

COMPREHENSIVE PLAN

Town of Sweden



Sweden Town Hall

Update 2002
Amended 2005
Amended 2015
Amended 2019

Town of Sweden
18 State Street
Brockport, NY 14420
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Introduction

The Comprehensive Plan provides vision and direction as to how the Town of Sweden will develop and grow in a legal framework that guides future decisions. While the Village of Brockport is within the Town of Sweden, the Village is producing their own Comprehensive Plan independently. The Comprehensive Plan responds to the principle that the myriad of future land-use decisions affecting the Town and Village should be made with foresight in a coordinated and responsible manner. It sets forth the community's goals and recommended actions deemed appropriate to attain these goals.

"Zoning changes should be enacted for the benefit of or with regard to the neighbors of the parcel or the community as a whole."

(Cannon v. Murphy, 196 A.D.2d 498, 500, 600 N.Y.S.2d 965, 968 (2d Dept 1993))

The Comprehensive Plan considers the social, economic and environmental conditions that currently prevail, but also promotes the balanced environment, facilities and services that future populations will require. The Comprehensive Plan is the culmination reached by consensus, which best protects the Town's character while sustaining their economic viability and the ability of their natural and manmade systems to support growth, all deemed to be in the best interest of the Town.

"A comprehensive plan articulates goals and approaches pertaining to 'the immediate and long-range protection, enhancement, growth and development' of the municipality. Plans may cover a broad array of topics, but they focus on implications for the built and natural environments, public infrastructure, and related land use issues. State law stipulates that municipalities that adopt comprehensive plans must ensure all land use regulations are "in accordance" with it."

-David Kay, Cornell University

Each chapter of the Comprehensive Plan addresses a specific topic. Many unforeseeable events beyond the control of the Town can influence the elements of the Comprehensive Plan; therefore, review and revision address their relevance and effectiveness over time. Some text of this update has remained unaltered; other wording has been modified or created to address changing times and/or needs.

The Comprehensive Plan is an evolving document, which provides continuing guidance to the community's leaders. It is advisory in nature, not regulatory. However, New York's municipal statutes of 1995 strengthens the legal value of the Comprehensive

Plan by requiring any new land use regulation or ordinance to be in accordance with the written, adopted Comprehensive Plan.

Goals, policies, objectives and actions aim for an “ideal” scenario, thus it is possible that one goal, policy, objective or action may conflict with another. Also, circumstances may arise that are not directly addressed by the Comprehensive Plan. While the Comprehensive Plan can look imposing with its many recommendations and maps, its prime function remains one of **guidance** in the decision-making process and is not intended as the “final word.”

The Comprehensive Plan benefits the community economically, socially and environmentally.

- It encourages local governments to set priorities for expenditures.
- It recommends patterns of development that take advantage of existing infrastructure and are more efficient.
- It tells other governmental agencies (federal, state, county or neighboring towns) the community’s concerns and land-use regulations, which they must consider in regard to their plans for capital projects.
- It strives to protect the character of the Town.
- It aims to protect the natural resources (wetlands, forests, agricultural lands, stream corridors, water resources, street trees, native species, etc.) in the Town.
- It allows the public the opportunity to participate in and understand the direction in which the community is headed.
- It allows the community to have some control over the type of business it attracts.
- It identifies the community’s assets and liabilities, thus allowing the limited funds and staff to be allocated in the most strategic way.
- It recognizes and protects the community’s historical and archeological assets.
- It improves access to financial and technical assistance from government and non-government groups.
- It serves as a legal defense for the community’s land use regulations.
- It is a vision for the future.



Chapter 1: Planning Resources

In September 2019, a joint committee comprised of citizens of various backgrounds met to review the 2002/amended 2015 Comprehensive Plan. This included representatives of the Town Board, Town Planning Board, Environmental Conservation Board, Zoning Board of Appeals, Landmark Advisory Committee, Board of Assessment and Review and private citizens.

Robert Muesebeck, Deputy Supervisor, Chair	Craig McAllister, Town Planning Board
Mark Bubb, Citizen	Mary Ann Thorpe, Town Zoning Board
Patricia Connors, Citizen (former T. Supervisor)	Hank Earle, Board of Assessment Review
Gregg Sargis, Environmental Conservation Board	Mark Horschel, Citizen
William Johnson, Citizen	David Strabel, Landmark Advisory Committee

The Committee reviewed the 2002 Comprehensive Plan with the 2015 amendments. This 2019 amendment represents more current information since the 2015 amendment.

Additional comments/corrections were also incorporated following the review of various governmental agencies as well as from the Public Hearing held by the Sweden Town Board on March 10, 2020. (Please refer to **Appendix I** for the changes made and notes from each committee meeting.)

(Note: Since the 2002 Plan update shows the community's preferred vision for the 20-year planning period of 2002 through 2022, a more in-depth review including a new community survey was not done at this time. A new community survey and an in-depth update are planned to coincide with the release of the 2020 U.S. Census figures.)

Note: There were several documents referenced in previous reviews that were used for assistance in the 2019 review; however, some may be subsequently outdated. They are:

Western Agricultural District #5 Monroe County, New York 2016 Agricultural District Review by the Monroe County Agricultural and Farmland Protection Board. The review, which encompasses the Towns of Chili, Clarkson, Gates, Greece, Hamlin, Ogden, Parma, Riga, Sweden and Wheatland, provides Monroe County the opportunity to create agricultural districts for the purpose of protecting and promoting the agriculture industry. *(The next Agricultural District Review is due in 2024.)*

Brockport Canal Front Master Plan by Larsen Engineers, 1998. **Appendix B** includes a narrative summary of the Plan. *(Removed from 2019 Amendment)*

Village of Brockport Clinton Street Master Plan by Clark Patterson Lee, Bero Architecture PLLC, with Dudley C. Breed and Camoin Associates, June 2010. See **Appendix G**. *(Removed from 2019 Amendment)*

Comprehensive Plans for adjacent Towns. Comprehensive plans have been prepared for nearly all the towns surrounding Sweden.

Town of Sweden Code Book. *(The Village of Brockport Code Book was not reviewed in the 2019 update.)*

The College at Brockport Facilities Master Plan, March 31, 2011. See **Appendix H.** *(Removed from 2019 Amendment)*



Chapter 2: Inventory of Existing Conditions – Analysis of Trends and Projections of Future Needs

A. INTRODUCTION

The purpose of this chapter is to describe the current land use in the Town of Sweden (including the Village of Brockport) and relate it to the following community characteristics: population; housing; business and economic development; natural resources and environmental issues; utilities; transportation; parks, recreation and open space; government facilities and services; and historic and cultural resources.

Location

The Town of Sweden is located about 12 miles due west of Rochester, at the southwest edge of Monroe County. The Village of Brockport is located primarily within the Town of Sweden. Two sites located in the Town of Clarkson have been annexed into the Village of Brockport: University of Rochester Medical Center “Strong West” Urgent Care (formerly known as Lakeside Memorial Hospital), at the northern edge of the Village; and the Village sewage treatment plant. Appendix J, Figure 1, shows the location of the Town of Sweden and the Village of Brockport within Monroe County, identifies the surrounding communities, and shows the location of Sweden and Brockport.

History

Europeans first settled the land, which is now the Town of Sweden, soon after 1802, when the first major transportation route, Lake Road, was opened. Lake Road became New York State Route 19 and remains the major north-south route through the Town of Sweden and the Village of Brockport.



After a brief interruption of immigration due to the War of 1812, the town's population grew steadily. The Town of Sweden was incorporated in 1814. In the early 1820's, the construction of the Erie Canal through the northern section of the Town led to a boom in population and activity. The Village of Brockport was chartered in 1829. The Erie Canal remains a prominent feature in the Village and the Town, with the potential for increased boating opportunities, tourism development, and waterside parks.

The construction of the Niagara Falls Branch of the New York Central Railroad made Brockport a center for business and transportation. Industries have always been part of the Village, originally to take advantage of canal and then rail transport.

