore, it is proposed that the Town reciprocate by agreeing to accept maintenance responsibility for some of the facilities that are constructed on public lands and, which benefit the entire Town. Likewise, it is proposed that *The Reserve* HOA accept maintenance responsibility for improvements that directly adjoin and benefit *The Reserve*. Table 7a reflects proposed maintenance responsibilities.

Insert Figure 2a

Overall Project Amenities (east)

[Click Here for Figure](#)

Insert Figure 2b

Overall Project Amenities (west)

[Click Here for Figure](#)

Insert Figure 2c

Overall Project Amenities (boat launch)

[Click Here for Figure](#)

Insert Figure 2d

Overall Project Amenities (parking lot)

[Click Here for Figure](#)

Insert Figure 2e

Overall Project Amenities (trail seating)

[Click Here for Figure](#)

Insert Figure 2f

Overall Project Amenities (linear park)

[Click Here for Figure](#)

Table 7a- Proposed Maintenance Jurisdiction of Amenities

Amenity	Construction By	Maintenance By
Boat Launch-	Project Sponsor through NYS Work Permits	Town of Brighton: pavement, striping, launch apron, rip-rap, mowing, and signage.
Canal Access Parking Lot- Redeveloped canal access parking lot on the north side of the canal, located off of South Clinton Avenue.	Project Sponsor through NYS Work Permits	Town of Brighton: pavement, striping, mowing, and signage.
Canal Trail Improvements- 6,500 linear feet of trail enhancements including pedestrian lighting, landscaping, seating and other non-motorized boat access per the canal trailway grant.	Project Sponsor through NYS Work Permits	Town of Brighton: lighting system and energy, seating, and non-motorized boat put-ins. Canal Corporation: trail pavement, striping, signage and mowing. The Reserve HOA: landscaping and mowing along project frontage on the canal, and snow plowing of the trail used for emergency access.
Passive Park Trailhead- Public access area for visitors to Meridian Centre Park, including trail to the park.	Project Sponsor	The Reserve HOA: pavement, striping, mowing, and plowing
Meridian Centre Park Picnic Pavilion.	Town of Brighton	Town of Brighton: All building and appurtenances.
Canalside Linear Park- Redeveloped canal access parking lot on the north side of the canal, located off of South Clinton Avenue.	Project Sponsor through NYS Work Permits	Town of Brighton: lighting system and energy, seating, and mowing
Public Safety Improvements- Trail widening and guide posts between South Clinton Avenue and <i>The Reserve</i> .	Project Sponsor through NYS Work Permits	Canal Corporation: pavement and striping. The Reserve HOA: guideposts and snow plowing
South Clinton Avenue Striping	Project Sponsor through MCDOT Work Permit	MCDOT as with all existing striping on the County highway.

Table 7b- Estimated Maintenance Responsibility

Amenity	Maintenance Item	Est. Annual Hours (based on 20 year cycle)
Boat Launch-	Town of Brighton: pavement, striping, launch apron, rip-rap, mowing, and signage.	140 Hours plus materials
Canal Access Parking Lot-	Town of Brighton: pavement, striping, mowing, and signage.	140 Hours plus materials
Canal Trail Improvements-	Town of Brighton: lighting system and energy, seating, and non-motorized boat put-ins. Canal Corporation: trail pavement, striping, signage and mowing. <i>The Reserve</i> HOA: landscaping and mowing along project frontage on the canal, and snow plowing of the trail used for emergency access.	256 Hours plus materials No extra work 392 Hours plus materials
Passive Park Trailhead-	<i>The Reserve</i> HOA: pavement, striping, mowing, and plowing	No extra work
Meridian Centre Park Picnic Pavilion-	Town of Brighton: all building and appurtenances	24 hours plus materials
Canalside Linear Park-	Town of Brighton: lighting system and energy, seating, and mowing	96 Hours plus materials
Public Safety Improvements-	Canal Corporation: pavement and striping. <i>The Reserve</i> HOA: guideposts and snow plowing.	No extra work 60 Hours plus materials
South Clinton Avenue Striping	MCDOT: pavement and striping.	No extra work.

B. Location

1. Regional Location in the County and Town

The project is located on a 63-acre parcel accessed from South Clinton Avenue in the southern portion of Brighton. It is bound on the north by Interstate 590 (I-590); on the west by South Clinton Avenue and a privately held parcel owned by Entercom Rochester; on the south by the Erie Canal; and on the east by the Town of Brighton Meridian Centre Park. Refer to Figure 1, Location Plan, on the following page. For reference, the site is referenced as Area 17 in the Town *Comp Plan*.

2. Surrounding Road System and Generalized Land Use

New York State and Monroe County highways border the project site. However, access is controlled to the Interstate highways. South Clinton Avenue (CR 100) serves as the primary highway for access to this property. South Clinton Avenue is intersected by Sen. Keating Boulevard and by Westfall Road to the north and by Woodsmeadow Lane and Brighton-Henrietta Town Line (Town Line) Road to the south. Westfall and Town Line Roads connect South Clinton Avenue to the remainder of the area highway network to the east and to the west. South Clinton continues north of Westfall Road, and ends at Town Line Road to the south. Refer to Figure 3, Highway Map, for more information about local roadways.

The generalized land use in the area includes a mix:

- Open land in the park to the east and along the Erie canal
- Small lot single-family residential to the south of the canal
- Institutional (MCC and other Monroe County facilities) west of South Clinton/I-390
- Senior housing and medical office complex to the north of I-590 on South Clinton Avenue
- Utility infrastructure immediately to the west of the site

Insert Figure 3

Highway Map

[Click Here for Figure](#)

3. Tax Map Identification

This project is comprised of four tax parcels:

SBL 149.07-1-8	SBL 149.11-1-53
SBL 149.07-1-4	SBL 149.11-1-2.1

4. Existing On-Site Development and Previously Approved Projects

The site is vacant land with no approvals for development. Improvements on the property are limited to the asphalt access road within the strip of land leading to the bulk of the parcel from South Clinton Avenue, the gate at the entrance and a variety of old farm fences. No other projects have been approved for this property.

C. Description of Proposed Action, Design and Layout

1. Existing and Proposed Zoning

a) Existing Zoning

The project site, including all four parcels, is currently zoned Residential B (RLB) under the Brighton Code.

b) Proposed Planned Development (WD)

The Town Comprehensive Plan identifies the site as Area 17 with respect to planned development. This area is recommended for development of three land uses

- Low Density residential
- Park Land
- A Waterfront District Bordering the Canal

The applicant proposes rezoning of the entire site to Waterfront Development (WD) through the Town's Incentive Zoning process, and is offering amenities, also referred to as enhancements, in consideration for incentive to allow development as proposed.

For this site, the project sponsor offers a number of amenities, which greatly improve

public access to the Erie Canal waterfront and are intended to improve the overall quality of recreation for all Brighton citizens. Details of the amenities are summarized in section 2.A.6. Section 3.C discusses land use and zoning in greater detail.

Table 8 summarizes the proposed residential uses:

Table 8a- Proposed Housing Summary

Building Types	Number of Proposed Units	Estimated Total Square Footage	Density (units/acre) **
Single Family Residences (less than 35' tall) (1800 sf to 3500 sf detached units built with conventional wood frame construction)	68	+/- 180,000	Brewerton = 4.1 Ft. Plains = 2.5 Waterford = 2.5
Town Homes (less than 35' tall) (1200 sf to 2000 sf attached units; built with conventional wood frame construction)	102	+/- 295,000	Colden Glenn = 6.6 Mays Point = 9.2
Loft Buildings (75' tall) with Condominiums (six, 6-story masonry and wood frame buildings with 30 residences per building and resident parking in the basement level and in adjacent landscaped surface parking lots)	180	+/- 330,000	Mays Point = 24.8
Totals	350	+/-805,000	350 units/63 acres = 5.6 avg.

2. Detailed Description of the Concept Development Plan

A concept site plan of the proposed 63-acre Action is shown in Figure 4a. It should be noted that the layout provides over 55% greenspace, leaving lot coverage at less than 50%. The landscape plan is shown in Figure 4b, followed by a description of landscaping for each planting area and a plant list for each key planting area. Landscape plans for foundation plantings, which meet Town landscape requirements, will be developed during the Site Planning phase of the project. Architectural information is shown on Figures 5 a-f. Location

and concepts of the amenities, which account for approximately six more acres of development, are shown in Figures 2a-2f.

a) Development of Mixed Density and Residential Styles

The Reserve intent is to blend a variety of home styles and densities to best offer housing to meet market demands and make best use of the site resources. As noted in section 2.A.3, a market analysis was performed prior to development of this project. It was the market analysis that identified the ideal mix, style and price range for a successful residential project in this area. Recommendations translated into the uses below:

b) Residential Uses

(1) Single Family Housing

As per the concept plan, these homes are primarily planned for the heart of the neighborhood and offer the best opportunity for family living, including outdoor space. Each single family homesite will include a private yard adjacent to the house. The lots are sized to offer a range in house sizes and each home will be architecturally unique.

(2) Townhouses

These homes will also be offered in a variety of sizes and styles. They are planned to be conventional clustered street-level townhouses with small patio/yards and private garages. Each will have an individual entrance. The townhouses are located on the ground level and will be offered to residents who prefer the single-family home lifestyle and don't need much yard space.

(3) Condominium Lofts

The upper floors of the loft buildings will offer large loft –style condominiums. Each residence will have a semi-private elevator from the lobby/garage level to the dwelling, and will have a view to the north and to the south overlooking the Erie Canal and the hills beyond. They will be similar in character to urban lofts in Rochester and other metropolitan areas. If townhouses are not offered on the lower two floors, these buildings will be completely comprised of condominiums.

c) Clubhouse and Neighborhood Conveniences

Neighborhood features designed into *The Reserve* will provide community space for gathering and recreation. A clubhouse, similar in many ways to those at golf clubs, will be built. It will include a large gathering hall, a kitchen for catering, meeting rooms, exercise and massage rooms, and locker rooms. In addition, a pool will be constructed at the lower level between the clubhouse and the canal trail. A practice putting green and two tennis courts are also envisioned near the clubhouse.

The clubhouse and grounds will be managed by a Home Owners Association (HOA). Concierge service and on-site security will be included with association membership. During the first years of operation, while the HOA is managed by the project sponsor, a special emphasis will be placed on development of neighborhood activities.

d) Trails, Canal Access, and Park Connections

Recreation and connectivity to the trails, the canal, and the neighboring park are significant attributes of *The Reserve's* design plan. Within the neighborhoods, a network of sidewalks and trails will connect residential areas and internal open spaces to the public park and canal. In addition, there are several ideal locations for connections to the Meridian Centre Park trail system, the Erie Canal Heritage Trail, and the bicycle route along South Clinton Avenue. Pedestrian connections to South Clinton Avenue will take place along both the canal trail and along the main entrance into *The Reserve*. In addition to providing recreational opportunities for the residents of *The Reserve*, many trail and canal improvements are planned to benefit Brighton citizens at large. These improvements are detailed in the section on Community Enhancements below.

e) Community Enhancements/Amenities

As noted in section B.2, a goal of the project is to present Brighton as a destination on the Erie Canal. Both visual and physical "presence" on the canal is needed to accomplish this. Thus, the opportunity to interface with the water will be accomplished for the whole community by including enhancements with the project. These enhancements will provide the opportunity for Brighton citizens to interact with the canal as well as give canal users a place to interact with Brighton.

Table 8b- Comparison of WD and Proposed Bulk Requirements

DESCRIPTION	WD ZONING REQUIREMENT	PROPOSED REQUIREMENT
RESIDENTIAL USE	20% of total acreage	100% *
CANAL FRONTAGE	10% of development	100% *
MINIMUM LOT SIZE: Single Family (Brewerton) Single Family (Ft. Plains) Single Family (Waterford)	Twice the size of the ground floor	6,000 SF 8,000 SF 12,000 SF
MINIMUM LOT SIZE: Townhouses	Twice the size of the ground floor	3,600 SF
MINIMUM LOT SIZE: Loft buildings	Twice the size of the ground floor	30,000 SF
MAXIMUM LOT COVERAGE	65%	65%
FRONT SETBACK: Single Homes	Set during site plan review	10'
SIDE SETBACK: Single Homes	Set during site plan review	8'
REAR SETBACK: Single Homes	Set during site plan review	20'
FRONT SETBACK: Townhouses	Set during site plan review	10'
SIDE SETBACK: Townhouses	Set during site plan review	0' or 10'
REAR SETBACK: Townhouses	Set during site plan review	20'
FRONT SETBACK: Loft Buildings	Set during site plan review	10'
SIDE SETBACK: Loft Buildings	Set during site plan review	25'
REAR SETBACK: Loft Buildings	Set during site plan review	10'
MAXIMUM BUILDING LENGTH	Not indicated;	185' (lofts above ground portion) 460' (loft garages connected below grade for paired lofts)
MAXIMUM BUILDING HEIGHT Primary buildings	40'	75' (Lofts) *
MAXIMUM BUILDING HEIGHT: Accessory buildings	16'	35' (clubhouse) *
MINIMUM DISTANCE BETWEEN BUILDINGS: Lofts	Set during site plan review	0'
FENCING		Decorative fencing at neighborhood gateways: 4' or less (see Signage Table); max 12' around tennis courts; max 4' around pool in rear yard. All fencing subject to approval of the Planning Board in conjunction with Site Plan and Subdivision review.
SIGNAGE		Neighborhood identification signs subject to approval of the Planning Board in conjunction with Site Plan and Subdivision review. See Figure 4C and Sign Table.
LENGTH OF CUL-DE-SAC	500'	1100 feet and/or subject to approval of the Planning Board in conjunction with Site Plan and Subdivision review. *

* Relief through Incentive Zoning is requested. See Table 5a.

Insert Figure 4a

Concept Site Plan

[Click Here for Figure](#)

Insert Figure 4b

Concept Landscape Plan

(in pocket)

[Click Here for Figure](#)

[Click Here for Figure](#)

[Click Here for Figure](#)

[Click Here for Figure](#)

The following summarizes landscape improvements by planting area:

Area 1- I-590 Berm and Trail to Park: This area is intended to screen views of the expressway from residents of the Reserve, and soften views of the homes from motorists. The berm will vary in height, from two feet to 6 feet maximum, and will be planted with a variety of salt-tolerant, native species that are similar to existing vegetation. Many of the species provide habitat opportunities as well as fodder. Plant spacing is shown as needed to provide effective screening.

Area 2- Bridgewater Reserve: This area is the main entrance to *The Reserve* and parallels the I-390 to I-590 connector ramp. The key intent of landscape improvements along this corridor is two-fold; to soften views of the expressway to guests and residents of The reserve, and to maintain and supplement vegetation that blocks views of the radio towers for those driving along the road. These plantings will be installed at existing grades, and amongst existing vegetation at various spacing as needed. Selected plants provide interest, habitat, and fodder, as well as supplementing the existing array of trees along the street.

Area 3- Bridgewater Rise: This is the main boulevard spine of the neighborhood. It is intended to provide interest for motorists traveling the road and privacy to residents that back up to the road. The planting specifications call for a regular spacing of London Plane trees to create the tree-lined boulevard effect, while also including fill-in plantings of evergreens and shrubs for privacy.

Area 4- Canal Enhancements: Much of the existing embankment is to remain natural, and new plantings are intended to supplement the natural habitat and food source for native animals and birds. While the landscape plan calls for removal of invasive plants, and clearing of dead trees, new shrub plantings supplement the otherwise hearty growth on the embankment. Manicured lawn is specified in the area immediately between the clubhouse and the waterfront, and in the areas immediately abutting the south side of the loft buildings. The canal embankment is planned for conservation through the HOA, and is intended to serve as an east-to-west wildlife corridor along the canal.

Area 5- Stormwater Basins: Stormwater mitigation will be accomplished with depressed meadows that serve as detention areas, as well as open water ponds that treat for water quality. In addition to grasses and native meadow plantings, shrubs and trees are planned for aesthetic interest, habitat and fodder for resident animals. Plantings will be primarily above the high water level of detention.

Area 6- Off Site NYSDOT Beautification: The southern embankment of the I-390 to I-590 connector ramp is an area identified for a potential beautification project within the highway rights-of-way. A planting plan for work by highway permit will be developed that locates new trees in the lower 2/3 of the embankment. The goal of planting this area is to screen views of the expressway from residents and guests of *The Reserve* who travel Bridgewater Reserve.

Area(s) 7- Wildlife Corridors: In addition to the canal embankment area, which is planned to function as a wildlife Corridor, area(s) 7 are specified to include similar plantings plus an array of other plantings specifically selected for their food and foliage, which provides food and cover to lure animals through The Reserve in an east-to-west direction. These areas are primarily routed through back yards where animals are less likely to be perceived as a nuisance.

Area 8- Wetland Mitigation: This area has been designed to connect to existing wetlands, and will be constructed whether or not the US Army Corps requires mitigation of the existing isolated wetland located where the clubhouse is planned. Plantings in this area will provide fodder and habitat for a variety of species and will increase the usefulness of the two separate natural wetlands along the western side of the property.

Area 9- Manmade Vernal Pools: These special areas are located within the areas adjacent to the proposed stormwater facilities and adjacent to existing wetlands as possible. Their locations are specifically selected in areas where the water will be shaded, just as these ponds would be in a natural setting. Although specific amphibian habitats were not identified on the site, which could be impacted by construction, they are known to exist in the immediate area. Therefore, the project applicant has made a conscious decision to include these features to enhance habitat opportunities.

Park Buffers: One cluster of townhomes in the Glenville neighborhood, three homes in the Ft. Plains neighborhood, and two residences in the Waterford neighborhood are located immediately adjacent to the passive portion of the Meridian Centre Park. Therefore, special landscape buffering is proposed to supplement the sparsely vegetated hedgerows in these areas, thus providing an additional layer of visual buffering between the park trails and the homes. Sections through these proposed buffers, including trail locations, are shown in the following landscape pages.

Single Family Residences: A generic plant list is included in the project specifications to provide a pallet for any landscape designer to create individual planting plans for residences and townhouses as they are constructed.

Insert Figure 4c

11 pages of Concept Planting Tables

[Click Here for Figure](#)

Insert Figure 5a

Loft Elevations

[Click Here for Figure](#)

Insert 5b

Loft Elevations

[Click Here for Figure](#)

Insert 5c

Clubhouse Elevation

[Click Here for Figure](#)

Insert Figure 5d

Clubhouse Elevation

[Click Here for Figure](#)

Insert Figure 5e

Clubhouse Elevation

[Click Here for Figure](#)

Insert Figure 5f

Clubhouse Elevation

[Click Here for Figure](#)

3. Proposed Infrastructure Systems

a) Water Supply

Public water service is proposed throughout the development utilizing water mains to be dedicated to the Monroe County Water Authority. The new main will be tapped from the existing 20-inch water main located along the I-590 frontage at the north side of the site. Each home will have its own private water service. A water district extension is proposed and easements will be granted to the Water Authority for access and maintenance.

b) Sanitary Sewage

Public sanitary sewers are proposed throughout the planned development utilizing new mains to be dedicated to the Town of Brighton. The new sewers will be connected to the existing Town of Brighton sewer that passes under the existing driveway into the property. A sewer district extension is proposed and easements will be granted to the Town for access and maintenance.

c) Electric, Telephone, Gas and Cable

These utilities are proposed throughout the planned development and will be owned and operated by the corresponding utility providers. Electric and telephone service will be served into the site from South Clinton Avenue where existing plant exists to serve the new neighborhood. Gas and cable service will access the site from Winton Road where existing plant exists to serve the site. Gas and Cable suppliers are currently working with the NYS Canal Corporation to permit this construction in the grass area immediately adjacent to the north side canal trail. Easements will be granted for all utility infrastructure along privately owned streets and all common areas where access is needed.

4. Proposed Stormwater Management Systems

Due to the size of the project at well over one acre, and its proximity in the Irondequoit Creek drainage basin, the project will be engineered to adhere to both the requirements of the Phase II federal stormwater regulations (regulated by the NYSDEC) as well as the more stringent

water quality goals of the Irondequoit Creek Watershed Committee. Proposed stormwater quality treatment and stormwater detention has been designed into the overall site plan as functional amenities. The stormwater features are located in areas that are naturally low, are within the natural flow of stormwater, and in locations that can also be used to enhance existing open space adjoining land that is currently wet and/or classified as wetlands.

Drainage for the sub-watersheds were reviewed and computed using HydroCAD 7.0 software and the methods noted in the New York State Guidelines for Urban Erosion and Sediment Control. These methods are based on the Soil Conservation Service Method and The Technical Release No. 55 Urban Unit Hydrology for Small Watersheds. Drainage calculations reflect full development potential of all lands associated with this project.