The Town and Village grew steadily until 1882, when the Johnston Harvester Works, a primary industrial employer, was destroyed by fire. During the next twenty years, people moved to more urbanized areas for better paying industrial jobs. By 1920, the town's population was 3,984, the same as it was in 1880. Of these, all but 1,000 lived in the Village.

The College at Brockport, SUNY, also contributed to growth in the Village and Town as the successor to a school that was founded in 1835. The College at Brockport, SUNY, is a nationally recognized four-year comprehensive public college. The 464-acre campus has 67 buildings occupying about one-quarter of the campus, with rolling grassy fields and wooded land. The College occupies a large part of the Village of Brockport and owns large parcels in the Town outside the Village. College students comprise a population equivalent in size to the population of the Village. The College also provides cultural opportunities for Town and Village residents, as well as stimulus for local retail businesses.

B. POPULATION

Total Population

In 2010, according to the U.S. Census Bureau, the population of the Town of Sweden (including the Village of Brockport) was 14,175, a 3.3% increase from the 2000 Census. Of these, 8,366 or 59% of the total lived in the Village of Brockport.

The population of the Village of Brockport and of the Town of Sweden outside the village has grown significantly since 1950. The largest growth occurred, in both the Town and Village, during the 1960's, at a rate higher than the county average (see **Table 1**). The high rate of population growth in the village during the 1970's is due to the increased enrollment at The College at Brockport, SUNY. During the 1990's, the rate of growth declined in the Village and increased in the Town. During this same period, the rate of growth in the County increased by 3%. From 2000 to 2010, both the Village and the Town experienced growth.

Please note that in 2015, another review of the tables presented in this chapter was conducted and the tables were updated with the most recent information available from the U.S. Census Bureau's website. The figures represent information gleaned from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport, Town of Sweden and Monroe County, New York.

During the 2019 review, it was decided that the Committee would wait for the 2020 Census figures to update the tables.

TABLE 1: POPULATION 1950 - 2013

YEAR	Village	% Change	Town	% Change	Townwide	% Change	County	% Change
1950	4,748		1,234		5,982		487,632	
1960	5,256	10.7	1,968	59.5	7,224	20.8	586,387	20.3
1970	7,878	49.9	3,583	82.1	11,461	58.7	711,917	21.4
1980	9,776	24.1	5,083	41.9	14,859	29.6	702,238	-1.4
1990	8,649	-11.5	5,532	8.8	14,181	-4.6	713,968	1.7
2000	8,103	-6.3	5,613	1.5	13,716	-3.3	735,343	3.0
2010	8,366	3.2	5,809	3.5	14,175	3.3	744,344	1.2
2013	8,369	0.0	5,817	0.1	14,186	0.1	746,548	0.3

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (2009-2013 ACS 5-Year Estimates)

The actual future population will depend on many factors which are difficult to predict: availability of land for new housing construction, extension of public water and sewers, zoning restrictions on housing types, market conditions in Sweden/Brockport and elsewhere, enrollment changes at the College, as well as natural increases (births and deaths). As much of the village is already developed, future population increases are likely to occur in the town outside the village.

Population by Race

The racial composition of Sweden/Brockport residents is less diverse than Monroe County overall. The white population in 1990 made up 93.5% of the total Town/Village population, compared to 84.1% in Monroe County. 3.1% of the population was black, and 3.7% other minorities. The white population in 2000 made up 92.6% of the total Town/Village population, compared to 79.1% in Monroe County. The white population in 2010 made up 92.5% of the total Town/Village population, compared to 76.1% in Monroe County. Currently, the white population is 91% of the total population (Townwide) with 3% black and 4% other minorities.

Table 2 shows the figures gleaned from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport, Town of Sweden and Monroe County.

TABLE 2: 2013 POPULATION BY RACE

2013 Population by Race*	Village		Town		Townwide		Monroe County	
Total Population	8,369	100%	5,817	100%	14,186	100%	746,548	100%
One Race	8,079	96.5%	5,761	99%	13,840	98%	729,519	98%
White	7,429	88.8%	5,457	94%	12,886	91%	569,984	76%
Black/African American	251	3.0%	133	2%	384	3%	113,723	15%
American Indian/Alaska Native	86	1.0%	7	0%	93	1%	2,228	0%
Asian	207	2.5%	143	2%	350	2%	25,493	3%
Native Hawaiian/Pacific Islander	0	0.0%	0	0%	0	0%	209	0%
Some other race	106	1.3%	21	0%	127	1%	17,882	2%
Two or more races	290	3.5%	56	1%	346	2%	17,029	2%
Hispanic or Latino (of any race)	381	4.6%	89	2%	470	3%	55,990	7%
Not-Hispanic or Latino	7,988	95.4%	5,728	98%	13,716	97%	690,558	93%

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (*2009-2013 ACS 5-Year Estimates)

Population by Age Group

The age distribution of the Town (including the Village) is shown in **Table 3** below. The “under 18” age group dropped -15.5% between 2000 and 2013. The “18 and over” age group grew 8.1% between 2000 and 2013. The “60-64” age group grew 152.5% between 2000 and 2013. The “65 and over” age group had a 29.4% growth in that same time period.

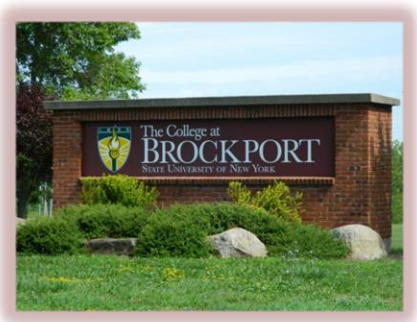
TABLE 3: POPULATION BY AGE

	2000	2010		2013		% Change (2000-2013)
	Townwide	Village	Townwide	Village	Townwide	(Townwide)
Total Population	13,716	8,366	14,175	8,369	14,186	3.4%
Under 18	2,733	895	2,149	1,104	2,309	-15.5%
18 & Over	10,983	7,471	12,026	7,265	11,877	8.1%
20-24	2,781	2,719	3,367	2,277	3,064	10.2%
25-34	1,443	719	1,261	655	1,210	-16.1%
35-44	1,734	556	1,249	572	1,226	-29.3%
45-54	1,694	645	1,676	682	1,549	-8.6%
55-59	567	369	801	422	896	58.0%
60-64	343	263	647	361	866	152.5%
65 & Over	1,073	686	1,321	741	1,388	29.4%
Median Age:	25.0	22.0	24.4	22.0	25.4	1.6%

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (2009-2013 ACS 5-Year Estimates). Age Groups and Sex: 2010, 2010 Census Summary File 1.

College Student Population

The College at Brockport, SUNY, has more than 8,000 undergraduate and graduate students. According to The College at Brockport’s Office of Research, Analysis and Planning, there were 2,674 students living on campus and 5,432 students living off campus in the Fall of 2014. In addition, more than 370 faculty and staff live in the 14420 zip code. These students, faculty, and staff pay taxes, shop in stores, eat in restaurants, and contribute to the economic development of the Brockport area.



Fall Semester enrollment (Undergraduates and Graduates) for both Full-time and Part-time at The College at Brockport, SUNY, is presented in **Table 4**. (Note: This table was updated in the 2019 Amendment review.)

TABLE 4: COLLEGE STUDENT POPULATION

FALL Semesters	Undergraduates		Graduates		TOTAL	% Change
	FT	PT	FT	PT		
2007	6,257	669	345	1,032	8,303	
2008	6,294	676	327	978	8,275	-0.3
2009	6,474	645	371	1,000	8,490	2.6
2010	6,645	652	395	897	8,589	1.2
2011	6,454	712	365	882	8,413	-2.0
2012	6,444	689	367	771	8,271	-1.7
2013	6,411	679	318	720	8,128	-1.7
2014	6,304	736	358	708	8,106	-0.3
2015	6,348	645	373	719	8,085	-0.3
2016	6,373	689	345	770	8,177	1.1
2017	6,416	716	353	780	8,265	1.1
2018	6,343	672	353	877	8,245	-0.2

Source: The College at Brockport, SUNY
Office of Research, Analysis &
Planning

Household Characteristics

The number of people per household decreased townwide, as well as in the Village, between 2000 and 2010. This will lead to a greater demand for new housing units and explains why the number of housing units increases faster than the population (See **Table 5**).