Under the requirements for Uniform Storm Water Sizing Criteria: Water Quality control, Channel Protection, Over Bank Flood and Extreme Flood Control all apply to this project. The required water quality design standards under IWC requires 1" of runoff to be detained for Water Quality vs. 0.8" under New York State Stormwater Management Design Manual. These calculations have been used to size the four storm water management facilities. Refer to Appendix C.2 for stormwater information and a preliminary drainage analysis.

There are four drainage areas on site and all discharge to unique watercourses. They are located at approximately the four corners of the site. Drainage patterns will continue to discharge to the same existing locations. The stormwater facility to the northwest will discharge to the unnamed stream that runs along the driveway. The one to the southwest will discharge into the drainage course that follows the toe of the canal embankment toward the west and then flows along South Clinton Avenue in an existing ditch until it, too, discharges in the stream that runs along the existing site driveway. Stormwater facilities on the east side of the site will maintain drainage patterns that flow through the park. The facility on the northeast will empty into the existing depression along I-590 and the north side of the park. The southeastern facility will maintain drainage flows into the existing watercourse that follows the toe of the canal embankment toward the east.

Micropool Extended Detention Ponds are the chosen method of stormwater mitigation for this project. Micropools were chosen based on the watershed size, soil type, slope of site and because the development is residential. Micropools used with appropriately sized outlet

structure will satisfy all stormwater requirements.

Additionally, a Stormwater Pollution Prevention Plan (SWPPP) will be created to comply with the NYSDEC SPDES General Permit for Stormwater Discharges Associated with Construction Activities (GP 02-01) and the stormwater management objectives of municipalities within the Irondequoit Creek Watershed. This SWPPP defines existing and proposed site conditions, how stormwater will be managed during and after the construction period, the timing of soil disturbing and stabilization practices, and appoints who will be responsible for implementing and maintaining the practices.

5. Site Access and On-Site Circulation

a.) Public Streets

Although once considered for the project, none of the streets in *The Reserve* are proposed as public streets. However, the street from South Clinton Avenue to the main gateway into *The Reserve* will be open to the general public for a number of reasons:

- Open access to the park trailhead will be maintained for Brighton citizens;
- Successful marketing of the neighborhood requires an inviting entrance so that visitors can enter into the community and begin to experience the atmosphere;
- Easy access, with an opportunity turn around, is needed for deliveries.

As with all streets in the project, the pavement section and drainage systems will be constructed to Town standards and geometry is designed to accommodate emergency vehicles. However, short-term and long-term maintenance will be provided through the neighborhood HOA. The alternatives discussed in Chapter 6 discuss the public street versus private street scenarios.

Since the project proposes access from South Clinton Avenue, certain improvements are needed to facilitate safe and convenient access in and out of the site. Modifications are proposed to the entrance to provide better sight distance and proper geometry for all vehicles, including trucks. As recommended in the project traffic study, the Developer will work with Monroe County DOT through its permitting process to re-stripe South Clinton Avenue to one lane in each direction, and include left turn lanes for the project

site and other driveways that access the two project amenities; (launch and trail access parking lot.)

Figures that depict the modified entrance concept and re-striping schematics are included in the front of Appendix C.1 along with correspondence from Monroe County DOT indicating concurrence with the proposed improvements.

b.) Private Streets

All streets within *The Reserve* are proposed as private streets that will be constructed to Town standards for pavement section, drainage facilities, and geometry. The private street scenario is most feasible with a gated community like this. Access controls at the gatehouse/welcome center are being proposed to provide a secure and private atmosphere for the residents. The alternatives discussed in Chapter 6 include consideration of the internal streets as public streets if the main entrance is also a public street.

The hierarchy of streets and the associated edge treatments are as follows:

The primary streets are Bridgewater Reserve leading into the neighborhood and Bridgewater Rise running from the north side of the site toward the canal. These streets will be constructed per the Town's Light Duty pavement section. Curb will be granite or concrete;

Secondary streets are Little Falls Circle, Oneida Pass, and Jefferson Hill, which are the single family neighborhoods. These streets will be constructed to the Town's Light Duty pavement section and will have concrete gutters in all locations where driveways are planned and will have curb around islands and open spaces where no driveways are planned. Mays Point Trail is also a secondary street with concrete gutters;

The streets within the townhouse neighborhoods are third in the hierarchy of streets and although will be constructed to meet the Town's Light Duty pavement section, they most likely will not have any concrete edge treatment as they are essentially driveways.

c.) Trails and Sidewalks

The concept plan indicates sidewalks and trails inside and around *The Reserve*. This neighborhood is intended to be very walkable. As noted in other sections, one of the community amenities is the improvement of the canal trail from *The Reserve* to the former Monroe County Iola Campus, which is planned for the CityGate development. Details of the canal trail improvement are summarized in Appendix C.8 and these improvements are intended to make the existing asphalt trail more inviting for recreation and walk to work opportunities at City Gate and at Meridian Centre Office Park.

Within *The Reserve*, the trail along the east side of the central boulevard will be 7 feet wide and hard surfaced with asphalt or concrete. It will connect each neighborhood to the welcome center and the canal waterfront. Inside each neighborhood, residents will walk on the streets.

The primary trail connections from the clubhouse to the canal trail will be asphalt trails and the western connection will be 20 feet wide to accommodate emergency vehicles. This same type of wide asphalt trail also connects the cul-de-sacs within *The Reserve* to adjoining streets so that larger emergency vehicles may exit the site without turning around. The pavement section will be similar to the Town's Standard Park Trail section. All other trails within *The Reserve* will be 7 feet wide and surfaced with crushed stone similar to the trails in Meridian Centre Park. All concrete sidewalks near the clubhouse and the lofts, along Mays Point Trail, will be a minimum of 5 feet wide and wider when directly abutting curbed streets.

Insert Figure 6

Concept Infrastructure Plan

[Click Here for Figure](#)

Gated Community

Privacy and security are key elements in the affluent home-buying market. Gated communities were developed to enhance safety and privacy, and reduce crime. Although there are no gated communities in the immediate area, they exist across the country. They are especially popular in areas where it is common for residents to travel and leave their homes unattended for long periods of time. Shared maintenance also goes hand in hand with this type of housing.

At *The Reserve*, there will be no continuous walls surrounding the neighborhood and it is not intended to appear as a fortress. The existing natural hedgerow that surrounds the property will be retained to serve as much of the barrier between public and private space. Along the I-590 expressway, a landscaped berm will create a sense of privacy and is primarily intended to block the view of the expressway for the residents, and block views of the homes from motorists.

The main vehicle entrance off South Clinton Avenue is the only location planned to have access control with gates. It also will be staffed by the HOA with a greeter/guard for most of the day and night. Residents will have key cards and visitors will be screened as to whom they are visiting. The trailhead parking lot at the north end of the site is accessible to Brighton citizens 24-hours each day. However, access into the park will be as permitted by park rules.

Internal trails and sidewalks are for residents of *The Reserve* as are access trails into the adjacent park and to the canal trail. Although it is not the intent to strictly enforce a policy of “no entry” for non residents, internal trails that access public spaces will include gates that can be closed and locked at night as well as signage that denotes *The Reserve* as a private neighborhood. However, as mentioned above, there is no continuous wall or fence planned around the neighborhood. The gates and signage are to inform law-abiding citizens that *The Reserve* is private.

d.) Community Greenspace

Since the original application, the concept plan has been developed further to increase the amount of greenspace and better to define conservation areas. Figure 7 indicates proposed

conservation areas that can be protected through specific covenants incorporated into home ownership and HOA documentation. These conservation areas are clustered around the stormwater facilities, which are adjacent to existing natural areas, so that wildlife may migrate between natural areas off site and conservation areas on site. The north facing embankment of the Erie Canal is also now shown as a conservation area. Manicured lawns are now proposed only adjacent to the main trail connections at the clubhouse.

e.) Site Lighting

The neighborhood is planned to be developed with street lighting befitting 19th century ambiance and meeting current standards for dark sky compliance. In general, lighting poles will be low (14' to 20') and closely spaced (100') versus taller (24' to 32') arterial-style poles that are typically used along streets and spaced further apart (130' to 150').

Fixtures that fit the historic character of the project while not posing significant impacts on the neighborhood and/or the canal trail will be selected. The lighting engineers plan to utilize the current version of IESNA Recommended Practice RP-33-99: Lighting for Exterior Environments, and Town of Brighton Standards. Lighting photometrics will be provided during the site plan review process, as the project is further designed, to confirm that the actual design meets these standards.

f.) Fences and Walls

As previously noted, tall fortress-like walls are not planned to surround *The Reserve*. Low decorative stone wall/fence combinations are planned to demark the entrance to *The Reserve* and individual neighborhoods. They will be 3 to 4 feet tall and may have features up to 6 feet at key points of interest. The only fencing planned for the project will be 4 feet tall surrounding the pool. Matching gates will demark trail connections to the park.

Insert Figure 7

Conservation Areas

[Click Here for Figure](#)

D. Approvals

Implementation of the project will require approvals by state and federal agencies in addition to those by the Town of Brighton. Table 9 outlines necessary approvals and the respective governing body for each:

Table 9- Anticipated Permits and Agency Approvals

Organization	Permit/Approval
Brighton Town Board	Incentive Zoning (project ER-09-07)
Brighton Planning Board	Subdivision and Site Plan
Brighton Planning Board	Watercourse EPOD review and approval
Brighton Town Board	Sewer and Water District extensions
Monroe County DOT	Highway Improvements on South Clinton Avenue
Monroe County Surveyor	Subdivision
Monroe County Health Department	Realty Subdivision and Extension of Water Main
Monroe County Pure Waters	Approval of added sewage flow for the Brighton Sewer District
New York State Canal Corporation	Acquisition of Land (see note below)
New York State Canal Corporation	Work Permits for Improvements in Canal Rights of Way
New York State DOT	Work Permits for Improvements in DOT Rights of Way
NYSDEC	Permitting for stream bank disturbance and water quality certification as part of the Joint Application for Permit necessary to obtain coverage with respect to disturbance of federal wetlands
US Army Corps of Engineers	Permitting for disturbance in excess of 0.10 Acre, if any, for regulated wetlands.
NYSDEC	Permitting for SPDES For Construction Activity

It is planned that land will be acquired from the NYS Canal Corporation. Refer to Figure 1b for a map showing the 2.34 acres of land along the northern boundary of the canal rights-of-way. The first phases of the project can be constructed prior to actual transfer of land from the NYS Canal Corporation. This will likely be the scenario since the process takes almost one year to complete. Purchase of both parcels is currently being processed by the Canal Corporation.

Of all the approvals noted above, approval of rezoning to WD and approval of Incentive Zoning to modify some of the bulk requirements are vital to the successful implementation of the project.

Just as it is the Town's responsibility to determine whether or not the project poses significant adverse impacts to the environment or community, it is also the Town's responsibility to determine whether or not the application is a good fit for the community when compared to the community goals expressed in documents such as the *Comprehensive Plan*.

The applicant for this project believes that the project reasonably serves the community goal to provide a unique type of water-oriented residential development adjacent to the Erie Canal, which promotes and encourages public access to the shoreline and encourages appropriate water-oriented recreational uses by including canal trail improvements, a motorized boat launch, trailhead parking improvements, and a non-motorized boat put-in as amenities to obtain incentives.

Although some may expect these goals to be realized on the site proper, it should be recognized that the total package, including amenities, does meet many of the community goals for a WD in a manner that is feasible for the applicant given that retail development is not possible without through traffic from Winton Road. Table 4 explains how the project also benefits the community in these ways:

- Provides a unique type of water-oriented residential development adjacent to the Erie Canal;
- New Building Lots Reduce Desire to Demolish Existing Homes;
- Increases Real Property Tax Base of Town;
- Increases Support for Local Businesses;
- Encourages Walking to Work.

Based on the findings in this document, all these benefits are proposed with little impact to sensitive environmental features that exist along the shoreline, which is also a key goal of the WD zoning.

Therefore, the applicant believes that the benefits to the community justify granting the requested incentives because:

- Residential Use- Development of commercial uses on this property is not feasible without through access from South Clinton Avenue to Winton Road;
- Accessory Use- Construction of a clubhouse and welcome center are essential aspects to a lifestyle community of this nature;
- Dimensional Requirements: Maximum Height of Buildings- Maximum building heights of 40 feet for primary buildings (lofts) and 16 feet for accessory buildings (clubhouse) do not

provide the height needed to develop the density of people in close proximity to the canal and trail as to create a vibrant and inviting atmosphere along the trail;

- Density is also a result of the market study and is needed to fund the amenities;
- The clubhouse is a two-story building and is no taller than any primary building permitted in WD zoning.

E. Construction and Operation

1. Construction

Construction of the site infrastructure is planned to begin in the late summer of 2008, as soon as all municipal Subdivision and Site Plan, and Involved Agency approvals are obtained.

Development of the full site may take from two to three years depending on market conditions and sales of individual units. If for some reason a particular amenity is not permitted by another government agency, the applicant is committed to honor a payment in lieu of the amenity at the value specified in table 6.

Refer to the Table 10 for a projected timeline.

Table 10- Phased Implementation

Dates	Construction Activities
Late Summer 2008 and Spring 2009	Pending completion of SEQRA process, design and permitting for the canal trail improvements and other amenities will commence as these improvements are not included in the Town of Brighton Subdivision and Site Plan review process and the funding is tied to specific deadlines in the Canalway grant. Construction dates are noted below.
Late Summer 2008	Construction of public and private underground utilities needed to serve the site. Electric, telephone, sanitary sewer, and water supply are to be connected at South Clinton Avenue and at locations along the I-590 southern rights of way. All these features must be installed in conjunction with site access improvements.
Fall 2008	Construction of stormwater facilities, bulk earthwork for entire site, including fill in areas along the canal, and construction of the primary road network on the site. All disturbed areas to be stabilized prior to winter.
Fall 2008-Spring 2009	Underground infrastructure, such as water, sewers, drainage, and private utilities, and construction of clubhouse and one or two loft buildings. Drainage along toe of canal embankment to be installed per NYS Canal Corporation once canal is drained for the winter.
Spring 2009	Install landscaping buffers along I-590 and primary road network, commission clubhouse as sales office and for resident use, and begin townhouse and single family home construction to meet sales, focusing on a variety of product located along primary streets. Commission newly constructed loft buildings for occupation in summer 2009.
Summer 2009-Fall 2009	Continue construction of townhouses and single family units, and begin additional loft buildings to meet sales demand, as needed. Begin to construct infrastructure and side streets to accommodate housing projected for construction in 2010.
Summer 2009-Fall 2009	As design and permitting of the amenities on public lands are approved, the applicant will work with the Town and state agencies to begin construction of the amenities.
Spring 2010-Fall 2010 And beyond	Continue construction of residences to meet market demand.

Insert Figure 8

Development Phasing

[Click Here for Figure](#)

2. Operation

As neighborhood buildings and facilities are commissioned, and as residents begin to move in, the HOA will begin to function. The project sponsor is currently pursuing HOA approval with the NYS Attorney General's Office. Basic elements of the HOA are described as follows:

a.) Community Standards

Purchasing a residence in a community association offers several advantages to the owner. However, at the same time it also imposes some reasonable restrictions. These standards are a means of maintaining community harmony and preserving property values. These standards are formulated for the collective benefit of the community and it is expected that all residents will voluntarily comply with them. The standards will include:

- Consistent architectural style developed in a portfolio of plans to be offered for sale which will insure a design style and size.
- A pre-selected palette of exterior colors purchasers can choose from.
- A master landscape plan for the common areas as well as the individual residential units.

b.) Understanding Association Rules & Regulations

An estimated 40 million people (one out of every eight Americans) live in community associations today. These associations are private, nonprofit organizations in which all property owners are automatically association members. This housing alternative offers several advantages over conventional single family homeownership. The Association's goals are to:

- perpetually ensure the communities' aesthetic appeal;
- enhance property values;
- maintain all common areas.

When groups of people, no matter the size of the group, share common-area property, rules must be set forth to manage the common property. Further, the need to establish reasonable and uniform policies is heightened as a result of the increased housing density that is intended to preserve greater green space surrounding the clustered housing. Closer housing lowers the initial cost of housing and leaves less landscaped area for detailed maintenance.

For the benefit of all members, the uniqueness of community living prescribes the necessity to maintain "standards of living," and compliance with these standards is necessary to promote harmonious living and to protect property values. The existence of these standards is one of the basic advantages of the community association concept.

Living standards and guidelines govern the community in three areas:

1.) Establishes the use of common properties and individual lots/units.

This promotes uniformity, establishes minimum (building and grounds) maintenance requirements, and promotes that the sharing of common properties is both equitable and harmonious.

2.) Controls changes in architectural or exterior appearance

This establishes and preserves uniform design as it strives to protect property values and assures that the character and integrity of the community is maintained.

3.) Establishes conduct guidelines for residents and guests.

This helps promote peaceful coexistence by minimizing possible neighborly disturbances.

These standards are incorporated in each homeowner's deed, therefore, their benefits will endure with the land, rather than with each succeeding homeowner. They include:

a.) Guidelines on cars and parking within the Reserve

b.) Noise guidelines such as :

- restrictions on windchimes
- restrictions on music, parties, lawn mowing etc

c.) Visual Guidelines that cover items like:

- Exterior storage
- Exterior sheds
- Clothes lines
- RV's
- Satelite Dishes and Radio antennas

Governing Documents

The governing documents include:

1.) Articles of Incorporation

The Articles establish the association and its purpose structure and powers, all of which will be part of the HOA agreement;

2.) By-Laws

The By-Laws establish the procedures for the operation of the Association through the board of directors, officers, committees and membership meetings, all of which will be part of the HOA agreement;

3.) Declaration

The Declaration defines each homeowner's property rights and the conditions of use of the property, as well as the homeowner's rights and obligations to the Association, all of which will be part of the HOA agreement;

Services of the Home Owners Association:

1.) Administration

- (a.) Annual legal filing
- (b.) Annual audit and tax return
- (c.) Insurance
- (d.) Property Management including:

- (1.) Accounts receivable
- (2.) Accounts payable
- (3.) Competitive bidding on services
- (4.) Personal management
 - Common Area Property Maintenance, which includes: All roads, building exteriors, driveways, landscaping visible from the streets and trails, guard house, pool, conservation areas, trails, signage, lighting and the clubhouse.
 - Gas and Electric to common areas
 - Security monitoring in common areas
 - Pool and Clubhouse patio maintenance
 - Common area supplies as needed
 - Water and sanitation for common areas
 - Irrigation of some common area landscaping
 - Dispute resolution

2.) Maintenance

- (a.) Lawn mowing and landscaping maintenance- All areas designated as lawn will be mowed regularly and cared for. Areas designated for conservation will be mown less frequently at time frames recommended by the project Biologist as key mating periods for grassland creatures. Debris from all landscape activities within *The Reserve* will be removed from the property and disposed of by the HOA.
- (b.) Snow plowing and removal- All paved areas within The Reserve will be maintained through the winter months to remove ice and snow. The wide trails that also serve as emergency access roads will be included in this maintenance task, including the canal trail to the parking lot next to South Clinton Avenue where emergency vehicles can access the trail.

- (c.) Clubhouse and pool- The clubhouse and pool areas will be maintained in clean and orderly repair. Pool maintenance includes cleaning and chlorination in accordance with NYS and Monroe County Health Department and Town of Brighton standards for public pools.
- (d.) Common area cleaning- Common areas in the clubhouse, loft buildings, and the welcome center will also be maintained in a clean and orderly fashion.
- (e.) Common area electrical- Common area lighting for the clubhouse, street lighting, loft buildings, welcome center, landscaped marquis and pool area will all be maintained and utility bills paid by the HOA.
- (f.) Elevator servicing and inspections- Elevators in the loft buildings shall be maintained and inspected at the expense of the HOA.
- (g.) Supplies- Cleaning and maintenance supplies necessary to perform the HOA Services outlined in this summary shall be obtained at the expense of the HOA.
- (h.) Trash removal- Trash removal for the entire neighborhood is the responsibility of the HOA, including removal of trash from loft building basements where trash from the chutes is collected.
- (i.) Structure- All Buildings shall be maintained in good repair through the services of the HOA. Building elements include:
 - Exterior shell
 - Roofing
 - Siding and exterior staining/painting
- (j.) Stormwater Facilities and Drainage Systems- The four stormwater facilities and associated drainage systems will be maintained free from debris and in good repair through the services of the HOA. The Town will be granted easements for access to attend to emergency maintenance.

CHAPTER 3 - ENVIRONMENTAL SETTING

A. Natural Resources

The acreage under evaluation is comprised of two former pastures from the Gonsenhauser Farm once located on Westfall Road just north of the site, across I-590. All of the land is currently vacant. The only physical improvement at the site is the asphalt access road leading from South Clinton Avenue to the western most pasture.

1. Geology, Topography, Slopes and Soils

This portion of southern Brighton, in the USGS 7.5 minute Pittsford Quadrangle, lies in the Erie-Ontario Lowland physiogeographic province. The area consists of surficial glacial and lacustrine deposits that overlie structurally simple Silurian strata. Bedrock in the area is expected on the order of 30 feet below the surface, consisting of the Vernon Formation – several 100 m's of argillaceous dolostones and dolomitic shales, regionally containing economic deposits of gypsum and salt that rarely outcrop at the surface. These strata dip gently to the south. Surficial strata consist of poorly sorted glacial till of variable thickness, up to 150 feet, and lacustrine silts and clays that were deposited in proglacial lakes, up to 150 feet thick.

Ground water is seasonally high in portions of the site. Test holes in areas where stormwater basins are shown on the concept plan exhibited minerals at 14" to 60" depth, which typically indicates a seasonally high water table. However, even along the canal where drilling was performed in September 2007 for loft building foundation design, water depths ranged from 3' to 6' at the lowest parts of the site to 17' at high points on the site. A full geotechnical study was performed for foundation design and is attached in Appendix C.10. Three piezometers have been placed on the site for future monitoring of ground water.

With exception of the canal embankments, topography of the site is flat to slightly rolling with average slopes of less than 5%. Side slopes on the canal embankment are at 25% to 30%. There are no natural steep slopes (>15%) on the site.

Based on geotechnical sampling performed in October, 2007, composition of the site includes a varying amount of silt, sand, gravel and clay. Some cobbles and boulders were found at

depths over six feet. No rock was encountered at depths up to 40 feet.

The *Soil Survey of Monroe County New York* was consulted to identify soil types on the site. Seven soil types, which are all suitable for construction, are indicated in Table 11 and in Figure 9. More detailed soil information is included in Appendix C.3.

Table 11- Soil Types

Soil Type	Soil Description	Approximate Percentage of Site	Prime Farmland	Soil of Statewide Significance	Hydric Soil	Potential For Hydric Inclusions
OdA	Odessa Silt Loam	23				X
CIA	Collamer silt Loam	5	X		X	
OnB	Ontario Loam	8	X		No	
HfB	Hilton Fine Sandy Loam	41	X		No	
SeA	Schoharie Silt Loam	7	X		No	
SeB	Schoharie Silt Loam	7	X		No	
Le	Lakemont Silt Loam	2		X	X	
Ng	Niagara Silt Loam	4				X

A phase I Environmental Assessment was performed for this property. A search of the various data bases revealed that there are no known waste sites on the project site. However, there are two sites located adjacent to the north side of the canal trail, between I-390 and the former County Iola Campus. About 3/8 mile west of the site, is the Canal Corporation site for dredging spoils. At 3/4 mile west of the site, there is a former sludge and ash site next to the Iola campus. There is also record of a former Construction & Demolition site across the canal where the housing development is now located. No state or federal listings were noted for the site or the locations where amenities are proposed.

Insert Figure 9

Soils Map

[Click Here for Figure](#)

2. Surface Waters and Drainage

The parcels of land under consideration for development primarily include grasslands exhibiting natural overland drainage patterns that flow toward low points on the site. Surface waters in proximity to the site include an unnamed tributary to Allen Creek and the Erie Canal. None of the site drains into the canal.

Four small freshwater wetlands were identified on the site and are shown in Figure 10b. No NYSDEC or US Fish & Wildlife mapped wetlands are present. One wetland is the stream channel along the entrance road and the expressway. Another is a wooded wetland within the western hedgerow of the site near the radio towers. Another is a pocket wetland on the southern side of the site at the toe of slope of the canal embankment. The fourth is a wooded wetland west of the site, but encroaching on the property at the southwestern corner. Appendix C.3 includes a full Wetland Report, including correspondence with agencies, is included for the site. Offsite areas where amenities are to be constructed were not delineated at this time. Refer to Appendix C.9 for scope of work associated with the design of the amenities. They will be designed and constructed to avoid wetlands.

Stormwater drainage flowing northwest travels through a low spot near the western hedgerow, and then continues westerly toward an unnamed tributary of Allen Creek. The tributary leaves the site and flows through a culvert under I-590 and then surfaces as a stream that flows toward Winton Road. Drainage flowing northeast from the high points of the site continues overland through another low spot just east of the property and along the southern boundary of the expressway in the Town Park where it is channeled further along the expressway. Southeasterly flows are also undefined overland flow until the point where they reach the toe of slope of the Erie Canal embankment. From here the flow path is concentrated along the base of the embankment as it travels easterly along the southern edge of Meridian Centre Park. The southwesterly overland flow leaves the site at a natural depression where it then flows westerly to a manmade ditch at the base of the South Clinton Avenue embankment for the canal bridge. This drainage path then also enters the unnamed tributary near the existing access road into the site.

The unnamed tributary that passes under the entrance to *The Reserve* and a confined corridor within its banks is shown as an area of potential flooding on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Brighton. It is designated at zone A-1, which indicated a 1% chance of annual flooding. It is not apparent that flooding jumps the stream banks or crosses over South Clinton Avenue or *The Reserve* driveway.

During initial investigations for this project, the Canal Corporation alerted the applicant and the engineering design team that seepage from the canal, through the embankment, could be a design issue to be aware of. As noted above, geotechnical investigations were conducted to study the soils and groundwater conditions. The report is in Appendix C.10 and indicates that nine soil borings were advanced into the ground along the canal rights-of-way. Borings were conducted in October 2007, prior to the date when the Canal Corporation drained the canal.

Drilling logs included in the Geotechnical Report indicate that the ground was damp at as little as 3 feet at the far west end of the site (next to wetland), the middle of the site, (next to wetland) and at the far east end of the site (next to the lowest point on site). Otherwise, depth to dampness was between 5 feet and 13 feet. Test holes excavated during the dry summer revealed mineral deposits at similar depths.

Therefore, it may be assumed that water levels in the canal may influence ground water levels along the rights-of way to some extent. However, it was not obvious that the embankment shows signs of excessive seepage.

Insert Figure 10a

Ecological Communities

[Click Here for Figure](#)

Insert Figure 10b

Wetlands, Impacts, Mitigation

[Click Here for Figure](#)

3. Terrestrial and Aquatic Ecology

The site and its immediate environs are predominantly characterized by expansive grasslands and old-field communities. Also present are several hedgerows of mature deciduous trees and shrubs, four property edge wetlands (wet meadows, emergent marsh, wet woods, and intermittent stream corridor), and an extensive, broad, scrub-shrub hedgerow along the Erie Canal embankment. Adjacent properties include Route I-590 to the north and the Erie Canal to the south. On the west is expansive grassland containing four radio transmission towers, and to the east are Town of Brighton parklands that include both grassland and successional brush and pole stand trees. A map of ecological communities is shown on Figure 10a. The Wildlife Assessment is attached in Appendix C.6 and includes agency correspondence with respect to Endangered Species. This correspondence is also included in Appendix B with the Full EAF. The grasslands are dominated by timothy (*Phleum pratense*), brome grass (*Bromus spp.*), other assorted grasses, pockets of fragrant goldenrod (*Euthamia graminifolia*), Canada goldenrod (*Solidago canadensis*), and sow thistle (*Sonchus arvensis*). These habitats are typical of relatively recent agricultural lands (grassland hay fields) taken out of production. While a complete assessment of the habitats was conducted, seasonal limitations made it impossible to view every possible species, although it is expected that typical indigenous species noted below do use the site.

Certainly the existing habitats and knowledge of typical indigenous species utilizing the environs (white tail deer, raccoon, squirrel, skunk, woodchuck, turkey, rodents, etc.) presents a very good picture of the species expected to be found. However, additional information was available regarding bird species was provided by Jay Greenburg, an interested naturalist familiar with the area and a representative of the Rochester/Genesee Region for the National Audubon Society's NYS Important Bird Areas Program. Survey of species usage from 1994 to 2007 reveal that a number of grassland species are found in the area: bobolink, eastern meadowlark, vesper sparrow, Savannah sparrow (*Passerculus sandwichensis*), field sparrow (*Spizella pusilla*), grasshopper sparrow (*Ammodramus savannarum*), and others. Many other species also find their niche in the area habitats. While none of these species are protected, their presence is noteworthy.

Insert Figure 11a

Tree Inventory Map

[Click Here for Figure](#)

Insert Figure 11

Tree Inventory Table

[Click Here for Figure](#)

Insert Figure 11b

Existing Tree Disposition

[Click Here for Figure](#)

Insert Figure 11c

Brush Clearing

[Click Here for Figure](#)

Other habitats include a variety of hedgerows that separate the grass fields and are found at the property edges. Several consist of scattered shrub species: hawthorn (*Crataegus spp.*), crabapple (*Pyrus spp.*), honeysuckle (*Lonicera tatarica*), and common buckthorn (*Rhamnus cathartica*). Varying amounts of summer grape (*Vitis aestivalis*), sugar maple (*Acer saccharum*), green ash (*Fraxinus pennsylvanica*), and dogwoods (*Cornus racemosa* and *C. amomum*) occur in some areas with the other hedgerow species.

Two other significant hedgerows that occur wholly on the property provide significant character to the site. One is in the center west portion of the area that is characterized by relatively large (to 34 inch diameter at breast height-[dbh]) bur oak (*Quercus macrocarpa*) with scattered eastern cottonwood (*Populus deltoides*), buckthorn, and sugar maple. Another hedgerow is in the southwest quadrant of the site and dynamically displays bur oak from 10” to 32” dbh and shagbark hickory (*Carya ovata*) up to the 49” dbh.

All such hedgerows provide nesting, feeding, perching, and travel lane areas for appropriate species, including but not limited to downy woodpecker (*Dendrocopus pubescens*), hairy woodpecker (*D. villosus*), eastern kingbird (*Tyrannus tyrannus*), black-capped chickadee (*Parus atricapillus*), American robin (*Turdus migratorius*), gray catbird (*Dumetella carolinensis*), cardinal (*Richmondia cardinalis*), American goldfinch (*Spinus tristis tristis*), and others. Aesthetically, the large oak and hickories are magnificent.

Certainly, not least of the site’s habitats is the extensive border it has with the Erie Canal. Varying in width and habitat composition, this area forms an aesthetically pleasing buffer for canal trail users and is important biologically for many wildlife species. Vegetation characterizing this area includes honeysuckle, buckthorn, crabapple, the dogwoods, ash, cottonwoods, and grape. Willows (*Salix alba*) are also found in the eastern portion. The area here is also augmented by a depression wetland at the base of the embankment, dominated by cattail (*Typha angustifolia*), purple loosestrife (*Lythrum salicaria*), jewelweed (*Impatiens pallida*), soft rush (*Juncus effusus*), and fowl manna grass (*Glyceria striata*). This combination of habitats provides ideal conditions for nesting, feeding, loafing, and travel by many bird, mammal (fox, raccoon, white-tailed deer, skunk, woodchuck, squirrel, weasels, etc.), and other (insects, amphibians, and reptiles) species.

A small forested wetland (0.40-acres) is found along the western border dominated by green ash (*Fraxinus pennsylvanica*) and buckthorn with scattered silky dogwood (*Cornus amomum*) and river bank grape (*Vitis riparia*). The hydrology here is seasonal but likely plays a part in providing habitat for breeding amphibians that may occupy the site, potentially including western chorus frog (*Pseudacris triseriata*), which are noted to occur on lands just east of the adjacent Town Park. A fringe wetland along a section of ditched intermittent tributary to Allen Creek occurs on property to be acquired for site access from S. Clinton Avenue. The wetland provides habitat for breeding amphibians, while the overall riparian corridor provides bird habitat and travel lanes for mammals.

A tree inventory in accordance with the Town of Brighton standards was conducted in conjunction with the Wildlife Assessment, and includes trees within the site that could be potentially impacted by the project. Trees within the hedgerows surrounding the site were not inventoried as these hedgerows will be fully protected. The inventory and tree data are included in Figure 11.

B. Transportation

1. Existing Traffic Patterns and Volumes

Primary access to the site is proposed off South Clinton Avenue in the vicinity of the existing Gonsenhauser Drive. South Clinton Avenue intersects with Westfall Road to the north and with Brighton Henrietta Town Line Road to the south.

South Clinton Avenue is a minor arterial highway under Monroe County jurisdiction. It runs south to north and carries approximately 14,000 to 17,000 vehicles per day. Westfall Road is also a County minor arterial which is runs west to east and accommodates approximately 14,000 to 15,000 vehicles a day. Brighton Henrietta Town Line Road carries approximately 17,000 to 24,000 vehicles each day and is also a Monroe County minor arterial highway. Traffic data was compiled from Monroe County Department of Transportation (MCDOT) records from 1995 to 2004. Existing traffic on these highways is substantially comprised of commuting motorists and other drivers accessing businesses, medical offices and residential neighborhoods in Lac Deville, Clinton Crossings, and the Brighton Henrietta Town Line road areas. Posted speeds are 35 mph.

With all of the development in the area over the past several years, a number of traffic and transportation studies have been performed to evaluate the impacts of development in the area on the transportation network. In 1993, the *Central Brighton Transportation Study* was commissioned by MCDOT and assessed potential affects of interchange modifications, addition of lanes on Westfall and Winton Roads, extension of Sen. Keating Boulevard, and construction of other locals roads included in the Town Master Plan. Since then, a southbound exit from I-390 to Brighton Henrietta Townline Road has been constructed and improvements are planned in the near future for Westfall Road and its intersection with South Clinton Avenue.

In 2003, the *Traffic Assessment & Road Characteristics* report was commissioned by the Town of Brighton to update previous plans to further evaluate and update the impacts of extending Sen. Keating Boulevard from its current termination point in Clinton Crossings, easterly to Winton Road, and introduction of a traffic signal at its intersection with South Clinton Avenue. Since that study was issued, a project has been initiated for the development of the 82 acres of land between Clinton Crossings and Winton Road, and it includes construction of Sen. Keating Boulevard. A traffic signal has been designed for the intersection of South Clinton Avenue and Sen. Keating Boulevard. The signal will be installed in the near future, prior to further expansion of Clinton Crossings, or dedication of the extended Sen. Keating Boulevard.

In 2007, another report – *Meridian Centre Boulevard Extension Study* – was completed for the Town of Brighton. Findings summarized in the report indicate that “nearly two-thirds of the study area is developed and both existing and future developments in the eastern portion of the study area can be adequately served from the two (2) current access points to Winton Avenue (Road), without extending Meridian Centre Boulevard to South Clinton Avenue.” In addition, the report states “Possible improvements were also identified that would improve travel safety and operation at this intersection with South Clinton Avenue. With these improvements, this intersection could provide reasonable levels of traffic operations to support future developments in the western portion of the study area if Meridian Centre Boulevard is not extended.” The western portion of the study area is *The Reserve*, and the recommended improvements are included in the proposed development plan for *The Reserve*. However, it was also this study that noted a potential impact to emergency response providers

if the 1,100 feet access road to the western part of the study area was ever blocked.

Therefore, the study recommended two potential options for a secondary means of emergency access: improvement of the canal trail or an access road through Meridian Centre Park. Canal trail safety improvements are discussed in Chapter 6.

A traffic impact study was prepared for this project and is included in Appendix C.1. The existing site driveway is an unused paved driveway constructed as part of the expressway capital project in the late 1970s. Geometrically, the driveway was constructed very close to the expressway to conserve space, and the site distance toward the north is limited at 450 feet whereas the site distance to the south is 1100 feet. Per the study, the required sight distance at 35 m.p.h. is between 335 and 390 feet. Thus, the numbers indicate that the sight distance at the existing driveway is adequate. However, the study also included an investigation of operating speed on South Clinton Avenue. It revealed that the 85th percentile speed is 49 m.p.h., which reflects why this area is a common location for speed enforcement. Once corrected to actual operating speeds, the study recommends minimum sight distances of 555 feet to the north and 480 feet to the south. The existing conditions fall short at 450 feet viewed to the north.

Levels of Service (LOS) for the existing and proposed conditions were investigated. Signalized intersections at Westfall Road and Brighton Henrietta Town Line Road currently operate at LOS E and C, respectively. On a scale of A (good) through F (poor), the E at Westfall Road is not impressive. A project is currently being planned by Monroe County DOT to remedy this situation.

Unsignalized intersections at Senator Keating Boulevard and Woodsmeadow Drive were also studied with respect to existing and proposed levels of service. Most movements at the existing intersection of Senator Keating Boulevard and South Clinton Avenue operate satisfactorily (A to C) in the AM and PM peaks with the exception of the eastbound and westbound left turns out of the office parks on each side of South Clinton Avenue. These movements function at an LOS of F in the morning and afternoon. The stop-sign controlled intersection of Woodsmeadow Drive and South Clinton Avenue functions at levels of service from A to C, with the LOS of C being the westbound left turn. Traffic study information is included in Appendix C.1.

Pedestrian facilities are present in the project area. Sidewalks run along both sides of South Clinton Avenue and a continuous canal trail system runs along the southern side of the site. A current user count performed by the Canal Corporation, in conjunction with Parks & Trails New York, revealed that the canal trail through our region carries as many as 196,000 pedestrians a year in the heavily used Perinton area and about 141,000 in the Winton Road area. Certainly, the trail in Brighton is a significant travel corridor, yet somewhat underutilized. Connections between the sidewalks along the street and the trail system do exist. A trail connection from the southwest corner of Meridian Centre Park to the canal trail also exists.

The Greater Rochester Regional Transit Service (RTS) Website revealed that Route 91 is the closest public transportation route to the project. However, the closest stop is at Monroe Community College, which is over one mile away via a walking route to Brighton-Henrietta Town Line Road or along the canal trail to East Henrietta Road. Therefore, the site is generally not conveniently served by public transportation. However, Lift Line can be accessed by residents by making a reservation.

C. Land Use and Zoning

1. Existing Land Uses within ½ Mile of Project

Table 12 summarizes a visual assessment of apparent land uses within ½ mile of the project. Figure 12 is an aerial view that depicts the ½ mile area of influence and the land uses. Table 12 data indicates that land uses within a half-mile area of influence are diverse. Here one will find vacant land, parks, a college campus, a hospital, six office parks, three senior housing facilities, a suburban residential subdivision, retail establishments and restaurants, communication towers, and two interstate expressways with a major three level interchange.

Only one existing residential neighborhood is particularly close to the project, located immediately south of the Erie Canal. It appears from an aerial map and basic calculations that the Brightwoods neighborhood was developed at approximately 3 dwelling units per acre, including acreage used for stormwater management. Other neighborhoods to the east along French Road are similarly as dense and include primarily townhouses with

zero lot line setbacks. Housing in LacDeville to the north is also very dense. Although this project proposes residential densities similar to its closest neighbors, a plan layout utilizing existing RL-B bulk requirements was developed. This layout, Figure 15, shows a relative density of 1.6 dwelling units per acre.

Table 12
Existing Land Use
(within ½ mile)

Map Key	Approximate Location	Land Use
L1	South of the Erie Canal and North of Town Line Road	Small Lot Residential Subdivision, Residential Frontage Lots, and Vacant Land; One application for development pending Town review
L2	Immediately north of I-590 and the site, and bounded by Clinton Crossings, Westfall Road, and Winton Road	Vacant Land; Two applications for development pending Town review
L3	Immediately west of the Interchange abutting the site, northwest of the interchange and north of the interchange	MCC, Brighton Town Park, and Buckland Park
L4	Northwest of the site and south of Westfall Road	Sawgrass Medical Park
L5	North of the site, and south of Westfall Road	Clinton Crossings
L6	Immediately east of the site	Meridian Center Office Park and Meridian Centre Park
L7	Northeast of the site, and on Winton Road	Jewish Home
L8	East of the site, immediately adjacent to the adjoining Meridian Centre Park	The Summit at Brighton
L9	West of the site, on East Henrietta Road	Southview Commons
L10	West of the site, on East Henrietta Road	Retail at Corporate Woods and Southview Commons
L11	North of the site off Westfall Road	Residential Under Construction on south end of LacDeville
L12	Southeast of the site at Winton Road and Town Line Road	Canal View Office Park
L13	Northwest of the site, on East Henrietta Road	Iola Campus and Monroe Community Hospital

The land use context surrounding the project site is just as diverse. A variety of land use scenery is visible from the project site as well as from the parks, the canal trail and the expressways. With the exception of the residential uses south of the canal, all buildings within the influence area range from one story to seven stories and much of the architecture is institutional in nature.