TABLE 5: SELECTED HOUSING CHARACTERISTICS (HOUSEHOLD SIZE)

2000	Village	Townwide
Total Households	2,399	4,581
Avg. Household Size	2.44	2.52
Avg. Family Size	3.03	3.06
2010		
Total Households	2,528	4,919
Avg. Household Size	2.25	2.36
Avg. Family Size	2.86	2.93
2009-2013		
Total Households	2,784	5,348
Avg. Household Size: Owner-occupied	2.55	2.62
Avg. Household Size: Renter-occupied	2.05	2.01

Source: U.S. Census Bureau, American FactFinder "Profile of General Demographic Characteristics: 2000" (DP1); "Households and Families: 2010" (QT-P11); 2009-2013 American Community Survey 5-Yr. Estimates "Selected Housing Characteristics" (DP04)

As **Table 6** shows, there were 209 more total households in the town outside the village and 129 more total households in the village in the 10-year period between 2000 and 2010. In 2010, family households represent 64% versus 36% non-family households in the town outside the village. Family households in the village were 43% versus 57% non-family households, in 2010.

Table 6A shows the occupancy characteristics (2009-2013 5-year estimates) for the Village of Brockport and Townwide. Of the 4,919 occupied housing units (Townwide), 2,415 are in the Town and 2,504 are in the Village. Of the 2,504 occupied housing units within the Village, it is estimated that 1,194 (47.6%) are owner-occupied and 1,310 (52.3%) are renter-occupied.



TABLE 6: HOUSEHOLD AND FAMILY CHARACTERISTICS (2000 AND 2010)

Categories	2000				2010**			
	Town*		Village		Town*		Village	
	Number	%	Number	%	Number	%	Number	%
Total Households	2,182	100	2,399	100	2,391	100	2,528	100
<i>Family Households</i>	1,539	71	1,220	51	1,533	64	1,094	43
- With own Children under 18	n.a.		n.a.		609	25	452	18
<i>Married Couple Family</i>	1,261	58	868	36	1,253	52	735	29
- With own Children under 18	581	27	398	17	448	19	253	10
<i>Male householder, no spouse</i>	n.a.		n.a.		88	4	103	4
- With own Children under 18	n.a.		n.a.		50	2	54	2
<i>Female householder, no spouse</i>	204	9	278	12	192	8	256	10
- With own Children under 18	130	6	181	8	111	5	145	6
<i>Non-Family Households</i>	643	30	1,179	49	858	36	1,434	57
- Householder living alone	492	23	722	30	602	25	858	34
under 18 years	n.a.		n.a.		659	28	499	20
Households with individuals 65 years & over	n.a.		n.a.		552	23	428	17

*Excluding Village

n.a. - data not available

**Source: U.S. Census Bureau - 2010 Census

The figures in **Table 6A** represent information gleaned in 2015 from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport and Town of Sweden (including the Village).

TABLE 6A: OCCUPANCY CHARACTERISTICS (2009-2013)

Subject	Brockport village, New York			Sweden town*, Monroe County, New York		
	Occupied housing units	Owner-occupied housing units	Renter-occupied housing units	Occupied housing units	Owner-occupied housing units	Renter-occupied housing units
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Occupied housing units	2,504	1,194	1,310	4,919	2,891	2,028
Family households	53.80%	81.80%	28.20%	60.60%	81.40%	31.00%
Married couple family	38.50%	66.40%	13.00%	47.00%	69.20%	15.40%
Other family	15.30%	15.40%	15.20%	13.60%	12.10%	15.60%
Male householder, no spouse	1.40%	1.20%	1.50%	3.00%	2.70%	3.40%
Female householder, no spouse	13.90%	14.20%	13.70%	10.60%	9.40%	12.20%
Nonfamily households	46.20%	18.20%	71.80%	39.40%	18.60%	69.00%
Householder living alone	27.60%	14.70%	39.50%	26.30%	15.40%	41.90%
Householder not living alone	18.60%	3.50%	32.40%	13.10%	3.30%	27.10%
Family related children under 18 years	24.10%	32.20%	16.70%	27.00%	30.80%	21.60%
Family related children under 18 years	20.50%	30.10%	11.80%	24.90%	29.40%	18.50%
Family related children under 18 years	3.60%	2.20%	4.90%	2.10%	1.40%	3.20%
Other related children under 18 years	75.90%	67.80%	83.30%	73.00%	69.20%	78.40%

*Townwide (including Village)

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates "Occupancy Characteristics" (S2501)

C. HOUSING

In 2000, according to the U.S. Census, there were 2,589 housing units in the Village, and 2,254 units in the Town outside the Village. In 2010, there were 2,529 housing units in the Village and 2,661 units in the Town outside the Village (Source: 2010 U.S. Census Bureau, American FactFinder, 2010 Demographic Profile Data). This represents a -2.3% decrease in the Village from 2000 to 2010 and an 18% increase in the Town during that time period.

The 2009-2013 American Community Survey 5-Year Estimates show 2,784 total housing units in the Village and 2,564 in the Town. This represents an estimated 10% increase in the Village and a -3.6% decrease in the Town since 2010.

Table 7 shows the structural types of housing found in the Town and Village according to the American Community Survey 5-Year Estimates (2009-2013). Forty-three percent (43.5%) of the housing units in the Village and 65.8% of those in the Town outside the Village were single-family detached dwellings. Apartment buildings containing five (5) or more units represented 25.6% of the total units in the Town and Village combined.

TABLE 7: SELECTED HOUSING CHARACTERISTICS 2009-2013 - UNITS IN STRUCTURE

Subject	Village		Town		Townwide	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
UNITS IN STRUCTURE						
Total Housing Units	2784	100	2564	100	5348	100
1-unit, detached	1211	43.5	1687	65.8	2898	54.2
1-unit, attached	76	2.7	139	5.4	215	4
2 units	403	14.5	28	1.1	431	8.1
3 or 4 units	408	14.7	29	1.1	437	8.2
5 to 9 units	259	9.3	136	5.3	395	7.4
10 to 19 units	177	6.4	201	7.8	378	7.1
20 or more units	250	9	344	13.4	594	11.1
Mobile home	0	0	0	0	0	0
Boat, RV, van, etc.	0	0	0	0	0	0

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Owner-occupied dwellings constituted 47.7% of the housing units in the Village, and 70.3% in the Town outside the Village. Renter-occupied dwellings constituted 52.3% of the housing units in the Village, and 29.7% in the Town outside the Village (see **Table 8**).

TABLE 8: SELECTED HOUSING CHARACTERISTICS (2009-2013) - OCCUPANCY

Subject	Village		Town		Townwide*		County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
HOUSING OCCUPANCY:								
Total housing units	2,784	100	2,564	100	5,348	100	320,531	100
Occupied housing units	2,504	89.9	2,415	94.2	4,919	92	297,040	92.7
Vacant housing units	280	10.1	149	5.8	429	8	23,491	7.3
Homeowner vacancy rate	0	(X)	0	(X)	0	(X)	1.1	(X)
Rental vacancy rate	5.8	(X)	1	(X)	6.5	(X)	6.5	(X)
HOUSING TENURE:								
Occupied housing units	2,504	100	2,415	100	4,919	100	297,040	100
Owner-occupied housing units	1,194	47.7	1,697	70.3	2,891	58.8	193,265	65.1
Renter-occupied housing units	1,310	52.3	718	29.7	2,028	41.2	103,775	34.9

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Table 9 shows the age of housing in Brockport Village, Sweden and townwide, according to the American Community Survey 5-Year Estimates (2009-2013). There were significant gains in housing during the 1970’s and 1980’s. The housing units have tapered off in the 1990’s and increased somewhat from 2000 to 2009.