The smoke stack at the Iola campus, the Monroe Community Hospital, the Jewish Home, the 200-foot tall radio towers along South Clinton Avenue and interchange lighting masts represent the noticeable array of land uses. These diverse landscape markers are softened by intermingled wooded areas and mature trees in the neighborhood.

When envisioning the proposed residential land use comprised of a variety of building types from one and two story residences to five stories brick buildings, combined with a skillfully planned landscape design that saves most mature trees on the site, protects the mature hedgerow buffer around the site and plants many trees on the property, it is fair to state that the proposed land use will compliment the existing land use in the neighborhood.

Insert Figure 12

Land Use

[Click Here for Figure](#)

2. Existing Zoning within 1/2 Mile of Project

Per the Town of Brighton zoning map, zoning classifications within the half-mile influence area of the Action are shown in Table 13 and are shown in Figure 14.

**Table 13
 Existing Zoning
 (within 1/2 mile)**

RLB	Residential B	Residential and Vacant Land south of Erie Canal
RLB (Pending IZ)	Residential B	Vacant Land north of I-590
RLB	Residential B	MCC, Brighton Town Park, and Buckland Park
BE-1	Office and Office Park	Sawgrass Medical Park
BE-1	Office and Office Park	Clinton Crossings
BE-1 (IZ)	Office and Office Park	Meridian Center Office Park and Meridian Centre Park
RHD-1	Residential High Density	Jewish Home
RHD-2	Residential High Density	The Summit at Brighton
BF-1	Neighborhood Commercial	Southview Commons
BF-2	General Commercial	Retail at Corporate Woods and Southview Commons
PRD	Planned Residential Development	Residential Under Construction on south end of LacDeville
TOP	Technology and Office Park	Canal View Office Park
City of Rochester PUD	Planned Unit Development	Iola Campus and Monroe Community Hospital

Insert Figure 13

Building Heights

[Click Here for Figure](#)

It can be noted that the zoning within the half-mile area of influence fairly closely resembles the land uses noted in the same corresponding areas as summarized in the preceding section. In particular, zoning of the undeveloped land is designated as residential, which implies that residential zoning is compatible with the surrounding zoning. Figure 15 shows a concept plan utilizing the bulk requirements of the existing RL-B zoning.

With respect to the Action under evaluation, the proposed request for rezoning to WD comes with a request to modify the WD zoning to permit more residential uses. Therefore, the proposed zoning is generally similar to the existing zoning, which is assumed to be compatible with its surroundings.

3. Consistency with Other Land Use Studies in the Area

A number of land use studies have been prepared by the Town that involve planning and apply to some extent to the project area as follows:

a.) *Comprehensive Plan 2000 for the Town of Brighton*

The *Town Comp Plan* designates the project location as Area 17. Recommendations for this area include low density residential development, acquisition of land for park, and a waterfront district along the canal. The Plan notes that development of waterfront along the canal will support increased use of the canal. The waterfront district is part of the Town code and consists of “certain recreational, open space, business and residential uses which will generally benefit from and enhance the unique aesthetic, recreational and environmental qualities of the waterfront areas”. The plan further recommends that a public easement should be maintained along the canal to preserve the existing character along the canal path for users of the path, and recommends that residential development should create space with landscaping and improvements that provide better access to the edge of the water.

Insert Figure 14

Zoning Map

[Click Here for Figure](#)

Insert Figure 15

Site Plan with RL-B Zoning

[Click Here for Figure](#)

b.) *Recreation Facility Supply and Demand Analysis*

The study inventoried existing recreation opportunities in the Town of Brighton and nearby and made recommendations to improve recreational opportunities. Inventory results revealed that the Brighton park system consisted of approximately 148 acres of passive use and/or undeveloped parklands and 28 acres of active use parklands. At that same time, the Town was also considering acquisition of the 18-acre parcel 'C' at the Gonsenhauser Farm, which would increase Town parklands to approximately 194 acres. It was also noted that school fields in the town account for approximately another 75 acres of land for recreation, and that regional parks owned by either the City of Rochester, Monroe County, or New York State which are within walking distance for many town residents include Genesee Valley Park (800 acres), Ellison Park (447 acres), Highland Park (150 acres), Cobbs Hill Park (63 acres) and the Erie Canal pathway.

c.) *Parkland Acquisition Study*

This study evaluated the need for acquisition of additional lands for use as parks within Brighton. It was determined that the Town had a modest shortage of park land in comparison to other Towns and other recognized standards for evaluation. The study recommended that the Town acquire approximately 50 more acres of land for passive and active recreation to minimally satisfy future needs. Since the report was issued, the Town has acquired the 18-acre Gonsenhauser property, which reduces the reported deficiency to 32 acres. Given the concentration of park land immediately surrounding the project, it is not anticipated that the Town will consider the project site for acquisition.

Upon review of the proposed project and the amenities it will provide for the entire Brighton community (which are being offered through the Incentive Zoning process), in comparison to the recommendations of the many studies that apply to the area, it should be noted that the proposed Action incorporates many of the recommendations as follows:

1.) With respect to the *Comprehensive Plan*, the project proposes a rezoning to a

dense Waterfront Development, yet proposes an average of less than five units per acre. This is no denser than other residential subdivisions in nearby RLB zoning, such as the one immediately south of the canal where there are more than four residences per acre. Additionally, the proposed density is no more intense than almost any of the small lot traditional neighborhoods in the Town. The project proposes to address the recommendation for acquisition of land for parks by enhancing existing underutilized recreational opportunities. For example the project will improve access to the canal trail and construct a boat launch and put-ins for roof top boats. The developer is requesting that the entire project be considered a waterfront district along the canal to provide flexibility in bulk requirements so that density can be achieved while clustering the buildings to preserve green space. The layout of a conventional development would not preserve the natural setting. However, the proposed Action would promote and support an increased use of the canal because the introduction of people and amenities will improve safety and encourage more use of the canal and its trail.

In addition, the *Comprehensive Plan* further recommends that a public easement be maintained along the canal to preserve the existing character along the canal path for its users. Nearly all of the land within the waterfront EPOD is within the Canal Corporation rights of way. The land is already in public ownership and any actions are controlled by the Canal Corporation. The project's intent is to preserve much of the natural embankment area. A concept landscape plan and planting tables/notes as shown in Figures 4b and 4c indicates that the project design includes planning to eliminate naturally invasive species of plants and replace them with more native species that provide natural screening of views, habitat for wildlife and food for the many varieties of wildlife that occupy the canal front area. The overall plan for development also includes greenspace for landscaping and the proposed improvements provide much greater public access to the edge of the water all along the canal frontage within the project limits.

- 2.) With respect to the *Recreation Facility Supply and Demand Analysis*, *The Reserve* addresses the Town's noted deficiency in access to recreational facilities by improving access to the canal and its nearby parks. This would be achieved

without the need to specifically designate land for dedication to the Town.

Because the Brighton park system consists of approximately 148 acres of passive use and/or undeveloped parklands and 28 acres of active use parklands, and because the Town has added 18 acres of park at the former Gonsenhauser Farm, and because the Town is closely neighbored by the 800-acre Genesee Valley Park and the Erie Canal pathway, it is reasonable to conclude that the proposed improvements to canal access, trail amenities, and safe connectivity between Meridian Centre Park and Genesee Valley Park will meet the intended goal of increasing access to recreational facilities by improving access to the canal and its nearby parks.

- 3.) With respect to the *Parkland Acquisition Study*, the Town has moved closer to the study goals by acquiring portions of the former farm and creating town parks.

D. Community Services

Each of the following community services have been identified and studied with respect to capacity and/or the likelihood that the service providers can accommodate growth. Detailed information is provided in Appendix C.4. A Concept Infrastructure Plan that reflects existing utility locations is included in Figure 6.

1. Water Supply

A 20-inch diameter Monroe County Water Authority main passes through the site along the northern boundary and extends from South Clinton Avenue to Winton Road. The main is directly connected to the two large City of Rochester water conduits that carry treated water from Hemlock Lake into the City of Rochester. Water is metered at a station located immediately east of South Clinton Avenue, next to the access driveway to the site.

2. Sanitary Sewer Service

A Town of Brighton trunk sanitary sewer passes through the northwest portion of the site, under the access road from South Clinton Avenue, and then under I-590. The sewer originates west of the site and is locally referred to as the Monroe Community College (MCC) trunk line. The sewer connects to other sewers north of the expressway as it makes its

way toward Winton Road.

A study of the sewer system conducted by the Developer in June of 2007 indicates that based on previous studies and record flow data from Monroe County Division of Pure Waters, the current system as it passes through the Reserve and on toward South Winton Road is operating at approximately 64% of its capacity, thus calculating that approximately 632,000 gallons per day of excess capacity is available for development. Projected flows from The reserve are approximately 136,000 gallons per day, which is 21% of the excess capacity.

Refer to Appendix C.4 for recent correspondence from Monroe County that indicates that the County is in agreement with the theory and conclusions noted in the June 2007 report. And, that the County has actual field monitoring data from major upstream contributors that indicate that field conditions are expected to be very close to flow predictions in the June 2007 report. The applicant is working with the Monroe County Division of Pure Waters to monitor flows within the existing sewer system to verify that adequate capacity truly exists for this development.

3. Private Utilities

All of the usual utilities are available either at the site or nearby as follows:

- a.) RG&E has underground 3-phase electric transmission lines available along the east side of South Clinton Avenue, which extend as far south as the radio tower transmitting facility.
- b.) RG&E has high pressure mains on Winton Road and has expressed that service may be feasible from construction of a new distribution main to the site along the canal rights of way.
- c.) Frontier Communications has underground facilities along east side of South Clinton in a similar location as RG&E electric lines. Frontier expressed that it is interested in running new fiber optic cable inside existing facilities and will serve the project from South Clinton Avenue.
- d.) Time Warner Communications has a fiber-optic plant on French Road at the curve next to the canal. The company indicated that it will explore providing service along the north side of Erie Canal rights of way from French Road to the site.

4. Police Services

The Town of Brighton Police Department (BPD) is the primary agency responsible for law enforcement in the project area. The BPD website indicates that it has been fully accredited since 1991 and is staffed with 41 sworn officers and 11 civilians. To facilitate mutual aid, the

Monroe County 9-1-1 System dispatches all calls for emergencies and service to the uniformed patrol officers on duty 24 hours a day, seven days a week. BPD also provides animal control services, conducts criminal investigations, and presents community programs such as the Citizens Police Academy. BPD is well- equipped with high technology tools for efficient and effective delivery of services, and coordinates with other law enforcement agencies in the region. The Monroe County Sheriff's Department and New York State Police are available for aid.

5. Fire Protection and Emergency Services

Emergency response is shared by two entities – Brighton Volunteer Fire Department and Brighton Volunteer Ambulance.

The Brighton Fire Department is staffed by over 85 volunteers dispatched from three different stations located around the community. The closest station to *The Reserve* is located at Twelve Corners. The Brighton Fire District also employs career firefighters, Lieutenants, a District Director, four public safety dispatchers, and a PC Specialist/ Communications Supervisor to maintain and provide 24-hour staffing. At nearly 2,200 calls each year, response is provided for a variety of needs, from firefighting, rescue, emergency medical (First Responder), and problems with hazardous materials.

Brighton Volunteer Ambulance provides Emergency Medical Services, training in CPR/AED and acts as a resource for information and materials for those who are sick or injured. Basic Life Support is the backbone for all operations, and Emergency Medical Technicians (EMTs) and Certified First Responders (CFRs) staff the organization's three ambulances. Care is provided in the form of Basic Life Support, such as Defibrillation or CPR, as well as simple bandaging or splinting. Brighton Volunteer Ambulance also has Advanced Life Support (ALS) technicians who use gear located on ambulances as well as a "fly-car." The ALS technicians provide emergency care for the seriously ill patients in a pre-hospital setting.

6. Education

Although there are five school districts that serve the Town, this project is located within the Brighton Central School District, also referenced as Code 26-02-02-06-0000 by the New York State Education Department. Data collected from the *New York State District Report Card*

Comprehensive Information Report (Appendix C.4), which is available through the NYS Education Department, indicates that Brighton Central School District enrollment averaged 3,585 students in the three years 2003, 2004 and 2005. The number of students in each grade level varies year to year, with statistics from 2005 indicating grade level totals from 197 to 357 students with norm being in the 250 to 260 range. It was also found that the total number of students in Kindergarten and 1st grade are notably lower than the higher grade levels. This may indicate that families with children move into the District as children reach the middle years of elementary school, presumably to obtain a higher quality of education for their children. Class size averages at a favorable 21 students per class, and the District is ranked with an N/RC Category number of “6”, which means that this District has low student needs in relation to district resource capacity.

Demographically, student ethnicity is fairly diverse (78% white), English proficiency is high (96%), and few students (4.5%) in the District are eligible for free lunches. These statistics may indicate that students are generally from culturally diverse, well-educated households with adequate means to support stable family lifestyles. It was also noted that the majority of students (76%) are recorded as planning to attend four-year college programs. The school appears to have capacity to provide services. However, phasing of potential incoming students is a concern.

7. Health Care Services

The area surrounding the project is heavily populated with health care facilities and is regionally viewed as a hub for medical services. Strong Memorial Hospital is located less than three miles from *The Reserve*, is expanding to over 860 beds, and is nationally recognized as a world-class research and teaching hospital. Monroe Community Hospital, which is even closer, is a 566-bed facility specializing in Geriatric Care, treatment of Alzheimer's Disease, and transitional care and rehabilitation. Due to proximity to these hospitals and the virtual population center of Monroe County, most medical practices and specialists locate within the immediate neighborhood. In fact, Clinton Crossings, which is within walking distance to *The Reserve*, houses a great variety of medical specialists as well as several out-patient surgical units. Ample health care is available in the area.

8. Community Recreational Services

The Town of Brighton operates a community Recreation and Parks Department, which offers a variety of activities and classes for citizens of all ages. Many programs run year round. Some are seasonal or are organized as special interest events. In addition to programs, Brighton manages six parks and various recreation areas encompassing 176 acres. There are four developed playground sites, a lodge facility, two pavilions, an outdoor pool, soccer fields, baseball and softball fields, picnic facilities, walking trails and tennis courts. Meridian Centre Park is the closest to the proposed project site, on its east boundary, and Buckland Park is located within one half mile, just north of I-590. Ample opportunities for recreation exist in close proximity to the proposed project.

9. Town and School District Tax Base, Tax Rates, and Budget

The 2007 tax base and tax rate data were obtained from the Town Assessor and Town Clerk. The full assessed value of real property in Brighton is \$2,771,691,361. Corrected for 83% valuation (2007) and taxable status, the actual taxable values range from \$2,078,544,807 to \$2,126,390,970. The tax rate for Town and County charges is \$15.05 per \$1,000 of value. Whereas, the tax rate for the School District is \$28.31 per \$1,000 of value. The annual Town budget is over \$14 million and the School District budget is greater than \$37 million.

Additional load on existing municipal services can pose an impact to the local government and service providers, and growth in tax revenue is not always enough to compensate for the cost of added services. The same can be true for school districts. Preparation of the *Town Comp Plan* included an exercise that studied this issue. More information is provided in Chapter 4 that explains how this project will financially affect the community.

E. Cultural Resources

1. Visual Resources

Open meadow bounded by hedgerows with mature trees on the west and east of the site dominate the visual character of the immediate project site that is visible to motorists on I-590, canal trail users, and visitors at Meridian Centre Park. The property is not visible to canal boaters because the water level is several feet below the trail level, and much of the site is up

to 22 feet below the trail. Refer to Figures 17a and 17b.

Once part of a larger farm, the property remains as detached pastures created in the late 1970s and early 1980s when construction of the interstate system bisected the farm. It was then that the interstate highway and the associated high mast lighting and bridges became dominant in the landscape. Photos of the site are included in Appendix B along with the Visual EAF Addendum. Certain views show that the high mast light poles and traffic are visible from the canal trail, the park, and from the site.

Although the *Town Comp Plan* recommends that scenic and historic resources should be identified and protected, views from, or of, this property were not identified as viewsheds of significance. Nor were they designated for protection in the *Town Comp Plan*.

Insert Figure 16a

Existing Photo

AND Simulation

All Figures

[Click Here for Figure](#)

Insert Figure 16b

Existing Photo

[Click Here for Figure](#)

Insert Figure 16c

Existing Photo

[Click Here for Figure](#)

Insert Figure 16d

Existing Photo

[Click Here for Figure](#)

Insert Figure 16e

Existing Photo

[Click Here for Figure](#)

Insert Figure 16f and g

Existing Photo

[Click Here for Figure](#)

[Click Here for Figure](#)

It is plain to see that the site is vacant pasture land with appealing mature trees. However, the view is not panoramic or really much different than the many farms visible from the interstate just a few miles south, past the NYS Thruway in neighboring Henrietta.

Although views of this type are not frequent in Brighton, the community is essentially urbanized and there are generally more parks and vacant land than open farm land. Figures 16a–16f show photos of the existing site from five key directions, including the Brightwoods neighborhood south of the canal, where the site can be viewed by motorists, pedestrians, and residents. Recall that Figure 13 indicates relative building and structure heights in the project area.

Visual characteristics of the existing overall environment are as follows:

a.) The site as viewed from the canal trail

Users of the canal trail have intermittent views of the meadow from the trail. There are several locations where vegetation on the northern canal embankment obscures clear views of the meadow to the north from the trail. In locations where the meadow is visible, it represents an appealing open space in the foreground of the expressway, buildings at Clinton Crossings, the interchange and associated tall mast lighting, and the radio towers to the west. See Figure 16c.

b.) The site as viewed from the highways

NYSDOT traffic volume data suggests that up to 75,000 motorists each day may view the site at one time or another as they commute on the interstate highways. When experienced from the northbound lanes, the site is viewed in the foreground of the many trees in Meridian Centre Park. Hikers on the canal trail are occasionally visible in the small gaps in vegetation on the embankment. Internal hedgerows with mature trees are also notable.

It may appear to some that the site is actually part of the park, although it is not. From the southbound lanes as motorist approach the interchange, the view is primarily obscured by the trees of Meridian Centre Park, and views of the radio towers and interchange dominate the viewshed.

Figure 16a is taken from the South Clinton Avenue bridge over the canal, Figure 16b is taken from the I-390 ramp connecting to I-590 north, and Figure 16d is taken from I-590 northbound.

c.) The site as viewed from the park trails

At locations in the northern portion of the park where views of the site are possible, the site is viewed in the foreground of the interchange and tall mast interchange lighting, bridges, radio towers to the west and the taller buildings on the County property along East Henrietta Road in the background. Figure 16d is taken from generally this same area near the passive park, yet from a different angle than described.

d.) The site as viewed from the neighbors

From the closest residential neighborhood, on Woodsmeadow Lane to the south of the canal, the view of the site is fairly obscured by mature trees along the southern bank of the canal. During the winter, as viewed in Figure 16e, it is possible to see the southern canal embankment and the tallest trees along the northern bank of the canal. During the summer, views are expected to be completely obscured.

In summary, the Jewish Home, Meridian Centre, radio towers, Iola Complex, County Hospital, and buildings at Clinton Crossings are all generally visible from the site. However, tall mature trees in Meridian Centre Park, Brighton Park, and other areas near Monroe Community College tend to obscure the views. The same will be true of the developed condition where the same trees will obscure views of *The Reserve* from surrounding visual receptors. Understanding the extent to which the buildings in *The Reserve* are visible from the canal trail is an important factor to conservationists and preservationists.

2. Historical and Archaeological Resources

According to the New York State Office of Parks Recreation and Historic Preservation Website, the project is partially located in an Archeo Sensitive Area. Since a variety of permits are required from New York State, and since the Town of Brighton is also reviewing the environmental aspects of the project in order to make an environmental determination regarding activities associated with a Canal Corporation grant, a cultural resources

investigation has been performed, and is attached in Appendix C.5. The Phase IA records research revealed that there was a potential for the presence of cultural resources. Subsequently, A Phase 1B investigation that included extensive shovel testing was conducted. The results revealed that no sites were found on the project site, and that no further investigations were needed.

The New York State Office of Parks Recreation and Historic Preservation, which reviews historical and archeological aspects of development, was provided with a copy of the studies and has issued a letter indicating that the project will have no impact on historic and archaeological resources.

CHAPTER 4 – ENVIRONMENTAL IMPACTS AND MITIGATION

Development activities can affect the environment, either adversely or positively. In most cases, adverse impacts can be mitigated. This chapter identifies potential impacts pertaining to a variety of key topics and identifies mitigation measures included in the project. Impacts that cannot be mitigated are discussed in Chapter 5, Unavoidable Environmental Impacts.

A. Natural Resources

1. Geology, Topography, Slopes and Soils

Certain geological formations and topography can pose obstacles to development and/or certain soils may be worthy of protection. High ground water also needs to be addressed during the design of a project to assure that foundations are stable and that activities on the site do not contaminate groundwater in areas where drinking water is pulled from wells. Likewise, natural rock outcroppings should be protected as unique resources, development on steep slopes of greater than 15% should be avoided as to minimize potential for slope failures and erosion, and soils that are especially suitable for farming and are considered to be of statewide importance should be preserved if farming is of key importance in the community or the net benefits of the project do not outweigh the loss of the resource.

Section 3.A.1 describes the existing conditions in greater detail. Geotechnical investigations performed for this project confirmed that soils on the site are general silty as noted in the *Soil Survey of Monroe County New York*, and that rock is not present at up to depths of 40 feet. The Geotechnical Engineer on the project deemed that soils are suitable for spread footing foundations, and there are no unique geological features to protect.

A seasonally high ground water table is present in portions of the site, especially in the lower areas where stormwater and drainage facilities are shown on the concept site plan. Since the majority of the single family homes and several townhomes are planned for basements, provisions for building foundation drains are included in the storm drainage collection systems along the streets. Basements will not be constructed in areas where ground water cannot be drained effectively to keep the basements dry. Portions of the proposed stormwater facilities will be wet at certain times of the year as groundwater rises. Since the area is served

with public water, and since stormwater is cleansed in the facilities constructed with the project, the project will not impact the quality of seasonal high ground water. Potential impacts of seasonal high ground water to residents is mitigated by the proposed drainage collection system.

The canal embankment is also a potential source of ground water, when full of water between May and November each year. Discussions with the Canal Corporation yielded a strong recommendation that a curtain drain be constructed between the canal embankment and any buildings with basements that front along the canal. Since the loft buildings have partially sub-surface parking, a curtain drain will be constructed, which will daylight to adjacent stormwater facilities or drainage ditches.

Much of the soil on site is considered to be prime soil for farming. However, only 6% is classified as having statewide significance. Since farming is generally no longer practiced in Brighton or in the nearby northern portion of Henrietta, it is improbable to expect that farming activities on this land will be viable in the future given the distance to any facilities that support farming. And, with only 6% of the land (less than 4 acres) classified as important at a statewide level and not contiguous to any other soils of statewide importance, it is anticipated that project benefits to the community outweigh efforts to conserve these particular soils.

The embankment along the canal is noted as being greater than a 15% slope. The project generally maintains the vegetated slope and/or fill against the base of the embankment. Therefore, potential for failure of the steep slope, excessive erosion, or subsidence of the embankment is unlikely.

As noted in section 3.A.2, the Canal Corporation notified the applicant that seepage from the canal, through the embankment, could be a design issue to be aware of. Geotechnical investigations were conducted, including groundwater conditions, and found that the ground was damp at shallow depths in specific areas along the base of the embankment. Therefore, a curtain drain will be installed within the new fill placed against the existing canal embankment to divert further seepage away from proposed buildings. These drains are also shown in Figures 17a and 17b. A positive impact of the project is that the fill at the base of the embankment reinforces the canal slope.

The Geotechnical Engineer for the project has reviewed the latest design and states the following, which is enclosed in Appendix C.10:

“It is in my opinion that the proposed loft buildings will have no adverse geotechnical effect on the existing canal. It is also my opinion that the existing canal will have no adverse geotechnical effect on the completed loft buildings. These statements are based on the drawings that you have provided to me (5/5/08), on my opinion that the spoils at this site are suitable for construction of the proposed loft buildings, on my understanding that the design and construction will be in accordance with the recommendations in my report dated 11/16/07, and on my understanding that the horizontal distances between the canal and the loft buildings will be substantial (greater than 160 feet from the water). I also understand that a shallow curtain drain will be installed between the canal and the loft buildings.

Much vegetation on the slopes of the canal embankment will remain as shown in Figure 11b, as the grading from the south side of the loft buildings is accomplished within as little as 30 feet to as much as 50 feet from the building. Therefore, a band of existing vegetation that is approximately 50 feet deep will remain on the embankment adjacent to the trail. Vegetation between the trail and the water will also remain. Plants include a variety of “volunteer” shrubs and scrub trees, with a scattering of larger water-loving trees such as willows and poplars. Although most of the large trees are planned to remain, the NYS Canal Corporation indicated that it may require removal of these trees, which are known to compromise the structural integrity of the embankment.

Insert Figure 17a

Embankment Section

[Click Here for Figure](#)

Insert Figure 17b

Embankment Section

[Click Here for Figure](#)

Existing topography and proposed grading for the site was compared using AutoCAD Civil 3D software to determine earthwork quantities and discern whether or not a substantial amount of earth would need to be imported to the site or exported from the site. Significant trucking of material to or from the site poses a waste of energy and can pose impacts to traffic by causing truck congestion in the project area. It was determined that the proposed grading as shown on Figure 18 will move approximately 100,000 cubic yards of material on site. Concept grading will substantially balance, thus not requiring an excessive amount of traffic for earthwork. Materials that will be brought to the site include all of the basic building materials for the infrastructure, such as piping, stone, asphalt, and concrete, and landscape plants, as well as materials for the buildings themselves. Import of new materials cannot be avoided for any construction project.

A phase I Environmental Assessment was performed for this property and areas within the limits of the planned amenities. Two Monroe County listed sites are located adjacent to the north side of the canal trail, between I-390 and the former County Iola Campus. About 3/8 mile west of the site, is the Canal Corporation site for dredging spoils. At 3/4 mile west of the site, there is a former sludge and ash site next to the Iola campus. There is also record of a former Construction and Demolition site across the canal where the housing development is now located. No state or federal listings were noted for the site or the locations where amenities are proposed.

Since the extent of the canal trail improvements include surficial landscape improvements, some selective thinning of vegetation, installation of shallow lighting trenches, and placement of benches, all within close proximity (20') of the canal trail, neither of the waste sites north of the canal will be affected. No work is proposed near the site located south of the canal.

With respect to geology, topography, slopes and soils, the project will not effect these resources or disturb known waste sites. Soils are suitable for foundations.

Insert Figure 18

Concept Grading Plan

[Click Here for Figure](#)

2. Surface Waters and Drainage

Streams and wetlands serve a purpose in the ecology of our world, conveying and purifying stormwater as it re-enters water bodies and the ground. It is, therefore, important to maintain the natural characteristics and cleanliness of surface water features.

Development that ignores stream bank protection by overloading natural waterways with excess stormwater, or projects that do not incorporate construction and post construction water quality treatment measures into the improvements can pose adverse impacts to the environment. Likewise, an abundance of stormwater in flooding situations can pose hazards to residents and the general public.

In New York State, and in particular in this Irondequoit Creek watershed, regulations are in place to require erosion control during construction as well as post construction stormwater mitigation measures. Stormwater leaves the site in four locations, of which two empty into the tributary of Allen Creek that is on the site. The other two discharge easterly, overland, and discharge to Allen Creek through drainage ways along I-590, the north side of the Erie Canal, and the drainage system through Meridian Centre. Stormwater runoff characteristics and Stormwater facility characteristics are summarized in Tables 14a and 14b:

**Table 14a
 Stormwater Runoff Summary**

	Area A	Area B	Area C	Area D
Location	Northeast Corner of Site	Southeast Corner of Site	Northwest Corner of Site	Southwest Corner of Site
Size of Drainage Area (acres)	8.3	34.3	14.0	8.8
Pre-development Runoff (cubic feet per second)	2.14	9.16	7.17	4.50
Post-development Runoff (cubic feet per second)	< 2.14	< 9.16	< 7.17	< 4.50

Table 14b
Stormwater Facility Summary

	SYMBOL	POND A	POND B	POND C	POND D
Location		Northeast Corner of Site	Southeast Corner of Site	Northwest Corner of Site	Southwest Corner of Site
Water Quality Volume	WQv	0.473 ac-ft	1.113 ac-ft	0.419 ac-ft	0.402 ac-ft
Channel Protection Volume	CPv	0.411 ac-ft	1.81 ac-ft	0.515 ac-ft	0.555 ac-ft
Overbank Flood	Qp10	0.743 ac-ft	1.21 ac-ft	0.416 ac-ft	0.647 ac-ft
100-Year Storm	Qp100	1.33 ac-ft	2.03 ac-ft	0.685 ac-ft	1.08 ac-ft
Storage Provided		>1.33 ac-ft	>2.03 ac-ft	>0.685 ac-ft	>1.08 ac-ft
Berm Elevation Surrounding Detention Area		498	496	505	506.5
High Water Elevation Qp 100		496	494	503	504.5
Temporary Depth of Stormwater		2 feet	4 feet	1 foot	2 feet
Normal Pool Elevation for WQ Pond		494	490	502	503.5

Stormwater mitigation in accordance with New York State and the Irondequoit Creek Watershed Committee requirements is included in the proposed action. Drainage calculations are in Appendix C.2. Given the limited size of downstream facilities, it is especially important to design systems that pose no increase in rate of flow to downstream drainage ways and do not increase overall volume of stormwater leaving the site. The design will achieve this.

A Stormwater Pollution Prevention Plan (SWPPP) in the approved Irondequoit Creek Watershed format will be prepared for the project during the Site Planning phase and will be reviewed by the Town's watershed coordinator. A Notice of Intent (NOI) will be filed with the NYSDEC prior to construction and a copy of the SWPPP will be maintained at the site during construction. Refer to section 4.A.3 below regarding how the facilities will also be adapted to mitigate potential impacts to aquatic species.

In addition to mitigation of stormwater volumes, treatment of water quality is required. Preliminary pollutant loading calculations performed in accordance with the ICW regulations are summarized as follows:

Table 14c
Stormwater Pollutant Loading and Treatment

	Acreage	Dwelling Units/Acre	Percent Impervious	Pollutant Load * Undeveloped (lbs./year)	Pollutant Load Developed Pre-Treated (lbs./year)	Pollutant Load Developed Treated (lbs./year)
Nitrogen	66	5.5	45	14	112	56
Phosphorus	66	5.5	45	198	869	565

* Clay Loam, Silt Loam, Loam

The four stormwater facilities are Micropool Extended Detention Ponds, which include open water necessary for treatment of stormwater to remove pollutants. These facilities are effective in reducing pollutant loads by 50% for Phosphorous and 35% for Nitrogen. These ponds are also known to remove 80% of Total Suspended Solids, 60% of Metals, and 70% of Bacteria. In addition to the wet ponds, the project includes Grass Channels, which are proposed as pre-treatment to the stormwater facilities to also remove Total Suspended Solids.

With respect to the four freshwater wetlands identified on the site, field delineation was performed in May and June of 2007 and a Wetland Delineation Report was prepared. Refer to Appendix C.3 for a copy of the report. Upon completion of the report, a Joint Application for Permit was filed with the US Army Corps of Engineers depicting the proposed action and indicating that development of the clubhouse will impact the apparent isolated pocket wetland along the southern boundary of the site, identified as wetland A.

A field meeting was conducted April 15th 2008, which revealed that the US Army Corps is inclined to concur with the determination of the project Biologist, that wetland A is isolated. An official Jurisdictional Determination, is pending. Documentation of the resultant determination will be provided to the Town. The project will avoid wetland B, apparent isolated wetland C, and disturbs less than 0.10 acre of wetland D. Should the Jurisdictional Determination be made that wetland A is "isolated", no mitigation of its loss will be required under current federal regulations. However, as noted on page 9 of the Wetland Report in Appendix C.3, wetland A provides limited function beyond stormwater collection and habitat for breeding amphibians. The

proposed project includes areas for mitigation of this wetland within the stormwater facilities as they provide the same functions.

As noted in Chapter 3, the unnamed tributary that passes under the main entrance to *The Reserve* and the adjoining confined corridor within its banks is shown as an A-1 zone for potential flooding. Since the flood hazard area is limited in size and removed from proposed homes, since the based flood elevation is at or below the entrance, and since stormwater runoff that could contribute to flooding will be detained per NYSDEC requirements, flooding associated with this site development is not anticipated to impact future residents or the general public. Drainage patterns that flow through the park to the east will be maintained with no more than pre-development rates of flow to reduce the potential for flooding. A field visit of the park revealed that the southern end of the park along the toe of slope of the canal embankment is already prone to seasonal flooding and is not anticipated to become worse.

As noted above, the embankment along the canal will be generally maintained as a vegetated slope and fill will be placed against the base of the embankment, which will have a stabilizing effect on the embankment.

3. Terrestrial and Aquatic Ecology

Undeveloped land is typically home to a variety of plant and animal species that can be displaced through development, especially if there are limited adjacent areas suitable for them to relocate/migrate. National and State registries identify Threatened and Endangered Species, which absolutely must be protected, and local organizations tend to maintain a working knowledge of specific species of interest that may require special attention to avoid or mitigate potential adverse impacts to them. Substantial loss of unique habitat for any of these species would be considered a significant impact. Loss of habitat is an adverse impact.

a.) Endangered and/or Threatened Species

Correspondence with the NYSDEC Division of Fish, Wildlife & Marine Resources revealed that the blackchin shiner (*Notropis heterodon*) is a rare species listed on the Natural Heritage Database for this general area. However, it was last reported in 1952 in Irondequoit Bay, Irondequoit Creek and in Allen Creek. No recent occurrences have been noted. An unnamed tributary of Allen Creek flows under the expected access road for the project at its northwest corner. This fish species carries no legal (protective) status in New York. Proposed access development will not adversely affect the waterway or its biota.

Correspondence from Region 8 NYSDEC confirmed that no occurrences of rare or state-listed animals and plants, significant natural communities, or other significant habitats were present on or in the vicinity of the project site. Waterways of the site are not considered NYS protected water bodies.

Record research of US Fish & Wildlife databases suggests the bog turtle (*Clemmys muhlenbergii*) may occur in the western Monroe County Towns of Riga and Sweden. Slow moving, gravelly seeps and marshes are characteristic habitats for the bog turtle. These habitat conditions do not occur on or near the project site.

b.) Inventory of Existing Ecology and Species of Concern;

Section 3.A.3 above also describes existing Terrestrial and Aquatic Ecology for the site. Much of the site is grasslands and old-field communities. Grasslands in the northeast U.S. do not exist in perpetuity. However, they may be maintained by certain agricultural or wildlife management practices. Currently, Federal (Natural Resources Conservation Service) and State (NYSDEC) agencies may be contacted for assistance in maintaining grasslands and other habitats for their intrinsic wildlife values. Or, certainly, the landowner or other permitted publics may carry out appropriate management practices to maintain them if desired.

Without such maintenance, these lands are subject to natural vegetative succession and will proceed to be “taken over” by more forbs and woody vegetation. Over 10 to 15 years, the valued grasslands will change to valued shrub lands and eventually valued woodlands. “Value” here is related to the wildlife species that find their niche in the various changing habitats. The present “special” value as grassland relates to the relative scarcity of such habitat and thus locally, the species (grassland birds) that require such areas.

In these times, to have an undeveloped property, like this project site, in proximity to the existing populous and area developments is unusual. Its valuable inherent environmental habitats are a function of its current position in the succession from active farmland. Therefore, its “possible” uniqueness is not guaranteed to stay that way but is present only for a limited time, unless specifically managed. The site, indeed, provides a habitat character (grasslands) that is important and increasingly disappearing in this immediate area especially to grassland nesting birds. Other wildlife species---insects, amphibians, small mammals, deer, songbirds, wild turkey, raptors, and others---find the grasslands, hedgerows, and wetlands provide appropriate habitat seasonally and/or all year round.

However, over time and left unattended, the grassland habitat will change and thus so will its inhabitants.

c.) Wildlife Inventory

Since resource agencies indicated that rare or state-listed animals or plants, significant natural communities, or other significant habitats did not occur on the site or in the vicinity, a Wildlife Inventory was conducted for this project to identify characteristics of the site that correlate to anticipated presence of species of local concern. The Wildlife Inventory is attached in Appendix C.6.

Although the construction of the three off site amenities is included with this Action, a wildlife inventory of the off site areas was not conducted because the boat launch and canal access parking lot are located in currently developed and maintained areas that are not special habitat areas of value. Also, the improvements along the canal trail are not planned to be invasive to the wooded habitat areas along the path. The improvements will be within the currently developed and maintained areas, and will be designed under direction of the Town, through administration of the Canal Grant, to specifically avoid any areas that appear to be valuable habitat. Refer to the scope of work included in the consultant proposals attached in Appendix C.9.

d.) Tree Inventory

A tree inventory was conducted for the site in accordance with Town standards. As shown in Figure 11a. The inventory was conducted for areas within the site where there is a potential for impacts to trees. The hedgerows around the site were not inventoried because no cutting is planned for these areas. The inventory includes not only tree sizes and species, but also includes a ranking for quality and value for preservation. The ranking scale is rated with lower scores being trees of poor condition, small size, or of a species that is less desirable for preservation; to higher scores that represent trees of large diameter, ideal specimen form, and of a species that is highly desirable for preservation.

Figure 11b shows Tree Disposition, including notation of trees to remain, trees to be removed, brush to remain, brush to be removed, and hedgerows/woods to remain. As noted above, hedgerows surrounding the site are all planned to remain in tact and will be buffered

from development through setbacks to buildings and conservation areas, which are also shown on Figure 11b. A landscape buffer between existing hedgerows and proposed buildings that are close to the park boundary are proposed.

To summarize tree removals; 56 trees that are damaged or dead will be removed as they are hazards. Four healthy trees must be removed as they conflict with the proposed layout of the project; and the remainder of the trees on site and surrounding the site will remain and will be protected during construction.

The intent of the project sponsor is to preserve high ranking trees and incorporate them into the proposed landscape and preserve massing of lower scoring trees in areas where the grouping is visually significant or poses great potential to maintain habitat. The proposed landscaping for the new neighborhood is intended to not only supplement lost vegetation, but also introduce more vegetation for visual screening and increased varieties of native species to add interest to the landscape.

Although the construction of the three off site amenities is included with this Action, a formal tree inventory of the off site areas was not conducted. Trees in these areas were viewed in the field and were found to be either trees planted by NYSDOT during the highway construction projects or volunteers that have grown in fence lines or on highway embankments. Many trees in these areas were found to be in poor or stressed condition.

Also, no formal inventory of trees or vegetation along the canal trail was conducted because improvements to be designed along the path will be designed under direction of the Town, through administration of the Canal Grant, to specifically avoid impacting trees. Refer to the scope of work included in the consultant proposals attached in Appendix C.9.

e.) Mitigation Measures

During meetings with the Conservation Board, at the Public Hearing conducted for this project, and at a subsequent conservation focus group meeting conducted with local citizens after the hearing, citizens identified that mitigation of potential impacts to vegetation, birds and amphibians is a primary focus for this project. Preservation of trees and incorporation of existing mature vegetation into the landscape is discussed above.

With respect to birds, preservation of habitat and protection of food sources are known to be the key elements for mitigation. Since the Wildlife Assessment describes the site as predominantly characterized by expansive grasslands, old-field communities, and successional brush, it is evident that at some point in the future, the expansive grasslands will be overcome with brush and eventually trees if not maintained through planned conservation measures. Therefore, the grassland habitat will eventually be lost with or without development.

As mitigation for the immediate loss of grassland, the project design proposes maintaining open spaces around the perimeter of the site, adjacent to remaining grasslands at the radio tower site and in the Town Park. Also, all four stormwater facilities have large portions designed as maintainable meadow and are located at the fringes of the project where they will connect to remaining grasslands and function as extensions of the grassland bird habitat. These areas are referred to in the plans as “conservation areas” and will be preserved through special maintenance rules developed under the HOA. These special rules will include designation of specific dates when mowing and maintenance will not be permitted as it would disturb certain natural activities.

These conservation areas are typically located at the four corners of the site, and along the passive portion of Meridian Centre Park, as a buffer between the park and new homes. Conservation areas are supplemented with new plantings, including plantings in the stormwater facilities. Refer to Figure 7 for conservation areas and Figure 4b and 4c for landscape plantings.