TABLE 9: SELECTED HOUSING CHARACTERISTICS (2009-2013) – YEAR STRUCTURE BUILT

Subject	Village		Town		Townwide	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
YEAR STRUCTURE BUILT						
Total housing units	2,784	100	2,564	100	5,348	100
Built 2010 or later	0	0.0	0	0.0	0	0.0
Built 2000 to 2009	111	4.0	217	8.5	328	6.1
Built 1990 to 1999	42	1.5	213	8.3	255	4.8
Built 1980 to 1989	312	11.2	488	19.0	800	15.0
Built 1970 to 1979	632	22.7	602	23.5	1,234	23.1
Built 1960 to 1969	315	11.3	490	19.1	805	15.1
Built 1950 to 1959	104	3.7	240	9.4	344	6.4
Built 1940 to 1949	109	3.9	16	0.6	125	2.3
Built 1939 or earlier	1,159	41.6	298	11.6	1,457	27.2

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Additional Information

Residential developments of significant size and scope in the **Village of Brockport:**

- The Remington Woods subdivision encompasses 132 acres in the area bounded by Willowbrooke Drive to the east, Redman Road to the west, West Avenue to the north, and the New York State Barge Canal to the south. Plans call for more than 230 single-family residential units, and six professional office units within the development.
- The McCormick Place subdivision is located off of East Avenue, just east of Cloverwood Drive. It is a 22.9-acre patio home development of 64 single-family units targeting “empty nesters,” who desire to downsize from their current homes. These homes received condominium status in 2012 from the State of New York. Currently there have been 43 units built and 31 left to build.
- The Sunflower Landing subdivision located just east of the McCormick Place subdivision is a 52.9-acre mixed-use q-district development that has been granted condominium status from the State of New York.
- Park Place Apartments located at 140 Park Avenue is a 28-unit Senior/Disabled apartment house.
- Village Center Apartments located at 222 Main Street is a 32-unit Senior/Disabled apartment house.

Residential developments of significant size and scope in the **Town of Sweden:**

- The Northview Subdivision is located at Goldenhill Lane, north of Route 31-A and west of Redman Road on approximately 100 acres. A total of 200 single-family homes were proposed for the full build-out of this subdivision. The subdivision will be split up into 11 sections. Public utilities include water, sewer and storm drainage, which will be attenuated by a detention pond. Section I and II were approved for a total of 39 lots. There are six lots still available. The rest of the development has been sold off, therefore, there will be no more development. The land will be going back to farm land.
- The Villas at Brandon Woods (Section I) is located at Nathaniel Poole Trail and Wood Trace, west of Talamora Trail and south of the Wal-Mart Supercenter on Brockport-Spencerport Road on approximately 27 acres. It is a mixed-use development, including single-, double- and quad-unit townhouses targeted at occupancy by senior citizens. Initial plans include 40 one-family, 5 two-family and 4 (4-unit) dwelling units with one commercial retail center. An application



for Incentive Zoning was granted by the Sweden Town Board in May 2007. Section 1 has 30 Units built. As of this writing, a proposal for Section II (Wood Trace) is currently before the Planning Board for 99 Units.

Heritage Square—Redman Road is located at Persistence Path, across from the western entrance to The College at Brockport, SUNY, on Redman Road between the Erie Canal to the north and the Sweden Town Park to the south on approximately 130 acres. It is a mixed-use planned development with proposed housing, retail, hotel and offices. *(Note: This property may qualify for the “Start-Up NY” Initiative introduced by Gov. Andrew Cuomo at the end of the 2013 Legislative Session.)*

- The Brock (formerly known as Brockport College Suites), opened a 112 unit apartment building for student housing in 2009.
- The Chateau at Heritage Square (formerly known as Seniors Choice), located at 100 Isla Way, is two four-story buildings connected with a one-story common area. The building is divided on the ground level with a courtyard; two second-story roof decks that allow outdoor sitting areas. This project is designed for seniors—those who are able to live independently and those who need some assistance. There are 90 units: 57 apartments for independent living seniors and 33 for assisted living seniors. (As of this writing, the assisted living section has not opened.)
- Townhomes at Stonebriar Glen Subdivision (North) located at 6745 Fourth Section Road. Currently has 148 Units and 1 Community Building approved. As of this writing, a proposal for Stonebriar Glen (South) for Mixed Use with 159 Units is currently before the Town Board.
- Frances I Apartments, located at 1 Lifetime Way at 200 Owens Road has 56 Units and 1 Community Building. This apartment complex is for families of moderate income with a special set-aside for developmentally disabled clients of Lifetime Assistance, and for others with disabilities.
- Frances II Apartments, located at 1 Lifetime Way at 150 Owens Road (North Parcel) has 16 Units approved and at 250 Owens Road (South Parcel) has 32 Units approved

Table 9A shows the subdivisions, the number of acres involved and the number of buildings and units that have been approved and/or are proposed.

Table 9A – Residential Developments of Significant Size and Scope in the Town of Sweden

Residential Development	Acres	Mixed Use (e.g. professional offices, comm. building, etc.)	# of Units Approved	# of Units Pending Approval	Single Family Bldg.	2-Unit Building	3-Unit Building	4-Unit Building	5-Unit Building	6-Unit Building	8-Unit Building
Northview Subdivision (Sect. 1 & 2)	16		33		27*						
Villas at Brandon Woods (Section 1)	11	1* (comm. retail ctr.)	27*		9*	5* (10 Units)		2* (8 Units)			
Villas at Brandon Woods (Section 2)	21			99 (Proposed)		1 (2 Units Proposed)	3 (9 Units Proposed)	22 (88 Units Proposed)			
Heritage Square-Redman Road	130 (Total)										
<i>The Brock</i> (aka College Suites)	12		112 (Total)								
<i>The Chateau</i> (aka Seniors Choice) <u>Independent Living</u> (East side)	7.5		90 (Total)								
<u>Assisted Living</u> (West side)			39*								
			18 (Indepen.) 33 (Assisted)								
Stonebriar Glen North (Phase 1)	28 (Total)	1 (Storage/Maint.)	148 (32*)				4* (12 Units) 4** (12 Units)		4* (20 Units) 1** (5 Units)		
Stonebriar Glen North (Phase 2)									12*** (60 Units)		
Stonebriar Glen North (Phase 3)								7*** (21 Units)	5*** (20 Units)		
Stonebriar Glen South	50	1 (Storage/Maint.)		159 (units)		27 (Proposed) (54 units)	19 (Proposed) (57 units)			8 (Proposed) (48 units)	
Frances I Apartments	7	1 (Community Bldg.)	56								7 (56 Units)
Frances II Apartments	7		48								6 (48 Units)
Total	270 (Acres)	4 (Buildings)	514 (Units)	258 (Units)	36 (Bldgs)	33 (Bldgs)	37 (Bldgs)	29 (Bldgs)	17 (Bldgs)	8 (Bldgs)	13 (Bldgs)

* Have Certificate of Occupancy

** Under construction

*** No construction started

D. BUSINESS DEVELOPMENT AND ECONOMIC BASE

Table 10 identifies the occupations and industries of employed residents.

TABLE 10: EMPLOYMENT BY OCCUPATION AND INDUSTRY GROUP (2009-2013)

Subject	Village	Town	Townwide
	Estimate	Estimate	Estimate
OCCUPATION			
Civilian employed population 16 yrs & over	3,836	3,056	6,892
Management, business, science & arts occupations:	1,380	1,187	2,567
<i>Management, business & financial occupations</i>	274	315	589
<i>Computer, engineering & science occupations</i>	211	126	337
<i>Education, legal, community service, arts & media</i>	622	526	1,148
<i>Healthcare practitioner & technical occupations</i>	273	220	493
Service occupations:	862	466	1,328
<i>Healthcare support occupations</i>	67	76	143
<i>Protective service occupations</i>	121	82	203
<i>Food preparation & serving related occupations</i>	318	194	512
<i>Building & grounds cleaning & maintenance</i>	142	24	166
<i>Personal care & service occupations</i>	214	90	304
Sales & Office occupations	984	866	1,850
Natural Resources, construction & maintenance	271	222	493
Production, transportation & material moving	339	315	654
INDUSTRY			
Civilian employed population 16 yrs & over	3,836	3,056	6,892
Agriculture, forestry, fishing & hunting, & mining	56	27	83
Construction	114	64	178
Manufacturing	255	405	660
Wholesale trade	59	70	129
Retail trade	645	495	1,140
Transportation & warehousing, & utilities	84	30	114
Information	70	0	70
Finance & insurance, & real estate & rental & leasing	130	370	500
Professional, scientific, & management, & administrative & waste management services	189	193	382
Educational services, & health care & social assistance	1,428	939	2,367
Arts, entertainment, & recreation, & accommodation & food services	439	230	669
Other services, except public administration	280	108	388
Public administration	87	125	212

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates - "Occupation by Sex & Median Earnings in the Past 12 months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2401) and "Industry by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2403)

Tables 11 and 12 shows data for the greater Brockport area (14420 zip code). Nearly 10% of Greater Brockport workers are employed in production, transportation, and material moving occupations and the category represents one of the area's most significant providers of non-retail jobs.

TABLE 11: GREATER BROCKPORT (14420 Zip Code) - OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YRS. & OVER (2009-2013)

Subject	Estimate	Percentage
Civilian employed population 16 Years & Over	10,078	100
Management, business, science, & arts occupations:	3,581	35.5
<i>Management, business, & financial</i>	1,099	10.9
<i>Computer, engineering, & science</i>	487	4.8
<i>Education, legal, community service, arts, & media</i>	1,360	13.5
<i>Healthcare practitioner & technical occupations</i>	635	6.3
Service occupations:	2,068	20.5
<i>Healthcare support occupations</i>	231	2.3
<i>Protective service occupations</i>	260	2.6
<i>Food preparation & serving related occupations</i>	841	8.3
<i>Building & grounds cleaning & maintenance occupations</i>	249	2.5
<i>Personal care & service occupations</i>	487	4.8
Sales & office occupations	2,555	25.4
Natural resources, construction, & maintenance occupations	824	8.2
Production, transportation, & material moving occupations	1,050	10.4

Source: U.S. Census Bureau, 2009-2013 American FactFinder "Occupation by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2401)

According to the Greater Brockport Development Corporation, Brockport's location makes it ideal for companies that need to distribute their products to markets in the Northeast United States and Southern Ontario, Canada. That's because one-third of the U.S. and Canadian population is within 500 miles of Brockport. Furthermore, Brockport is conveniently located just a short distance from Exit 47 of Interstate 90 (the New York State Thruway), one of the country's major east- west travel routes, as well as Interstate 390, connecting travelers with New York's Southern Tier Region and Interstate 86.

A high percentage of employed residents of the Town of Sweden, including the Village of Brockport, worked for the State government and in "educational services." This reflects the presence of The College at Brockport, SUNY.

Lakeside Memorial Hospital was a major employer in the health care industry in the area for many years until the Hospital was forced to close in April 2013 due to fiscal constraints. In August 2013, the University of Rochester Medical Center (URMC) opened "Strong West" as an Urgent Care Center in the building that was formerly Lakeside Memorial Hospital. In August 2014, UR Medicine's Strong West urgent care facility

switched over to an emergency department. The NYS Department of Health approved Strong West's off-campus emergency department, making it the first such site in upstate and western New York. Strong West brings the services of Strong Memorial Hospital and UR Medicine to the Brockport area. Strong West currently offers Emergency Care, Imaging, Lab, Primary Care, Orthopedic, Cardiac, Oncology and Hematology, Sleep Medicine, Neurology, and Urology services. Strong West also offers Urgent Care and Primary Care in Spencerport.

TABLE 12: GREATER BROCKPORT (14420 Zip Code) - INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION 16 YRS. & OVER (2009-2013)

Subject	Estimate	Percentage
Civilian employed population 16 yrs and over	10,078	100
Agriculture, forestry, fishing & hunting, & mining	83	0.8
Construction	526	5.2
Manufacturing	1,004	10.0
Wholesale trade	179	1.8
Retail trade	1,581	15.7
Transportation & warehousing, & utilities	298	3.0
Information	148	1.5
Finance & insurance, & real estate & rental & leasing	619	6.1
Professional, scientific, & management, & administrative & waste management services	655	6.5
Educational services, & health care & social assistance	3,046	30.2
Arts, entertainment, & recreation, & accommodation & food services	1,071	10.6
Other services, except public administration	573	5.7
Public Administration	295	2.9

Source: U.S. Census Bureau, 2009-2013 American FactFinder "Industry by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2403)

E. NATURAL RESOURCES, AGRICULTURAL LAND, AND ENVIRONMENTAL ISSUES

Topography and Drainage

The Town of Sweden has an area of about 34.3 square miles (21,952 acres). Its terrain is generally flat to slightly rolling.

Three main watersheds are located within the Town of Sweden. See **Figures 4 and 5**. The southern third and western edge of the Town drains to the south, into Black Creek,



and eventually into the Genesee River and Lake Ontario. Most of the northern two thirds of the Town drains into Lake Ontario via Salmon Creek. A small part of the western edge of the Town drains into Sandy Creek.

The Salmon Creek watershed drains a total of 57,606 acres, of which 15,263, or 26.5%, are in the Town of Sweden. This watershed accounts for 69% of the land area in the Town. Tributaries to Salmon Creek within the Town include Brockport Creek, Otis Creek, and Moorman Creek. Salmon Creek enters Lake Ontario at Braddocks Bay (mean lake elevation approximately 246 feet.) At its headwaters 20 miles upstream, within the Town of Sweden, the elevation is 668 feet. The stream conveys primarily natural surface runoff, with the exception of siphoned flows from the Barge Canal.

The Sandy Creek watershed drains 48,355 acres, of which 828 acres, 1.7% of the total, is within the Town of Sweden. Four percent of the total land area in the Town is in this watershed, in an area bounded approximately by Fourth Section Road on the north, Redman Road on the east, and White Road on the south.

The Black Creek watershed is one of the Genesee River's largest. It drains a total of 206 square miles, or 130,660 acres. 5,876 acres - 4.6% of the watershed and 26.8% of the Town's total land area - are in this watershed. Black Creek discharges into the Genesee River.

Wetlands

Wetlands are areas such as swamps, marshes, or wet meadows where the ground water level is near or above the surface. Wetlands provide many important benefits, including improved water quality, interception and storage of storm water runoff, ground water recharge and essential habitat for a variety of plants and animals, including endangered and threatened species. See **Figure 4**.

The Town of Sweden Environmental Conservation Board has an extensive file of the field studies conducted in 1976 when 3259.76 wetland acres were delineated in the Town. There is a wetlands overlay map from 1976 (part of the Environmental Atlas and Open Space Index). The Town has DEC wetland amendments as recent as 1994 on file. There is an educational brochure for public distribution.

Both state and federal laws and regulations are in effect to protect and preserve wetlands. New York State's Freshwater Wetlands Act directed the Department of Environmental Conservation (DEC) to map significant wetlands and prepare regulations restricting activities which would destroy or disturb the wetlands. The state mapped only wetlands with an area of 12.4 acres (5 hectares) or larger, plus smaller wetlands with unusual importance.

State regulations do not restrict normal agricultural practices, routine maintenance of buildings, selective tree cutting, continuation of existing lawful uses, or recreational

activities. They do regulate draining, filling, excavation, and grading, since these activities could permanently damage or destroy wetlands. A permit from DEC is required for activities within either the designated wetland or within a 100-foot buffer zone surrounding the wetland.

DEC staff work with permit applicants to identify ways to avoid or minimize damage to wetlands, or to design mitigation measures to compensate for any unavoidable damage to wetlands. The permit states what activities are allowed, what measures must be taken to protect the wetlands or compensate for damage.

The U.S. Army Corps of Engineers (Corps) issues permits for activities in those wetlands subject to regulations under Section 404 of the federal Clean Water Act. These wetlands must be identified based on their hydraulic, soil, and vegetative characteristics; a map prepared by the U.S. Fish and Wildlife Service for the National Wetlands Inventory serves as a preliminary identification of federally regulated wetlands. As with DEC, Corps staff helps applicants identify ways to minimize the damage that their proposed activities would have on wetlands.

Several areas are subject to regulation by both DEC and the Corps. A joint permitting process is used to minimize delays and prevent inconsistencies in administration. A single permit application can be submitted to either the DEC or the Corps, which will automatically be forwarded to the other agency for processing. The agencies coordinate as necessary on the review and the decision and issue a single permit stipulating the decision.