In a former plan submitted with the Incentive Zoning application, brush along the canal embankment that planned for clearing. However, as the project has been adapted, this area is now remaining substantially in tact as to provide bird habitat in close proximity to the water front. For birds that congregate and live in taller trees, all of the perimeter hedgerows are remaining in tact. It was specifically noted on site tours that existing plant varieties that produce berries and nuts that provide food for birds and other animals are in abundance at the site. The proposed landscaping plan includes native plant species that also produce food.

In consideration of Amphibians, it was found through local sources that Western Chorus Frog habitats are located near the site, one just east of the site near the Jewish Home and another anticipated to be just west of the site in wetland B near the radio towers. As mitigation for potential intrusion of development into frog habitat, it is proposed that characteristics of vernal pools will be incorporated into the stormwater facilities designed for the project. Vernal pools are those natural water features that fill up with several inches of water in the spring when the frogs procreate, then dry up in the summer once the frogs move to dry land. Shady areas at the fringe of the northwest stormwater facility are appropriate for this treatment, which will be incorporated into the site plans.

With respect to potential lighting impacts on wildlife adjacent to the site and along the canal corridor where improvements are planned as an amenity, dark sky standards are being used in the design, which focus light downward and contain lighting spillage onto adjacent property.

In summary, management practices and project design that co-joins open spaces on the site with open space on adjacent properties will maintain and/or may enhance the wildlife habitat values of the area. A blending of these qualities across property lines would create larger habitat communities and will greatly benefit wildlife species as well as area aesthetics much better than smaller segmented actions contained within individual properties. Therefore, mitigation measures included in the project preclude significant loss of unique habitat.

B. Transportation and Traffic

1. Changes in Traffic Patterns and Volumes

Introduction of new traffic or redistribution of significant volumes of existing traffic can pose adverse impacts to the efficiency of the local highway and the environment if traffic becomes significantly more congested. This document discusses potential traffic impacts specifically tied to this Action and references other studies that deal with development in the greater south Brighton area that were identified as potential issues during EIS Scoping. One of the studies not referenced later in this document is one that is currently underway for a proposed

office development on Senator Keating Boulevard. As this new study is commissioned by the applicant, who is also the applicant for the office development on Senator Keating Boulevard, all traffic data associated with the Reserve is being incorporated into the more comprehensive document.

a.) Traffic Patterns

As noted in section 3.B.1, primary access to the site is proposed off South Clinton Avenue in the vicinity of the existing Gonsenhauser Drive. South Clinton Avenue intersects with Westfall Road to the north and with Brighton Henrietta Town Line Road to the south. Both Westfall and Brighton Henrietta Town Line Roads intersect South Winton Road to the east.

Per the EIS Scope, these Monroe County highways were referenced as needing evaluation with respect to potential impacts associated with development of *The Reserve*:

- Westfall Road from South Clinton to Winton Road South;
- Winton Road South from Westfall Road to Brighton Henrietta Townline Rd;
- Brighton Henrietta Townline Rd from Winton Road South to South Clinton Avenue;
- South Clinton Avenue from Brighton Henrietta Townline Rd to Westfall Rd.

However, the following text addresses traffic volumes generated by *The Reserve* are potential impacts posed on South Clinton Avenue. As noted above, the network of County highways is being studied in greater detail in the context of a project that has potential to create more notable impacts that may require mitigation.

Traffic volumes and levels of service were studied for all intersections along South Clinton Avenue between, and including Westfall Road and Brighton-Henrietta Town Line Road. The unsignalized intersection at Senator Keating Boulevard and Woodsmeadow Drive were also studied. All project traffic study data is included in Appendix C.1.

Also referenced in section 3.B.1, the following traffic studies have been performed over the years to evaluate general traffic patterns in this same area and on these same streets:

- *Central Brighton Transportation Study, 1993*
- *Traffic Assessment & Road Characteristics Report, 2003*
- *Meridian Centre Boulevard Extension Study, 2007*
- *GEIS for Senator Keating Boulevard, 1997; (Updating Traffic 2008)*
- *Keating Commons Traffic Impact Study, 2002*

It was recognized that none of these studies specifically dealt with impacts associated with development of *The Reserve*. Therefore, a Traffic Impact Study was performed for this project in March, 2007. Trip generation data was revised in August, 2007 when the project scope was modified to eliminate the rental apartment component of the development, which resulted in an overall drop of 105 residences.

b.) Traffic Volumes

Tables 15 a-b indicates projected trip generation for *The Reserve*, noting that Table 15a reflects the original Study data from the Traffic Impact Study submitted with the Incentive Zoning Application, and Table 15b reflects the current project.

**Table 15a
 Original Trip Generation Table
 (March 6, 2007 Traffic Impact Study)**

Trip Type	ITE* Land Use Code	Units (439)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Town House	LUC 230	200	15	75	90	71	35	106
Single Family Homes	LUC 210	50	11	33	44	36	21	57
Apartments	LUC 220	189	<u>19</u>	<u>77</u>	<u>96</u>	<u>79</u>	<u>43</u>	<u>122</u>
Total Trips			45	185	230	186	99	285

*ITE = Institute of Transportation Engineers

**Table 15b
 Revised Trip Generation Table
 (Based on Revised Development Plan with 105 Less Units)**

Trip Type	ITE Land Use Code	Units (334)	Weekday AM Peak Hour *			Weekday PM Peak Hour *		
			Enter	Exit	Total	Enter	Exit	Total
Town House and Loft Condos	LUC 230	254	19	90	109	86	43	129
Single Family Homes	LUC 210	80	16	49	65	55	33	88
Total Trips			35	139	174	141	76	217

*AM and PM Peak Hour site traffic 24 percent lower than original study.

c.) Levels of Service (LOS)

As part of the study for this project, existing levels of service for the new project entrance and the signalized intersections north and south of the project were evaluated, and are summarized as follows:

Table 16a
Existing Levels of Service

Intersection	Control	LOS AM	LOS PM
South Clinton Avenue at Brighton Henrietta Town Line Rd.	Signal	B	C
South Clinton Avenue at Woodsmeadow Drive	Stop Sign	A	A
South Clinton Avenue at Project Entrance	Stop Sign	n/a	n/a
South Clinton Avenue at Senator Keating Boulevard	Stop Sign	B	C
South Clinton Avenue at Westfall Rd.	Signal	D	E

As part of the study for this project, levels of service for the new project entrance and the signalized intersections north and south of the project were evaluated. Projected levels of service (with trip generation from Table 15b) are as follows:

Table 16b
Projected Levels of Service

Intersection	Control	LOS AM	LOS PM
South Clinton Avenue at Brighton Henrietta Town Line Rd.	Signal	B	C
South Clinton Avenue at Woodsmeadow Drive	Stop Sign	A	A
South Clinton Avenue at Project Entrance	Stop Sign	A	A
South Clinton Avenue at Senator Keating Boulevard	Stop Sign	C	C
South Clinton Avenue at Westfall Rd.	Signal	D*	E*

* Improvement of LOS are anticipated with MCDOT Westfall project.

Table 16C
Projected Levels of Service w/ Sen. Keating Boulevard Signal

Intersection	Control	LOS AM	LOS PM
South Clinton Avenue at Brighton Henrietta Town Line Rd.	Signal	B	C
South Clinton Avenue at Woodsmeadow Drive	Stop Sign	A	A
South Clinton Avenue at Project Entrance	Stop Sign	A	B
South Clinton Avenue at Senator Keating Boulevard	Signal	A	B
South Clinton Avenue at Westfall Rd.	Signal	E*	E*

* Improvement of LOS are anticipated with MCDOT Westfall project.

LOS information for individual turning movements is shown on the following page.

As shown above, levels of service at the project entrance and the adjacent signalized intersections remain unchanged when considering traffic from purely *The Reserve*. Levels of service at Woodsmeadow Drive remain unchanged. However, the LOS at Sen. Keating Boulevard drops from B to C with construction of *The Reserve*. However, the traffic signal proposed at Sen. Keating Boulevard and South Clinton Avenue under another project will significantly improve levels of service, thus mitigating this impact.

Results from the updated *GEIS for Senator Keating Boulevard* in early 2008 may reflect changes in levels of service posed by area-wide development. However, those changes are not specifically related to only *The Reserve*. Thus, mitigation for area-wide traffic impacts is not included in *The Reserve* project.

d.) Sight Distance Analysis; Existing and Proposed Geometry

The existing site driveway is an unused paved driveway constructed as part of the expressway capital project in the late 1970s. Geometrically, the driveway was constructed very close to the expressway to conserve space, and the site distance toward the north is limited at 450 feet whereas the site distance to the south is 1100 feet. Per the study, the required sight distance at 35 m.p.h. is between 335 and 390 feet. Thus, the numbers indicate that the sight distance at the existing driveway is adequate.

However, the 85th percentile speed was measured at 49 m.p.h. and is notably higher than the posted speed limit. Although speed enforcement is an ongoing effort in this area, proactive measures are proposed in the project to provide adequate sight distances to accommodate higher speeds. The new location of the driveway as shown on Figure 4a is further south from I-590 and provides over 555 feet of sight distance for motorist leaving the site.

Since the project proposes access from South Clinton Avenue, certain improvements are needed to facilitate safe and convenient access in and out of the site. Modifications are proposed to the entrance to provide the 555 feet of sight distance and the proper geometry for all vehicles, including trucks. As recommended in the project traffic study, the Developer will work with Monroe County DOT through its permitting process to re-stripe South Clinton Avenue to one lane in each direction, and include left turn lanes for the project site and other driveways that access the two project amenities; (launch and trail access parking lot.)

Figures that depict the modified entrance concept and re-striping schematics are included in the front of Appendix C.1 along with correspondence from Monroe County DOT indicating concurrence with the proposed improvements.

As an added benefit, the project sponsor is also working with the Monroe County DOT to evaluate traffic calming measures that may be effective in reducing speeds, making traffic maneuvers at the new project entrance safer. The measures being discussed in addition to restriping of travel lanes, are landscaped medians and street trees along the sidewalks.

2. Potential Effects on Traffic Patterns

The initial Traffic Impact Study report indicated that the proposed Action would have a slight impact on the Westfall Road and the Brighton Henrietta Town Line Road intersections with South Clinton Avenue. However, updated calculations of projected LOS in Table 15b indicate that construction of *The Reserve* will not deteriorate LOS for the two adjacent signalized intersections.

Insert Traffic LOS Matrix

[Click Here for Figure](#)

The traffic summary on the previous page indicates that traffic Levels of Service will be slightly effected by the project until the traffic signal at Senator Keating Boulevard and South Clinton Avenue is installed. The traffic signal, which is to be installed by this same applicant for *The Reserve*, has been approved and is planned for installation summer 2008.

Therefore, as impacts at adjacent signalized intersections are minor, it is anticipated that impacts beyond these intersections are insignificant. Therefore, the intersections beyond the immediate project area, which were included in the EIS Scoping document such as on Westfall Road and South Winton Road, were not evaluated. Study recommendations include:

- Restripe the southbound travel lanes on South Clinton Avenue to include one through lane and one exclusive left turn lane between Sen. Keating Boulevard and the new driveway for *The Reserve*.
- Restripe the southbound lanes to the south of *The Reserve* to include one through lane and one acceleration lane for motorist exiting *The Reserve*.
- Construct a northbound right turn lane on South Clinton Avenue for *The Reserve*.
- Provide two exit lanes from *The Reserve* driveway

MCDOT reviewed the original study and provided the following initial comments. Certain comments are addressed with the project as noted below, *in italics following the comment*:

- A single lane in each direction on South Clinton Avenue is adequate as long as Meridian Centre Boulevard is not extended to South Clinton Avenue. *At this time there are no plans to extend Meridian Centre Boulevard through the lands of The Reserve. Therefore, the applicant is discussing a restriping of South Clinton Avenue with Monroe County DOT, from Senator Keating Boulevard to just south of Woodsmeadow Lane, to become one lane in each direction. Discussions include consideration of a southbound left turn lane for the Reserve, and northbound left turn lanes for the new boat launch and the relocated canal trail parking lot.*
- To include a traffic signal that may require additional lanes to provide adequate levels of service. *At this time there are no plans to extend Meridian Centre Boulevard through the lands of The Reserve. Therefore, the applicant is not planning to install a traffic signal or additional lanes. The traffic study indicates that traffic from the*

Reserve does not warrant a signal.

- The southbound left turn lane was viewed as appropriate. *A southbound left turn lane into The Reserve is included in the discussions with Monroe County DOT as noted above. The applicant will facilitate installation of the lane with Monroe County DOT.*
- The acceleration lane and the northbound right turn lane were not considered necessary. *The applicant is no longer considering this turning lane.*
- The existing driveway location is not satisfactory based on the 85th percentile speed measured on South Clinton Avenue. *The site plan in Figure 4a depicts a driveway split with a median garden. The southern leg of the driveway is where motorists will turn left to exit the site. This leg of the driveway is shown at the new, safer location.*
- Restriping at Brighton Henrietta Town Line Road is also necessary based on projected levels of service. (However, as noted in Table 2 in Appendix C.1, the revised development plan will generate less traffic than was reflected in the original report.) *A second southbound left turn lane onto Brighton Henrietta Town Line Road is being discussed with Monroe County DOT. The applicant will facilitate installation of the lane with Monroe County DOT if the agency determines that it is necessary.*

Since initial correspondence with MCDOT, and after presenting the project to the public at the first Planning Board meeting, the design team identified that traffic calming on South Clinton Avenue would be desirable for new residents of *The Reserve* as well as existing residents on South Clinton Avenue. Therefore, the project sponsor is currently meeting with MCDOT to discuss traffic mitigation as well as traffic calming measures that may be incorporated into the project.

Currently, the project is proposed with two exit lanes from the site; includes a relocated exit to improve sight distance; and introduces a southbound left turn lane into the project. Other improvements under consideration for South Clinton Avenue include partial landscaped medians in addition to restriping of the new left turn lane as well as turn lanes that may be prudent in conjunction with construction of the boat launch and parking lot improvements.

In addition to the mitigation measures proposed with this project, the project sponsor is responsible for construction of a new traffic signal at the intersection of Sen. Keating

Boulevard and South Clinton Avenue under a separate project. MCDOT is rebuilding Westfall Road in 2008-09, and Sen. Keating Boulevard is being extended to Winton Road, which will reduce traffic loads on South Clinton Avenue. Therefore, continued coordination with MCDOT is necessary to determine the appropriate level of improvements on South Clinton Avenue to further mitigate traffic maneuvers necessitated by *The Reserve* project. However, given the reduction in the number of residential units for this project and the magnitude of other projects in the area to improve traffic conditions, no further traffic study is anticipated for this project, and no impacts will go unmitigated.

In summary, Monroe County DOT is an Involved Agency in the review process for environmental impacts. Therefore, it is anticipated that Monroe County DOT will provide comments during the review process and will determine which improvements are needed to mitigate traffic impacts. The applicant will then facilitate the impacts.

With respect to parking requirements for the project itself, two parking spaces will be provided for each residence plus at least one additional space per residence for visitors. All single-family and townhouse residences are planned to have two-car garages. Residents of the loft buildings will park under the buildings and adjacent to the buildings. Visitor parking will be accommodated in residence driveways, and in small parking lots located throughout Mays Point neighborhood.

3. Correlation of Traffic Impacts with Meridian Centre Boulevard Extension Study

As noted in section 3.C.1 above, the *Meridian Centre Boulevard Extension Study* was completed for the Town of Brighton in 2007 the study indicated that an extension to South Clinton Avenue is not needed. However, it also indicated that improvements to the existing (*Reserve*) site access, such as relocating the access to improve site distance, would improve travel safety and operation at its intersection with South Clinton Avenue. This correlates with comments from MCDOT and good design practices. Thus, the proposed driveway will be located further south than the existing driveway.

The study also noted a potential impact to emergency response providers if the 1,100 foot access road to the western part of the study area was ever blocked. Therefore, the study recommended two potential options for a secondary means of emergency access:

- Improvement of the canal trail for Emergency Access. *The proposed Action includes an Alternative (Chapter 7) that constructs Safety improvements, which widen the canal trail and incorporate other trails of suitable pavement section and width to accommodate emergency vehicles. The proposed HOA also includes services to plow these portions of the trail to assure adequate access in all seasons. This alternative poses no environmental impacts.*
- Construct an Emergency Access road through Meridian Centre Park. *An alternative of constructing an emergency access road through the park is not included in this document. An alternative that constructs a road through the park could pose environmental impacts that would require mitigation.*

4. Potential Effects on Pedestrian Circulation

The proposed Action includes a variety of pedestrian improvements. Sidewalks and trails within the project will connect to the canal trail and South Clinton Avenue. A new public trailhead is proposed at the north side of the project, as an amenity, to improve pedestrian access into Meridian Centre Park. Other amenities include improvements to the canal trail along the waterfront of the project toward the west to the Town line. Refer to the Town of Brighton Canal Grant application in Appendix C.8 for more details.

The project will greatly improve pedestrian access in the area and encourage a more walkable community thus also reducing the “Carbon Footprint” of the development that could be caused by increased use of automobiles. Due to close proximity of *The Reserve* to Clinton Crossings, CityGate, medical facilities in the Sawgrass development, and Meridian Centre, the proposed pedestrian improvements serve to encourage walk to work as well as recreational walking. Therefore, no mitigation is proposed.

C. Land Use and Zoning

1. Potential Effects on Adjacent Zoning

Rezoning one parcel of land for development could inspire adjacent land owners to also make requests for rezoning in order to capture a perceived market opportunity. This could lead to potential cumulative impacts on adjacent zoning. Therefore, the potential for multiple

requests to change zoning in the neighborhood based on a rezoning of the current application has been assessed. Since much of the land within the half mile area of influence, including lands south of the canal are either fully developed or pending applications for rezoning an/or site plan and subdivision approval in the Town of Brighton, the potential adverse effects of this project on zoning of adjacent lands is anticipated to be minimal.

The *Town Comp Plan* includes goals to improve access to affordable housing, and requires that the topic be addressed for all new development. There are a number of ways to open doors to affordable housing. Consideration was given to the possibility of including an affordable housing component in this project. The Bishop Sheen Ecumenical Housing Foundation, a non-profit organization that provides affordable housing to low and moderate income persons, was contacted to evaluate the potential for including new affordable housing in *The Reserve*. A HUD-Certified Housing Counselor evaluated the project and determined that the cost of new construction, the cost of taxes in Brighton, and the expense of insurance and fees associated with the HOA, make it impossible for the agency to identify a program that could make this housing “affordable” and thus could not endorse the project as “affordable.” Correspondence is in Appendix D.

2. Potential Effects on Neighborhood Character

Rezoning property for a land use that is different from the existing land use could adversely impact the character of the existing neighborhood, especially if the proposed use differs greatly from its surrounding context. Since the site is undeveloped and there are other pockets of undeveloped land in the area, it may appear as though the proposed action greatly differs from the existing land uses in the neighborhood and adversely impacts the neighborhood character.

Therefore, aerial photography and visual simulations were used to evaluate land uses and neighborhood character within a ½ mile area of influence. Refer to section 3.A.2 and Figure 12 for an aerial photograph of the area. It was found that the existing mix of land use and visual characteristics in the neighborhood are diverse and include: tall buildings and short buildings, institutional, commercial, and residential uses; local streets, arterial highways, and interstate expressways; and a notable mix of natural areas in the form of parks, a college campus, natural-looking areas within the expressway interchange, and vacant lands.

Based on this information, the mix of building heights and visual styles included in the proposed action, in conjunction with the proposed intermingling of natural-looking areas and dense landscaping, is consistent with the character of the existing neighborhood within ½ mile of the action.

This consistency was achieved through clustering of buildings to increase natural-looking areas within the development as well as designating conservation areas of existing mature trees in accordance with Town policy, and avoidance of certain important areas of grassland and scrub brush habitat.

Figure 15 shows a concept plan utilizing the bulk requirements of the existing RL-B zoning. None of the homes are clustered. Although the density of dwelling units in this scenario is much less than the density planned for *The Reserve*, 1.6 per acre using RL-B zoning versus 5.8 per acre in *The Reserve*, much of the site in the RL-B zoning scenario is covered by residential lawns, landscaping, driveways, sheds, and pools. Therefore, a scenario permitted under current zoning would have a similar effect on neighborhood character as any other style of development. The grassland viewshed would be replaced with buildings. Therefore, no mitigation beyond the clustering that is proposed is included in this project.

3. Potential Effects on Canal Resources

When a proposed action is in proximity to notable recreation features, it is possible that a change in land use could adversely impact the way that the recreational resource is utilized

The *New York State Canal Recreationway Plan* (the Recreationway Plan) identifies opportunities and constraints associated with the canal resource as well as potential development opportunities and can be used as a benchmark to evaluate potential impacts.

With respect to land use, the report notes that a “variety of existing land uses and landscape characteristics adds diversity and interest to the canal experience” and that “significant open spaces between communities illuminate the beauty of the natural setting.” In the same section of the report, the text reflects that the Canal Corporation acknowledges that “contrary to the goal of fostering cluster development, natural areas between canal communities may be attractive for real estate development.”

Therefore, development in the existing reaches of the canal with open space requires specific

attention to the preservation of the natural feel for canal users, while at the same time improving recreation opportunities and promoting economic development as noted as other goals in the Recreationway Plan.

The project has been reviewed by the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) and the State Historic Preservation Officer (SHPO) issued its opinion that “the work will have No Adverse Effect upon cultural resources in or eligible for inclusion in the State and National Register of Historic Places,” which the canal is eligible, with a condition that deciduous and evergreen plantings be included in the project to screen buildings that are fully visible from the embankment trail.

The Canal Corporation has also reviewed the project and is in favor of development. It is currently in negotiations with the project sponsor to transfer small portions of canal rights-of-way for development, to accommodate new buildings, and will issue work permits to allow construction of various public amenities on canal lands.

To achieve the proposed improvements near the canal, the applicant has requested review of the project with respect to the Watercourse EPOD, which includes the area within 100 feet of the canal top of bank near the waters edge. Implementation of the project will include erosion control measures that will reduce the potential for impacts to the waterway. It should also be noted that the waterway is located uphill from the site. Therefore, erosion on the embankment and stability of the embankment are anticipated to be the focus of the EPOD review.

4. Impacts to Park

The project abuts Meridian Centre Park to the east. Therefore, there is a potential that development of any nature could impact the park. Design of *The Reserve* includes conservation areas along the edges of the park. These areas will be maintained by the HOA and maintenance practices will include rules regarding maintenance as it applies to conservation areas. These areas are not planned for manicured maintenance as is expected in the residential lawn areas. The project landscape plan, Figure 4b and the associated buffer sections show mitigation for potential visual impacts to park users and wildlife corridors for animals. Figure 7 shows conservation areas that include plantings that provide food and cover for animals. Therefore, no further mitigation is proposed.

5. Correlation to Bulk Requirements in WD Regulations

The *Comprehensive Plan* proposes a rezoning of the project area to a dense Waterfront Development (WD) along the canal and residential uses for the remainder of the site.

The applicant has requested a change in zoning that matches what is recommended in the *Comprehensive Plan* with some exceptions. Town WD regulations specify certain land uses and dimensional requirements that differ from those proposed by the applicant.

Thus, the applicant is requesting relief from these particular standards:

Requested Relief Through Incentives
Residential Use- The applicant requests that full residential development be permitted with the rezoning to WD since development of commercial uses on this property is not feasible without through access from South Clinton Avenue to Winton Road. Refer to section 2.A.1 above for more information.
Accessory Use- The applicant requests that accessory uses such as a clubhouse and welcome center be permitted in the new WD zoning because they are essential aspects to a lifestyle community of this nature.
Dimensional Requirements: Maximum Height of Buildings- The applicant requests relief from the maximum building height of 40 feet for primary buildings (lofts) and 16 feet for accessory buildings (clubhouse) as the height of the loft buildings is necessary to develop the density needed to generate enough dwelling units in close proximity to the canal and trail as to create a vibrant and inviting atmosphere along the trail. The clubhouse is a two-story building and is no taller than any primary building permitted in WD zoning.

D. Community Services

Development activities can potentially add strain to existing community services disproportionately to the positive affect of increase tax base and other revenue generated by the development. It is possible that certain service providers may not be staffed or equipped to provide an adequate level of service to the new residents without planning and/or purchase of new equipment. In most cases, adverse impacts can be mitigated. This chapter identifies potential impacts pertaining to a variety of key topics and identifies mitigation measures included in the project. Impacts that cannot be mitigated are discussed in Chapter 5, Unavoidable Environmental Impacts. Figure 6 shows locations of the proposed utilities as well as the existing utilities.

1. Water Supply

A 20-inch diameter Monroe County Water Authority main passes through the site along the northern boundary and extends from South Clinton Avenue to Winton Road. The main is directly connected to a large supply of water from the City of Rochester water

conduits from Hemlock Lake. Monroe County Water Authority indicated that they are interested in expanding its customer base and that there appears to be ample capacity to serve the project. Refer to Appendix C.4 for more information. There is no adverse impact to water supply. Therefore, no mitigation is proposed.

2. Sanitary Sewer Service

A Town of Brighton trunk sanitary sewer passes through the northwest portion of the site, under the access road from South Clinton Avenue, and then under I-590. The sewer originates west of the site and is locally referred to as the Monroe Community College (MCC) trunk line. The sewer connects to other sewers north of the expressway as it makes its way toward Winton Road. Studies performed for this project reveal that there appears to be ample capacity to serve the project without improvements to the system. As noted previously, the applicant is working with Monroe County Division of Pure Waters to monitor existing flows to verify that adequate capacity exists and that the project poses no adverse impact. Refer to Appendix C.4 for more information. Therefore, no mitigation is proposed.

3. Private Utilities

All of the usual utilities are available either at the site or nearby. Each utility provider has been contacted and a joint planning meeting was conducted for the project. Specifics are as follows:

- a.) RG&E has underground 3-phase electric transmission lines available along east side of South Clinton Avenue, which extend as far south as the radio tower transmitting facility. RG&E has stated that it will provide service.
- b.) RG&E has high pressure mains on Winton Road and has expressed that service may be feasible from construction of a new distribution main to the site along the canal rights of way. RG&E has stated that it will provide service.
- c.) Frontier Communications has underground facilities along east side of South Clinton in a similar location as RG&E electric lines. Frontier expressed that it is interested in running new fiber optic cable inside existing facilities and will serve the project from South Clinton Avenue. Frontier has stated that it will provide service.

d.) Time Warner Communications has a fiber-optic plant on French Road at the curve next to the canal. The company indicated it will explore providing service along the north side of Erie Canal rights of way from French Road to the site. Time Warner has stated that it will provide service.

4. Police Services

The Town of Brighton Police Department (BPD) is the primary agency responsible for law enforcement in the project area. BPD was contacted to review the potential affects of the new project on existing levels of services and potential for continued quality service for new residents in *The Reserve*. BPD is well-equipped with high technology tools for efficient and effective delivery of services, and coordinates with other law enforcement agencies in the region. The Monroe County Sheriff's Department and New York State Police are available for aid. BPD indicated that although it may experience a greater number of calls potentially due to the projected affluence of *The Reserve*, it can provide acceptable service for the added residents. Thus, no impact. Therefore, no mitigation is proposed.

5. Fire Protection and Emergency Services

Emergency response is shared by two entities; Brighton Volunteer Fire Department and Brighton Volunteer Ambulance.

The Brighton Fire Department was contacted and it was confirmed that the closest station to *The Reserve* is located at Twelve Corners, and that responders from this station are the ones who will generally be dispatched to *The Reserve*. It was also noted that fire response for the loft buildings would include equipment and staff from the East Avenue station, which houses equipment more appropriate for responses associated with taller buildings. The equipment is house at East Avenue due to its proximity to the taller condominiums on East Avenue. Response time for this equipment will be longer than the time from Twelve Corners. However, it is also recognized that the loft buildings will be equipped with sprinkler systems. In summary, the Fire Department indicated that it can provide adequate service as long as responders can access the site. Extension of Sen. Keating Boulevard would improve response time to *The Reserve*. Refer to Chapter 6 for discussion of a sub-alternative for emergency access. Thus, there will be no impact on fire protection as long

as adequate access is provided. Refer to Figures 2a, 2f and 4a that show the location of the safety improvements. Therefore, no further mitigation is proposed.

Brighton Volunteer Ambulance provides emergency response for medical needs. The organization has three ambulances, providing all necessary tasks to safely transport sick or injured persons to the hospital. The Volunteer Ambulance is located at the corner of Westfall Road and South Winton Road, close to *The Reserve*. It was noted that the Volunteer Ambulance can provide service as long as it can access the site. As with fire response, extension of Sen. Keating Boulevard would provide an additional response route and alternative access discussed in chapter 6 would be very beneficial. Thus, there will be no adverse impact on emergency medical services as long as adequate access is provided. Refer to Figures 2a, 2f, and 4a that show the location of the safety improvements. Therefore, no further mitigation is proposed.

6. Education

In conversations with the Superintendent of the Brighton Central School District, it was noted that the School Board is most interested in understanding demographics of the residents anticipated for *The Reserve*. This information can help them evaluate potential impacts with respect to fluctuations in student enrolment, which is really the only issue that could cause problems.

It was noted in Chapter 3 that data gathered from the *New York State District Report Card Comprehensive Information Report* shows that enrollment in each grade level varies year to year, with statistics from 2005 indicating grade level totals ranging from 197 to 357 students with a norm being in the 250 to 260 range. And, even with variation, the District maintains a favorable class size averages of 21 students per class. The District is also noted as having a low population of students with special needs in relation its resource capacity.

As noted in section 2.A.3, regarding market demand, the target market for *The Reserve* is affluent young professionals and empty-nesters. Although the young professionals may have young families or start their families while living in *The Reserve*, the empty-nesters have no school-age children and will provide only economic benefit to the school district. The affluent nature of the target market also lends well with a demographic that uses private schools.

Brighton Central School Administration was contacted to research data regarding the number of children residing in similar types of development in order to estimate the potential number of school-age children that may reside in *The Reserve*. A similar neighborhood, of similarly priced homes was found. Data from Barclay Square, which includes Barclay Square Drive, Brandywine Lane, and Embassy Drive, was used for comparison. In this family-oriented neighborhood, it was found that 123 school-age children reside in 109 homes. The math yields 1.1 child per home.

At *The Reserve*, two neighborhoods include homes that are considered to be homes that may house families with children. The Ft. Plains and Waterford neighborhoods will have two story family homes. Thirty seven (37) homesites are offered in these neighborhoods. The remaining 329 residents are not generally anticipated to become family residences. However, to be conservative, one quarter of these homes have been added into the equation to total an estimated 119 residences that could house school-age children. Using the same ratio as the similar Barclay Square neighborhood, there could be 119 children residing in *The Reserve* upon completion. It should be noted that the School District plans on an annual growth of 35 to 36 students per year.

Since the school district currently deals with variations in class size of up to about 160 students in certain years and plans for 35 to 36 new students per year, it is reasonable to conclude that 119 new students matriculating over a period of three to four years will not impact to the school. Therefore, no mitigation is proposed.

7. Health Care Services

The area surrounding the project is heavily populated with health care facilities and is regionally viewed as a hub for medical services. Although a large segment of the anticipated population for *The Reserve* is older, empty-nesters, it is anticipated that if they currently live anywhere in the region, they already obtain medical services from one or more of the facilities in close proximity to the project. As they age, more than enough facilities exist for their advanced elder care and long term living. Thus, no adverse impacts to health care service providers in the area are anticipated. Therefore, no mitigation is proposed.

8. Community Recreational Services

The Town of Brighton has greatly expanded its community Recreation and Parks Department in recent years and has constructed several new facilities at Buckland Park. Meridian Centre Park is also close to the site, just east of the project and will be connected to *The Reserve* with trails.

In addition to all of the existing facilities, the project includes a number of amenities that improve recreational opportunities, including:

- Better connection from South Clinton Avenue to the canal trail
- Better access to the passive part of Meridian Centre Park
- A new boat launch,

Improvements along the canal trail that include put-ins for car top boats are all good improvements to recreation in the community. There are no adverse impacts associated with recreational services. Therefore, no mitigation is proposed.

9. Town and School District Tax Base, Tax Rates, and Budget

Various types of development can actually cost community resources that may not be available. For instance, residential development that adds school-aged children, but is not of high enough taxable value to boost the school budget, could actually cost the School District money. Likewise, development that dedicates large pieces of infrastructure to a Town could add more in maintenance costs that the Town recovers in taxes. For the purposes of this evaluation, the potential for impacts was investigated by pure mathematical calculation shown below, and was correlated to a study performed by the Town as part of the *Town Comp Plan* update.

As noted in Chapter 3, the 2007 full assessed value of real property in Brighton was \$2,771,691,361, which corrected for 83% valuation and taxable status yields an average of approximately \$2,100,000,000.

For The reserve, the Market Study identified that a housing niche with homes starting at nearly \$200,000 is the target market for this neighborhood. The applicant is planning

styles, sizes and quality of homes that fit this niche. Most homes in *The Reserve* will be valued at over \$200,000 and upwards of \$500,000. Development of *The Reserve* proposes approximately 880,000 square feet of this new construction. When calculated at \$100 per square feet, which is low to average for new construction, this project should generate at least \$88,000,000 in new taxable real estate. In fact it will be much more than this based on the level of quality being constructed. Although the construction cost for these luxury homes has not completely been quantified at this time, the total addition to the local tax base, corrected for 83% valuation, will exceed \$73,000,000.

When the *Town Comp Plan* was last updated in 2000, it included a section regarding the potential fiscal impacts of various development scenarios as they relate to the Town and School Districts. The results are of special interest to this assessment of potential impacts from creation of *The Reserve* because the study analyzed a scenario of similar proportion to this project proposal. In the study, the fiscal impacts of a residential development of 290 households was analyzed in 1999 dollars, and revealed that a development of homes slightly higher than the 1998 mean home sales price, homes at \$125,000, would negatively impact both the Town and the School District budgets. Although the impact was less than 0.5% loss to the Town, it was noted that the impact could be more like 3% for schools. The cost impact to the schools was noted as primarily the expense to educate 0.67 children per household, which equates to 194 children if using the 0.67 children per the 290 households in the study.

To quantify what level of development would help the community, a “break even” figure was noted in the study. It suggests that if home values were to be at least \$170,000, there would be no impact to the Town budget, and if the home values could reach \$300,000 there would be no impact to school budgets. The large value was calculated assuming no State aid, which would obviously reduce the break even amount. Regardless, the study indicated that development of high-priced housing poses less of an impact on a community than development of average-priced homes. It also notes that the less school-aged children living in the development, the less of an adverse impact on the system.

School District Fiscal Analysis

For the Brighton School District, taxing at \$28.31/ \$1,000 of value, tax revenue generated by *The Reserve* should increase by at least \$2,066,630. With an educational cost of about \$11,000 per child, as reported in the School District Report Card, another 187 children can be funded with the additional income generated by the development of this project. This takes no State aid into consideration, which would add to the amount available for education of additional children.

As noted in section 6 above, it can also be expected that no more than 119 students will reside in *The Reserve*. When calculated at \$11,000 to educate one student, the added cost to the School District could be approximately \$1,309,000, whereas the anticipated income generated through taxes paid on property at the Reserve will be \$2,066,630. Therefore, financial analysis reveals that the School District will be greatly benefitted by this project.

Town Budget Impact Analysis

At the Town rate of \$6.07 per \$1,000 of value, the added income based on a conservative assessed value of \$73 million for a fully built out project, *The Reserve* will provide over \$443,000 in new Town tax revenue per year. This exceeds the 2008 Town tax levy increase in dollars, by twenty four percent (24%). Projected at a five-year build out period, the average increase in the Town budget tax levy will be \$88,521, or twenty five percent (25%) of the 2008 budget tax levy increase, and sixteen percent (16%) of the 2007 budget tax levy increase. This simple comparison is given for the purpose of illustrating the impact on new taxes for the Town with a minimal impact on an increase in Town services.

Since the streets within *The Reserve* will be privately maintained, and trash collection and street lighting will be privately funded, any additional demand on Town resources will be limited to emergency services. Certainly it can be argued that the development annually will not increase any segment of Town services supported by revenue from the General Fund by as much as sixteen percent (16%).

This simple analysis indicates that the fiscal impact of *The Reserve* will be to decrease

the per-call cost of police, fire and ambulance while having a positive impact on increasing special district revenues. The Reserve proposes park and recreation amenities that will require minimal service by Town Highway staff similar to other current park services budgeted for Meridian, Buckland and other Town parks. A special lighting district will be created for the new canal lighting, which will be assessed to the residents of *The Reserve* and tax parcels in the Town at CityGate. The HOA will budget for and maintain all internal streets, landscaping (trees), street lighting and coordinate utility repair, maintenance and improvements.

Therefore, using the Town study as a benchmark and noting that the Town will not be responsible for the majority of ongoing maintenance associated with *The Reserve*, it is concluded that this project will not pose adverse impacts on the local tax base or operating budgets of the Town or School District as would a traditional residential development of lower priced homes, housing a greater number of children, and including dedicated streets, street lighting, and stormwater detention facilities, which would all generate higher operating expenses for the Town and School District while generating less revenue through taxes levied on property.

E. Cultural Resources

1. Visual Resources

A complete visual simulation has been created of the project site and at least ½ mile surrounding the project. The video version will be presented at subsequent public meetings. No still images from the simulation are presently available. They will be added to the EIS once completed. Figure 13, which shows relative building heights, and the various plans and details in this document can be used for now to assess the potential for impacts with this project.

Figures 16 a-e show photographs of existing views of the site, including a view from the residential neighborhood to the south of the canal.

Insert Figure 19a

[Click Here for Figure](#)

Insert Figure 19b

[Click Here for Figure](#)

Insert Figure 19c

[Click Here for Figure](#)

Insert Figure 19d

[Click Here for Figure](#)

Insert Figure 19e

[Click Here for Figure](#)

Insert Figure 19f

[Click Here for Figure](#)

2. Historical and Archaeological Resources

Potential adverse affects of a development Action on cultural resources can take a number of forms and must be evaluated by trained professionals because these effects could be considered impacts if the Action disturbs, destroys, or displaces important cultural resources, or significantly changes their context. Cultural resources are evaluated based on their age, whether prehistoric or historic, and importance to society.

With respect to evaluation, the New York State Office of Park Recreation and Historic Preservation maintains an inventory of known archaeological sites as well an inventory of places listed on the New York State and National Registers of Historic Places. The US Secretary of the Interior recognizes that the National Register of Historic Places represents a major focus of preservation activities at the Federal, State and local levels, and thus, the National Register is considered a primary resource for evaluations. Actions in close proximity to known archaeological sites and/or places on or eligible for the National Register should be evaluated as to their potential for impacting the resources.

For this project, the site is partially within an area known to be near potentially sensitive archaeological resources, and it is adjacent to the Erie Canal. This reach of the canal is eligible for inclusion on the National Register of Historic Places.

Therefore, a Phase IA and IB Cultural Resources investigation was performed for the project by The Regional Heritage Preservation Program of The Rochester Museum & Science Center. A copy is included in Appendix C.5. The report, issued in April 2001, was submitted to the State Historic Preservation Officer (SHPO) at the New York State Office of Parks Recreation and Historic Preservation with supplemental information regarding the proposed Action. The SHPO reviewed the project under reference number 07PR03817 and issued its option that the work will have No Adverse Effect upon cultural resources in or eligible for inclusion in or eligible for inclusion in the State and National Registers of Historic Place. However, it was requested that the project include landscaping between the buildings and the canal trail that would obscure direct views of the buildings by canal users. Figure 4b is the Conceptual Landscape Plan. Refer to Appendix C.5 for the report and SHPO correspondence.

F. Construction Impacts

1. Temporary Impacts

Construction of any magnitude poses temporary impacts on the environment and society. Whether it be dust, noise, or traffic congestion, measures to reduce negative impacts are critical to project success. Positive impacts, such as the creation of jobs, are welcome affects of development.

For this project, proactive construction management techniques will be enacted to reduce the negative impacts of construction:

- a.) Construction creates traffic. Vehicles will enter and exit the site during the typical weekday hours of 7Am to 5PM. There may be traffic on weekends as construction schedules may dictate in order to meet key deadlines. The project site access South Clinton Avenue, which is a minor arterial, and commonly carries trucks of similar size to construction vehicles. Noise from trucks is not anticipated to be problematic as South Clinton Avenue parallels a major Interstate highway, which also carries many trucks. The project has been designed to minimize the amount of earth to be imported to the site, or exported from the site. This will eliminate unnecessary construction traffic.
- b.) Earthmoving creates dust. The project will require earthmoving on most of the site to prepare the land for construction. Contractors will be required to exercise all of the pollution mitigation measures detailed in the project Stormwater Pollution Prevention Plan (SWPPP) required by NYSDEC. These regulations typically require dust control. Another key factor to an SWPPP is that it includes specific time frames for how long earth can remain exposed without seeding. Proactive seeding and soil stabilization will be practiced to control dust. Haul roads will also be treated with water and other dust control measures.
- c.) Construction creates noise. Earthmoving equipment, power tools and generators all create noise, which could be disturbing to immediate residents or businesses. However, it is anticipated that construction activities will take place during daytime hours when neighboring residents are awake and when the normal ambient noise

levels from the adjacent expressways are at their highest levels. Also, there are no immediate residential neighbors to the site.