Several (twenty-five as of December 1994) State-regulated wetlands are located in the Town of Sweden. These are classified I, II, or III, depending on their overall value to wildlife. These are shown on Figure 4.

Flood Hazard Areas

Areas subject to flood hazards are shown on Figure 6. In the Town of Sweden, flood prone areas are located along the Erie Canal, Salmon Creek, North Branch Black Creek and its tributary, and other small areas along streams. The only flood hazard area in the Village of Brockport is along Brockport Creek, in the southeast quadrant of the Village.

These areas are within the 100-year floodplain and were mapped by the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program (NFIP). The "100-year flood" is estimated to be a flood with a 1% chance of occurring during any one year. The highest elevation of this flood is calculated as the "Base Flood Elevation" for the purpose of the NFIP. Regulations require that new construction be elevated to the base flood (100-year flood) elevation. *(Note: FEMA flood maps are currently under review.)*

The elevations of the 100-year flood are shown on flood profile diagrams in the Flood Insurance Study and on the Flood Insurance Rate Maps (FIRM's). The FIRM's also



show various zone designations for the special flood hazard areas. The zones affect insurance premium rates. Property owners purchase flood insurance through their regular insurance agents.

Floodway and Flood Boundary Maps identify areas which convey flood waters. These are exposed to the most frequent and severe flooding, and flood flows there generally have the highest velocities.

Areas of minor flooding are between the boundaries of the 100- and 500- year floods. These areas are very infrequently flooded but are included in flood insurance studies to note the potential risk.

Steep Slopes

Moderately steep slopes (15 to 25% slope) are very restricted in their use. Dense housing development would be very costly because of grading cost, street designs, erosion measures needed, etc. An occasional estate type development may be feasible in parts of such areas. These slopes are generally best suited for recreational uses such as parks, nature trails, etc.

Step to very steep slopes (25% slope or steeper) are very restricted in their use. Many problems are involved, and costs are usually prohibitive when one attempts to use these areas for urban development. Their best use is usually recreational, wildlife or forestry. They should be maintained with adequate cover because surface runoff is usually rapid and erosion a severe hazard.

The Town of Sweden has only one area of steep slopes. They all are associated with the notable Niagara Escarpment. This feature is a ridge that crosses the East boundary of the town at the ski hill in Northampton Park, crosses Route 19 between Lakeview Cemetery and the Community Center, and exits the town near the Route 31, West Sweden Road corner. (See **Figure 7**).

This remarkable geological feature is extremely ancient, having formed between 430 and 450 million years ago. It was the rim of a soft saucer shaped depression in the earth's crust covered by a shallow sea. The Escarpment is a rock ridge made up of soft shales and sandstones and harder limestone, now mostly covered by a thick layer of soil. The Escarpment can be seen from Central New York west to Niagara Falls where it is the precipice over which the Niagara River plunges. It continues west across Canada, beneath the Great Lakes to Wisconsin. The Niagara Escarpment contains some of the best exposures of rocks and fossils in the world.



Soils

Soil is composed of mineral and organic material and living forms. Qualities of the soil affect the potential for agriculture and development of land. The Natural Resource Conservation Service of the U.S. Department of Agriculture completed a soil survey for Monroe County that was published in 2000. See **Figure 8**.

A series of overlay maps were prepared for the 1973 Planning Inventory that shows how soil characteristics constrain development. The following maps are available as part of the Town of Sweden's Open Space Index:

- Soil Characteristics in Relation to Flooding
- Soil Suitability for Disposal of Septic Tank Effluent
- Soil Stability at Depths of Three to Six Feet
- Depth to Bedrock
- Erosion Potential of Soils
- Suitability of Soils for Underground Utilities
- Suitability of Soils for Home sites
- Suitability of Soils for Industrial and Commercial Development
- Suitability of Soils for Agricultural Uses

These maps show that soils present serious limitations to development in much of the Town, because of poor permeability, shallow depth to bedrock, erodibility, or unstable soils.

Agricultural Land

Agriculture is the predominant land use in the Town outside the Village. 3,557.54 acres, or 18.02% of the total land area outside the Village, is categorized as agricultural in the town's assessment rolls. Land in Sweden is in Monroe County's Midwest and Northwest Agricultural Districts (Agricultural Districts #5 and #1). **Figure 9** shows active agricultural land in the Town of Sweden as well as Agricultural Districts and the location of prime agricultural soils.



Quarry

A stone quarry owns approximately 390± acres between Swamp Road and Colby Street in the Town. Iroquois Rock Company, a sub-unit of Dolomite Products (purchased by Old Castle in the year 2000), mines relatively high quality dolomite, in various forms, from the Lockport formation. The products are used primarily in road construction.

The mine is expected to be productive through 2034. Its actual lifespan depends on the demand for its products, which is tied to trends in construction and road building.

The quarry is regulated by the NYS Department of Environmental Conservation (DEC) pursuant to the Mined Land Reclamation Act. The current New York State DEC permit was renewed on January 27, 2020 and will expire on January 26, 2025. The Town Excavation Permit was renewed on June 23, 2018 and will expire on June 23, 2021. During the length of the permit, the quarry is permitted to mine a total of 287.6± acres; it anticipates using up to 297.6± acres during the life of the mine.

State regulations require mines to prepare a plan for and provide a bond to cover the costs of reclaiming and restoring land once mining ceases. The proposed final use of this quarry is a lake. The steep rock faces will be "step-blasted," and all disturbed areas will be graded and vegetated after mine-out. Depending on future community needs and market demand, the lake and surrounding land may become a park, housing development, or recreation area. A similar quarry in Penfield was reclaimed into a golf course. In the future, the Town will see the opportunity for creative re-use of the quarry lands.

Inactive Hazardous Waste Sites

Several sites on the State Registry of Inactive Hazardous Waste Sites are located in the Town. These are shown on **Figure 10**. (Further and updated information may be obtained by visiting <http://www.dec.ny.gov>)

- **Sweden-3-Chapman Site** - located north of Beadle Road and East of Redman Road. (Formerly a dump/landfill from 1970 to 1975; approximately 2 acres). This site was reclassified on the State's Registry from Class 2 to **Class 4** "as it no longer presents a significant threat to public health and/or the environment" (NYS Department of Environmental Conservation Public Notice, dated October 16, 2012). Remedial actions to properly construct and close the landfill have been completed. Specifically, a soil cover system was constructed as part of the Part 360 regulations and landfill closure. Human exposures to residual soil, groundwater and soil vapor contamination are being addressed under the Site Management Plan, which includes both an environmental easement and a Deed restriction on the site. The easement and deed restriction require the following: (a) a prohibition of vegetable gardens and farming, including cattle and dairy farming on the properties; (b) compliance with an approved site management plan; (c) a restriction on the use of groundwater as a source of either potable or process water; (d) an evaluation of the potential for soil vapor intrusion for any buildings developed on the site and mitigation, if necessary; (e) maintenance of the existing soil cover across the site; and (f) annual certification by the property owner to the NYS Department of Environmental Conservation (NYS DEC) that the institutional and engineering controls remain effective.

- **Former G.E./Black & Decker Site** – located at 200 State Street, on the east side of the Village of Brockport. (Hazardous Waste Disposal Period from 1949 to 1987; approximately 28-acre property). This site is classified as **Class 2** (significant threat to the public health or environment—action required).

According to the NYS DEC’s Environmental Assessment, the primary contaminants of concern in groundwater at the site are trichloroethene (TCE) and degradation products of these compounds. A groundwater extraction and treatment system, located at the facility at 200 State Street, began operating in 1988. The system was enhanced in 1999 and again in 2007 to increase its effectiveness. Solvent contamination in groundwater is also present in the residential area north of the site. It appears that contamination in the residential area migrated prior to installation and operation of the on-site groundwater recovery system. The primary contaminants of concern with on-site (at 200 State Street) soils associated with wastewater treatment sludges were chromium and nickel (from electroplating operations). A 1997 soil removal reduced metals concentrations below levels of concern. PCBs were subsequently found to be present in on-site soils and in solids accumulated in the storm sewer system. On-site interim measures for excavation and removal of PCB contaminated materials (primarily soils and storm sewer solids) were completed. The effectiveness of the on-site PCB actions has been monitored using a trap that captures solids moving in the storm sewer system. The solids are periodically removed from the trap and tested, prior to disposal, to track PCB concentration. Off-site remedial actions along the Tributary #3 to Brockport Creek drainageway (Operable Unit 07) were implemented to address PCB contamination of soil, sediment and the storm sewer system. The majority of the off-site storm sewer system was removed and replaced as part of these actions. A fish tissue sampling program was implemented to monitor PCB levels in fish in Brockport Creek to assess the effectiveness of these actions. Baseline fish tissue monitoring was performed prior to drainageway sediment removal. Site Health Assessment: People are not drinking the contaminated groundwater because the area is served by a public water supply that is not contaminated by the site. The potential for soil vapor intrusion to occur on-site will be evaluated should the site building be re-occupied and/or if new construction occurs. NYSDOH and NYSDEC will re-evaluate the need to investigate the potential for soil vapor intrusion into off-site structures.

- **Former 3M/Dynacolor Site** – located at 180 State Street in the Village of Brockport. (Hazardous Waste Disposal Period from 1893 to 1978; approximately 5.5 acre property). This site is classified as **Class 4** (site properly closed – requires continued management). There is a Deed Restriction on this site as well as a Ground Water Use Restriction, a Land Use Restriction and a Soil Management Plan.

According to the NYS DEC’s Environmental Assessment:

Nature and Extent of Contamination: As described in the RI report, many soil, and groundwater samples were collected to characterize the nature and extent of contamination. The main categories of contaminants that exceeded their SCGs are volatile



organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs) (in an on-site sewer manhole), and inorganics (cyanide).

Prior to remediation: Groundwater: On-site groundwater is impacted with cyanide and VOCs. The cyanide impacts are limited to the overburden and shallow bedrock within the 3M Site boundary. VOC impacts are observed within overburden, shallow bedrock, and intermediate bedrock within the 3M site boundary. Limited VOC impacts in the shallow bedrock extend to just west of Oxford Street. It is, however, important to note that this very low-level contamination is at depth with uncontaminated groundwater being present in the overburden above. Total cyanide exceeded the SCG of 200 ppb in eight of the 32 wells sampled. Cyanide in the overburden and shallow bedrock is mainly concentrated in the center of the site, where total cyanide was detected at 1730 ppb and 1010 ppb in overburden and shallow bedrock wells, respectively. None of the deeper bedrock wells sampled exceeded SCGs. The following VOCs exceeded the SCGs: 1,1,1-trichloroethane (TCA), 1,1-dichloroethane (1,1-DCA), 1,1-dichloroethene (1,1-DCE), cis-1,2-dichloroethene (cis-1,2-DCE), trichloroethylene (TCE), and vinyl chloride (VC). The highest VOC concentration in the overburden is located immediately north of the Brockport Cold Storage Building at well AGM-OB. The concentration of TCA at that location was 3200 ppb. VOC concentrations decrease northward. VOCs in the shallow bedrock are highest in monitoring well MW-99C(I) with a TCA concentration of 910 ppb. In the intermediate bedrock, higher concentrations of VOCs are found north of the BCS Building. However, VOC concentrations decrease significantly with depth from shallow to intermediate bedrock. **Soils/sediment:** Approximately 2100 soil/sediment samples were collected and analyzed to define the nature and extent of contamination. Soils with contaminant concentrations above cleanup objectives in Segments 1, 2, and 3 extended laterally up to 50 feet from either side of the Tributary's centerline. At most locations contaminated soils had a much smaller lateral extent. Soils with contaminant concentrations above cleanup objectives were present to depths of up to approximately 6 feet. Typically, contamination extended to a greater depth nearest the centerline of the stream and extended to much shallower depths further away from the Tributary's centerline. PCBs were present in concentrations up to 270 ppm. Silver was present at concentrations of up to 439 ppm and cyanide was present at concentrations of up to 2230 ppm. **Tar:** The storm sewer pipe that extended between stream segment 1 and 2 and that extended beneath East Avenue was coated prior to its installation with a bituminous tar-like coating to inhibit corrosion. During completion of the 2002 IRM that addressed stream segments 1 and 2, sampling revealed that this tar coating was contaminated with PCBs at concentrations of up to 670 ppm. **Fish:** Samples from the fish collected from Brockport Creek downstream from Tributary 3 contained elevated levels of PCBs. Total PCB concentrations in fish flesh ranged from 0.117 to 2.39 ppm. All fish samples collected at the two background locations (upstream of the Tributary 3 confluence) showed detectable PCBs, at concentrations up to 0.86 ppm. All fish monitoring results are for whole-body Creek Chub composite samples. No sport fish of edible size were found at any of the sampling locations in Brockport Creek, so fillets could not be collected for analysis.

Post-Remediation: **Remediation at the site is complete.** The current cyanide plumes appear to be shrinking and concentrations show a downward trend with time. Cyanide-impacted soils were removed during the 2000, 2001 and 2002 IRMs. Reduction in groundwater concentrations is expected to continue due to the removal of the soils that had acted as a source for groundwater contamination. This will allow the effects of natural processes to further reduce contaminant concentrations in groundwater. Recent sampling supports this interpretation with substantially lower cyanide concentrations being observed than in the past.

Site Health Assessment: The area is served by public water and there are no known private wells in the area. Sampling conducted by NYSDOH identified site-related cyanide in basement water at a nearby Boy Scout Cabin, and in sump water at a nearby residence. Surface soil samples collected from accessible portions of the site and some adjacent residential properties contained elevated levels of site-related contaminants, including polycyclic aromatic hydrocarbons (PAHs) and cyanide. This potential exposure has been mitigated by the responsible party purchasing the five homes and Boy Scout cabin on the east side of Oxford Street, demolishing them and covering the area with soil and sod. Sediment and flood plain soil samples from a tributary that received storm and wastewater from the site contained elevated levels of cyanide, silver and polychlorinated biphenyls. A remedial action was completed in the fall of 2002 to remove contaminated soils along the tributary in the residential area.

- **The Brockport Landfill** - A former landfill (located in the Town of Sweden) received wastes from local industries between 1949 to 1984 that impacted groundwater on the site. After investigation and study, it was determined that remedial action would include construction of a landfill cap (completed in 1999) and groundwater monitoring. The NYS DEC has reclassified the site to **Class 4** indicating that the site has been properly closed and requires continued management. As of this writing, the Village of Brockport is proposing a solar farm for this location.

- **Ace Cleaners** – located at 4626 South Lake Road in the Town of Sweden. The use and handling of dry-cleaning solvents at this site from approximately 1967 to 2009 contributed to both on-site and off-site contamination. This site is classified as **Class 2** (significant threat to the public health or environment—action required).

According to the NYS DEC’s Environmental Assessment:

Nature and Extent of Contamination: Based upon Site Characterization activities completed at the Ace Cleaners site, the primary contaminants of concern include tetrachloroethene (PCE) and PCE breakdown products (trichloroethene (TCE), cis-1,2-Dichloroethene (cis-1,2-DCE), and vinyl chloride). PCE was the site contaminant detected at the highest concentration in various media including site soil, groundwater, and soil vapor.



Special Resources Impacted/Threatened: An unnamed tributary borders the Ace Cleaners property line to the east and is located approximately 300 feet east of the site building. The unnamed tributary flows into the Brockport Creek located approximately 750 feet north of the Ace Cleaners site. PCE was detected at a concentration of 1.2 ppb and slightly above the surface water standard of 1 ppb in a surface water sample collected from the unnamed tributary at a distance of approximately 600 feet from the site. Based on the orientation of the off-site groundwater plume and the presence of PCE in off-site surface water, the site contaminants are migrating toward the unnamed tributary and the Brockport Creek. Studies are ongoing to determine if releases from the site have adversely impacted fish and wildlife associated with the surface water body east of the site.