- d.) Increased light levels may be experienced during late afternoon hours at various times of the year during construction, as contractors may need flood lights to work during the shorter days of winter. As with noise, there are no immediate neighbors to the site, and existing ambient light levels projected from the tall mast lighting within the interchange are already noticeable on most of the site.

2. Permanent Impacts

Construction of any magnitude also poses permanent impacts through the consumption of natural resources to build the project. Proactive project scheduling and material resource management will be employed to reduce the waste generated by construction. This benefits the environment and reduces overall costs.

G. Energy

1. Typical Usage

RG&E and a number of Websites were consulted to determine average energy usage for a typical residence. Usage varies greatly with the size of the building, the type of construction, and the selection of appliances and mechanical systems. However, for discussion of magnitude, a typical home uses approximately 100,000,000 BTUs of gas/heating energy a year. For electricity, a typical home consumes approximately 30,000,000 BTUs of energy.

When considering a development as large as *The Reserve*, one can see that saving even a small percentage of energy can result in a large number of BTUs.

2. Conservation and Mitigation

To reduce the amount of energy consumed by new residents, buildings in *The Reserve* will be constructed to higher than traditional energy conservation standards. Single family homes, townhomes, and the clubhouse will be constructed to meet Energy Star standards. The lofts are being designed to meet other nationally recognized green

building standards for larger buildings.

The EPA started the Energy Star program in 1992. It is a government-backed program that helps businesses and consumers protect the environment through superior energy efficiency. In one year, American consumers and businesses, with the help of Energy Star, have saved \$12 billion and prevented greenhouse gas emissions equal to those from 23 million vehicles. For more information on Energy Star go to: <http://www.energystar.gov>

With respect to conservation and mitigation, construction using Energy Star standards is reported to regularly save about 35% in energy costs over traditional construction. In many instances, savings of up to 50% have been reported. At *The Reserve*, the applicant is facilitating the design and construction of the homes, which lends to good control over quality and adherence to these standards. Therefore, the applicant's decision to utilize Energy Star standards will mitigate energy usage.

CHAPTER 5 – UNAVOIDABLE ENVIRONMENTAL IMPACTS

A. Impacts That Cannot Be Mitigated

1. Unavoidable Short Term Impacts

Development of any project, of any size, may result in certain impacts to the environment that cannot be avoided regardless of measures implemented to reduce the impacts. The unavoidable short-term impacts associated with development of *The Reserve* all relate to the construction phases of the project. They are localized and temporary in nature:

- e.) There will be temporary vehicular and pedestrian traffic delays throughout construction of the project as the new intersection on South Clinton Avenue is constructed, as entrances to the boat launch and canal access parking lots are improved, and as amenities adjacent to the Erie Canal trail are constructed. These delays will be sporadic.
- f.) Temporary increase in dust, which is not totally controlled with water, is anticipated during the dry summer months as the larger portions of the site are graded and as new roadways and buildings are constructed.
- g.) Increased noise levels may be experienced during normal working hours while construction activity is heavy. However, these times between 7 a.m. and 7 p.m. are also the times when commuter traffic on the adjacent interstate expressways is heaviest. Geotechnical investigations reveal that blasting of rock should not be necessary.
- h.) Increased light levels may be experienced during late afternoon hours at various times of the year during construction. However, existing ambient light levels projected from the tall mast lighting within the interchange are already noticeable in the entire project area.

2. Long Term Impacts

The unavoidable long term impacts associated with development of *The Reserve* relate to a variety of topics, both pertaining to the natural environment and the built environment. They are:

- a.) Conversion of fallow pasture and grassland into a residential neighborhood will result in loss of broad views of grassland from I-590 and the canal trail, which will be more focused on views of the open spaces that remain amongst the buildings and the many landscape features established on the site. Buildings have been clustered, versus a plan utilizing conventional design per the existing zoning, to reduce the overall development footprint
- b.) An extensive planting plan is also proposed to reduce views of buildings where there were once views of natural vegetation. Loss of grassland habitat is not considered to be a significant impact of development since the grassland would naturally transition into a successional brush habitat if left uncut. Thus species that live in grasslands will eventually move to other grassy areas;
- c.) Traffic volumes on the adjoining County minor arterial highways will increase slightly due to the project and will be disbursed once motorist reach the adjacent intersections on South Clinton Avenue. Monroe County is in the process of improving traffic flow in the area by reconstructing Westfall Road and its intersection with South Clinton Avenue, which currently has a poor level of service at certain times of the day. The applicant is also currently committed to installation of a new traffic signal at the intersection of Senator Keating Boulevard and South Clinton Avenue. Traffic mitigation included in this project encompasses restriping portions of South Clinton Avenue to create turn lanes. The degree of mitigation will be coordinated with Monroe County DOT.
- d.) Traffic safety on South Clinton Avenue could be impacted with the introduction of traffic onto the existing driveway at the site. Mitigation included in this project involves reconfiguration of the driveway to provide adequate site distances for motorists entering and exiting the site, and striping of turn lanes for the site and the other amenities that are accessed from South Clinton Avenue.
- e.) The demand for some community services will increase through the establishment of more than 300 new residences, such as the need to educate more children and/or respond to more calls for emergency services. Local schools and emergency providers have excess capacity to absorb the anticipated additional children and emergency response calls. And, the neighborhood will be constructed with private streets. Trash collection and

street maintenance will be provided through an HOA. Therefore, the additional demand for public services at the site relates only to the public sanitary sewers. The projected increase in revenue through taxation of real property will offset the costs borne by the community. A secondary emergency access route is included in the project and will be maintained by the HOA. No further mitigation is proposed.

- f.) Maintenance of the reconfigured public canal access parking lot, the boat launch, and the lighting and benches along the improved canal trail will be added responsibilities of the Town as the result of the construction of amenities for this project. Thus, added energy for lighting along the canal trail system and ongoing maintenance of the improvements is a long term effect of the project. The projected increase in revenue through taxation of real property will offset the costs borne by the community. No further mitigation is proposed.
- g.) If an alternative that constructs new public roads is selected over the proposed private road alternative, there will be an increase in demand for plowing and street maintenance as noted in “d” above.
- h.) One “Isolated” wetland area will be eliminated with development of the project. Although not protected by state or federal authority, it does provide a measure of stormwater water quality treatment and habitat for certain species of amphibians. Therefore, manmade wetland will be incorporated into the stormwater facilities to mitigate the loss.
- i.) Introduction of impervious features (buildings and pavement) into a natural vegetated site can potentially increase in the rate of stormwater runoff, and can introduce pollutants into the environment if not mitigated. The project includes stormwater mitigation in accordance with NYSDEC and Irondequoit Creek Watershed requirements. Therefore, there will not be an adverse impact associated with stormwater runoff.

CHAPTER 6 – ALTERNATIVES

A. No Action

The no-action alternative can be interpreted in a variety of way. It can literally mean “no action,” interpreted as no development project. Or, it could be viewed as no rezoning, or no rezoning with incentives to change bulk requirements.

- In the literal sense, no physical action perpetuates the present land use as fallow pasture with no commitment to further develop of the land in the foreseeable future. This alternative does not meet the stated project purpose to fulfill the market demand for a lifestyle community in close proximity to Rochester, in a quality community, with quality schools. Nor does it meet the project Objectives and Goals stated in section 2.A.4. In addition, no new housing options would be provided for those who want to live in Brighton, but have no choice to build new and Town residents would not enjoy the benefits stated in section 2.A.5. Finally, this alternative also is not consistent with the Town Comprehensive Plan, which does propose development. Finally, doing nothing does not build the economic base of the Town.
- When “No Action” is interpreted as meaning no rezoning, the land would be developed for residences in accordance with the bulk requirements of RL-B zoning. Figure 15 shows that it is reasonable to develop at least 101 single-family homes on this property, taking natural features and space for stormwater facilities into account. This alternative could meet the stated project purpose to fulfill the market demand for a lifestyle community in close proximity to Rochester, in a quality community, with quality schools. And, it could generally meet the project Objectives and Goals stated in section 2.A.4 while also providing new housing options for those who want to live in Brighton. However, this alternative is not consistent with the Town *Comprehensive Plan*. It does not establish and provide a unique opportunity for the development and maintenance of water-oriented uses within certain areas adjacent to the Erie Canal and since there are no incentive required for development, it would not necessarily promote and encourage public access to the shoreline or encourage appropriate water-oriented recreational uses and other appropriate water-oriented development within the shore zone.

- When “No Action” is interpreted as meaning rezone the land to match the *Comprehensive Plan* recommendations, but grant no relieve to bulk requirements through Incentive Zoning, the land would be developed for retail and commercial purposes along the water front utilizing the WD bulk requirements, and for residences on the northern portion of the site in accordance with the bulk requirements of RL-B zoning. Figure 20 shows that it is possible to develop at least 230,000 square feet of retail space with up to 8,000 square feet (max 10% of buildings along the waterfront) of second story living near the waterfront. The plan accounts for preservation of natural features, stormwater facilities, and parking into account. Up to 20% more of the floor area could be devoted to second story living in the remainder of the retail section away from the waterfront. Considering that the roadways need to be public and connect through to Winton Road for the retail businesses to survive, it is less likely that the residential portion of this alternative could meet every aspect of the stated project purpose to fulfill the market demand for a lifestyle community in close proximity to Rochester. It could somewhat meet the project Objectives and Goals stated in section 2.A.4 and would provide new housing options for those who want to live in Brighton. Although this alternative is consistent with the Town *Comprehensive Plan*, it is only a feasible option if there is an opportunity to connect the streets to both South Clinton Avenue and South Winton Road.

B. The Proposed Action

As noted at the beginning of this document, the proposed Action develops primarily a Residential Waterfront District (WD) mixed use neighborhood over the entire site, with a minor mix of commercial use. It is proposed for implementation with private streets, which requires relief from the Town Code for a cul-de-sac length (private road length) greater than 500 feet. The Action is also proposed with buildings that exceed height and setback requirements included in the WD Code. Therefore, relief from the noted WD requirements is needed to implement the proposed Action.

This alternative meets the stated project purpose to fulfill the market demand for a lifestyle community in close proximity to Rochester, in a quality community with quality schools. It meets project Objectives and Goals stated in section 2.A.4. And, it facilitates capital improvements (amenities) and offers benefits stated in section 2.A.5 that all Town residents will enjoy.

Insert Figure 20

Alternative C

[Click Here for Figure](#)

C. Development per the Town Comprehensive Plan Consisting of WD development on the southern portion of the site and residential development on the northern portion of the site, public streets and buildings less than 40 feet tall per WD Zoning Code

This Alternative considers a project that is somewhat similar to the Proposed Action but does not require Incentive Zoning for relief of various Code provisions. It would resemble a primarily WD commercial community along the canal waterfront, would have all public streets, and the areas north of the waterfront would be residential. All buildings would be constructed within the constraints of existing bulk requirements for the WD Zoning Code. Figure 20 shows this alternative, which was also discussed in section “A” above as possibly being considered the “no action” alternative because it requires no Incentive Zoning action.

Although potentially similar in appearance to the preferred alternative, having a mix of homes and taller buildings, this alternative requires much more surface parking and rooftops. It, too, eliminates the views of expansive existing grasslands similarly to the preferred alternative; perhaps even more than the preferred alternative because that layout includes conservation areas and greenspace interwoven amongst the residences.

Alternative C does have the potential to offer public parking adjacent to the canal trail, as well as shops and public restrooms. Public car top boat put-ins could be provided amidst the public spaces near the trail. However, the topography of the tall canal embankment is not conducive to construction of a motorized boat launch, which is possible at another off site location.

This alternative differs programmatically from the Proposed Action, which was developed in response to a market study prepared for the project sponsor that reveals a healthy market for this type of development, as well as a transportation study prepared for the Town that presents a rationale not to extend a transportation corridor through the project area. Consequently, without thru-traffic between South Clinton Avenue and Winton Road, the success of this alternative is questionable.

Theoretically, Alternative C could be designed in a manner that achieves many of the project goals stated in section 2.A.4. However, there are drawbacks with respect to benefits stated in section 2.A.5, such as:

- With public streets, the cost of maintenance and repairs would be borne by the citizens of Brighton rather than only by the citizens participating in the HOA;
- Since this alternative would not require Incentive Zoning, there would be no amenities offered by the project sponsor to receive incentives, and the community would lose the opportunity for better offsite canal access and improved trails;
- This alternative requires an extension of Meridian Centre Boulevard, which was shown to be unnecessary based on the *Meridian Centre Boulevard Extension Study*, and has not been considered a popular option by those who wish to protect the park;
- This alternative, with expanses of surface parking, is potentially more difficult to mitigate with respect to stormwater, thermal effects, and visual impacts.

D. Developing primarily Residential WD mixed use development with a minor mix of commercial use, with public streets and loft buildings less than 40 feet tall (requiring relief from WD use)

This Alternative considers a project more similar to the Proposed Action than the alternative discussed in “C” above by recognizing that primarily residential land use is necessary since it is unlikely that Meridian Centre Boulevard will be extended, which is needed to support commercial development. And, theoretically this alternative could be designed in a manner that achieves many of the project goals stated in section 2.A.4.

This alternative proposes a traditional neighborhood that is open to the public 24 hours a day, 7 days a week. It also proposes that all buildings on the site remain lower than the 40 feet maximum stated in the WD Code. Opening the neighborhood to the public permits portions of the neighborhood to be used for public canal access. By maintaining lower heights, none of the buildings would be notably more visible than any of the other buildings. Multi family dwellings would appear not much taller than single family residences. The same density as the proposed action could be provided by spreading out the number of dwellings per acre and limiting buildings to three stories in height.

However, there are drawbacks with respect to achieving the benefits stated in section 2.A.5 if the streets are public and buildings are designed at 40 feet or less:

- With public streets, the cost of maintenance and repairs would be borne by the citizens of

Brighton rather than only by the citizens participating in the HOA;

- With public streets, public trail access and car top boat launching would be located within an otherwise residential neighborhood;
- Since this alternative would require less relief of bulk requirements through Incentive Zoning, the project sponsor would offer fewer amenities than with the Proposed Action. Therefore, the community would lose some opportunity for better off site canal access, improved trails, and improved access into Meridian Centre Park;
- Lower buildings could require more land to maintain the same density with fewer levels of housing in the lofts. Consumption of more land means less land would be preserved for habitat and green space;
- Creating a homogenous neighborhood of buildings that all appear to be the same does little to create a “unique opportunity” for housing;

E. Developing primarily Residential WD mixed use development with a minor mix of commercial use, with public streets and loft buildings with a height exceeding 40 feet tall (requiring relief from WD use, length of cul-de-sac, and height restriction)

This Alternative also considers a project more similar to the Proposed Action than the alternative discussed in “C” above, by recognizing that the requested land use as primarily residential is necessary and that increased height of buildings equates to more land left for open space and a unique housing opportunity. This neighborhood would be open to the public 24 hours a day, 7 days a week. Opening the neighborhood to the public permits portions of the neighborhood to be used for public canal access.

Although this alternative is similar in land use and building height to the proposed action, public streets could translate to potential drawbacks for Brighton citizens:

- With public streets, the cost of maintenance and repairs would be borne by the citizens of Brighton rather than only by the citizens participating in the HOA;
- Since this alternative would require less relief of bulk requirements through Incentive Zoning, the project sponsor would offer fewer amenities than with the Proposed Action. Therefore, the community would lose some opportunity for better off site canal access, improved trails, and

improved access into Meridian Centre Park;

F. Developing primarily Residential WD mixed use development with a minor mix of commercial use, with private streets and loft buildings with a height not exceeding 40 feet tall (requiring relief from WD use)

This Alternative considers a project much more similar to the Proposed Action than any of the other alternative discussed above, by recognizing that the requested land use as primarily residential is necessary and private streets are essential to meet the market demand for an affluent lifestyle community. It also proposes that all buildings on the site remain lower than the 40 feet maximum stated in the WD Code. By maintaining lower heights, none of the buildings would be notably more visible than any of the other buildings. Multi family dwellings would appear not much taller than single family residences. The same density as the proposed action could be provided by spreading out the number of dwellings per acre and limiting buildings to three stories in height.

However, limiting building height to 40 feet could pose drawbacks for Brighton citizens:

- Lower buildings could require more land to maintain the same density with fewer levels of housing in the lofts. Consumption of more land means less land would be preserved for habitat and green space;
- Creating a homogenous neighborhood of buildings that all appear to be the same does little to create a “unique opportunity” for housing;
- Since this alternative would require less relief of bulk requirements through Incentive Zoning, the project sponsor would offer fewer amenities than with the Proposed Action. Therefore, the community would lose some opportunity for better off site canal access, improved trails, and improved access into Meridian Centre Park;

G. Sub-alternative for Emergency Access Using Canal Paths

Per the *Meridian Centre Boulevard Extension Study* commissioned by the Town of Brighton earlier in 2007, two routes are suggested as alternative routes for emergency access if the project area is developed without a thru-traffic connection between South Clinton Avenue and Winton Road. One possibility is use of the Erie Canal trail along the north side of the canal, from the parking lot west of South Clinton Avenue to the property planned for *The Reserve*. The other route could be comprised of portions of the trail network in Meridian Centre Park. Both routes would be used only

as needed for emergencies, and both routes would require physical improvements before they could be used by emergency vehicles any larger than perhaps a Police cruiser or an ambulance.

For the purpose of the proposed Action under consideration, the route that utilizes the canal trail appears to be the most feasible choice as it does not introduce traffic into the neighboring park. The physical improvements are discussed in greater detail in the portions of this document that apply to the linear park and the canal access parking lot improvements as these areas include the portion of the canal trail that would require safety improvements. A route that utilizes the canal trail access along the east side of South Clinton Avenue was not investigated beyond a concept level as it would require substantial embankment modifications and can not easily be modified to accommodate emergency vehicles approaching from the south.

CHAPTER 7 – IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES

Development of *The Reserve* will cause the commitment of land, energy, building materials, and economic resources as described below. Construction of the project and future operation of the facilities will involve conversion of land from fallow pasture (grassland) to a planned residential community. Although more than 50 percent of the land is planned as open space, the portions of the site that will be developed with buildings and pavement will be irretrievably committed for the foreseeable future.

Construction of the project will also require irretrievable commitment of building materials, supplies and energy involved with construction, operation and maintenance of the facilities and associated utilities. The applicant has determined that all homes will be constructed to Energy Star standards. In addition, building construction will adhere to National Association of Home Builders (NAHB) model green home building guidelines. Building a development that meets these standards reduces future demand on energy resources and in the words of the Green Brighton Task Force, reduces the “Carbon Footprint” for this development. The fact that this project encourages walk to work lifestyles also reduces resident dependence on automobiles.

A. Population Growth

The market analysis prepared during the initial planning phase of this project indicates that “there are affluent, sophisticated buyers in Rochester looking for high-end urban style product” and that “the local market is not meeting the needs of high-end urban style home buyers.” Therefore, it is anticipated that a great number of potential buyers are from within the greater Rochester metropolitan area, and that this project in and of itself will not induce population growth in the area.

B. Stimulus to Area Businesses

The market analysis also indicates that the target demographic for this neighborhood, which is projected to see the strongest growth, is households of 45-65 year old professional and/or empty-nesters and/or move-downs, with annual incomes of \$150,000 or more. These young or mid-career professionals and/or empty nesters or snowbirds are known to take advantage of retail,

entertainment, recreation, and cultural amenities. A new neighborhood of over 350 households comprised of these demographics should prove to be a desirable stimulus to area business.

C. Development on Adjacent Lands

Being primarily a residential development, the project is not anticipated to increase development pressure on adjacent lands, especially since the majority of adjacent land is either currently developed by private entities, or in public ownership for other uses such as transportation, recreation, institutions, or park land.

CHAPTER 8 – APPENDICES

A	Incentive Zoning Application
B	SEQRA Notices and Documentation
C.1	Traffic
C.2	Stormwater
C.3	Wetlands
C.4	Utilities and Community Services
C.5	Cultural Resources
C.6	Ecological and Tree Inventory
C.7	Market Study
C.8	Brighton Canal Trailway Grant Application
C.9	Consultant Proposals for Design of Amenities
C.10	Geotechnical Report
D	Correspondence
E	Zoning Resolution