Significant Threat: The Ace Cleaners site presents a significant threat to human health and the environment due to the ongoing release of site contaminants from on-site source areas (soil adjacent to the east-side of the site building) into groundwater, soil vapor, and surface water.

Site Health Assessment: People are not likely to come into contact with contaminated on-site soils because buildings and pavement cover the site. Public water serves the area; therefore, people are not drinking the contaminated groundwater. NYSDOH and NYSDEC will evaluate the need to conduct additional investigations to determine the potential for soil vapor intrusion into structures on or near the site.

Woodlands

Woodlands offer habitat and economic value to our Town. A 1975 study by the Monroe County Environmental Management Council estimated that the Town of Sweden had 55 woodlands comprising 4,383 acres or approximately 20% of our land area. Nineteen were swamp forests and 36 were dry woodlands. The Monroe County Department of Planning and EMC revision map of 1984 depicts 80 woodlots 5 acres or greater in size.

There is an overlay Woodlands map from 1975 as part of the Environmental Atlas and Open Space Index as well as revised paper maps. There also are aerial photos of the entire Town taken in April 1993 (as an update to the Open Space Index, 1995) on file, which easily depicts current woodland distribution and other topographic features.

Changes that have taken place in recent years include a new bus garage built by the Brockport Central School District on Owens Road; a new fire facility built by the Town of Sweden and turned over to the Brockport Fire District; expansion of facilities at the College at Brockport, SUNY; the addition of a residential development on Fourth Section Road (Northview Subdivision); and, the addition of Brockport College Suites on Redman Road (Heritage Square).



F. UTILITIES

Utilities, such as gas, electric, water and sewage facilities and rights of way, occupy about 188 acres in the Town. A large part of this is the 300-foot-wide high voltage line and right of way, owned by National Grid, which runs across the southern portion of the Town.

Sanitary sewer service is provided through Monroe County Pure Waters' northwest interceptor. Service is available to virtually all of the Village of Brockport and to an area in the Town south of the Village, as shown in **Figure 11**.

Water service is provided by the Monroe County Water Authority in the Village and parts of the Town adjoining the Village. The Shoremont Water Treatment Plant supplies all water in Monroe County via Lake Ontario. The Village operates and maintains its own water distribution system and sells water out-of-district to the Brockport Central School District, parts of the College, and the fire district's station on Owens Road. The Town has leased its water distribution system to the Monroe County Water Authority since April 15, 2002 (Resolution #32 adopted March 12, 2002).

Public water is available to the entire Village. Service in the Town outside the Village is available as shown on Figure 12-A (Existing Water System).

A 5-million-gallon storage facility is located on the east side of Route 19, just south of Lake View Cemetery.

A *Comprehensive Water Study for Town of Sweden Water Distribution System (Study)* was prepared for the Town of Sweden in July 1999 by MRB Group. Some of the objectives of the *Study* were to identify improvements to the distribution system and evaluated extending water to serve new areas of the Town. The *Study* also reviewed the financial aspects of the improvements and system expansion. Some of the objectives from the 1999 *Study* have been completed. In 2013, the MRB Group amended and updated the 1999 *Study*.

Water Districts added since the 1999 *Study* are located on White Road west of Lake Road, developments north of Fourth Section Road and west of Redman Road, districts on Shumway Road, Colby Street, Sweden-Walker Road, Swamp Road and Salmon Creek Road. There is also a district (supplied out of the Town of Clarkson) in the northeast corner of the Town that includes Gordon Road, Gallop Road and Skidmore Drive.

Per the MRB Group *Study*, preliminary planning and approvals were in place for a large private development (Sable Ridge) between Lake Road and Redman Road. Work on that development started in 2008 but is now off the table due to the expiration of Planning Board approvals. If work on the development were to move forward, it would likely stimulate additional development in the area presenting a need for a watermain on



Redman Road. Additionally, this development proposed to provide a loop from Lake Road, through the development, to Redman Road.

In May 2019, the Town filed an application for funding of a new water district (Lake Road and Redman Road/Country View Terrace) through USDA Rural Development. This water district will expand water from Lake Road, just south of White Road, south to the Bergen/Genesee County line; and, from Redman Road at White Road, north to Fourth Section Road, and include Country View Terrace. In September 2019, the Town was notified that the application was approved for a \$2.3 million grant and a \$2 million low-interest loan.

Solid waste and recyclables are collected by private haulers and taken to various regional landfills. The Monroe County Recycling Center, located in Rochester, is available to private and public haulers throughout the County.

Gas service is primarily provided by Rochester Gas and Electric. Hookups are available throughout the Village and in portions of the Town.

Electric service is primarily provided by National Grid.

Telephone/Internet/Cable service is provided by Frontier Communications and Spectrum Cable. There are numerous other options via wireless technology.

There are numerous **cell towers** for **cellular phone service** located within the town. Town Code Chapter 137 determines tower locations. See Figure 10.

With the onset of **utility deregulation** there now exists possibilities for the individual consumer to negotiate a provider for specific utilities.

The Town of Sweden recognizes the increased demand for **alternative energy-generating facilities** and the corresponding need for more inexpensive power that wind energy conversion facilities (wind turbines) may provide. Often these facilities require the construction of single or multiple wind turbines. In 2010, the Town of Sweden adopted Local Law 1-2010, “Wind Energy Conversion Systems” in order to regulate the use of wind turbines within the Town of Sweden by, among other things, protecting the community's interest in properly siting wind turbines in a manner consistent with sound land planning, and more generally to promote the government, protection, order, conduct, safety, health and well-being of the persons and property within the Town of Sweden. See **Figure 27**, Wind Energy Overlay District.

In addition to the above, the Town of Sweden added Chapter 174 “Solar Energy Systems and Solar Energy Farms” to the Sweden Town Code. This section was adopted by Local Law 6-2017 and amended by Local Law 1-2019.



The Village of Brockport in 2015 signed a contract with Larsen Engineers to conduct a feasibility study for installing solar municipal power on the Village’s landfill site on Canal Road in the Town of Sweden.

G. TRANSPORTATION SYSTEMS

The Village of Brockport originated and grew as a result of its location along major transportation routes - what is now Route 19 (Lake Road), the Erie Canal and railroads. The transportation system has provided Brockport and Sweden with development and recreational opportunities but has also resulted in problems such as traffic congestion. This section identifies the transportation resources in the Town and Village and analyzes their significance with regard to future development.



Functional Classifications of Highways and Streets

Figure 13 shows the functional classifications of roads, according to the Genesee Transportation Council functional classification map. These roads may actually function at a higher level than that at which they are classified. Discrepancies between actual functioning and classification are noted below.

Principal arterial roads are usually divided roadways for each direction with controlled access points (e.g., Interstate Highways). Portions of Redman Road and Fourth Section Road are considered principal arterial roads and the extension of NYS Route 531 has brought another principal arterial to just east of the Town line.

Minor arterial roads connect major traffic generators and form the principal network of traffic flow. About 18 miles of state highways are in this category. In the Town, Monroe Avenue, East Avenue to West Avenue and Holley Street are minor arterial roads.

Lake Road (NYS Route 19), a major north-south artery, extends 6.11 miles, from the north to the south town borders, through the Village of Brockport. It is considered a “minor arterial road.”

Brockport-Spencerport Road (NYS Route 31) and Fourth Section Road (Route 31A) form a major east-west artery that extends the length of the Town of Sweden. It is considered a “principal arterial road.”

Collector roads collect traffic from local streets and channel it to arterials, and provide direct access to neighborhood traffic generators. These are usually less heavily traveled than arterial roads.



Major collectors include:

- NYS Route 260 north of Route 31, to the Town line (East Avenue)
- NYS Route 31 (Brockport-Holley Road), from County line east to NYS Route 19
- Holley Street in the Village
- County Route (C.R.) 221, from NYS Route 19 to C.R. 260
- County Route 240 (West Sweden Road)
- County Route 227 (White Road)
- County Route 173 (Colby Street)
- County Route 242 (Sweden-Walker Road) between Colby Street and NYS Route 31
- County Route 236 (Redman Road) from Route 31 south of Village to White Road
- County Route 235 (Extension of Reed Road) including Reed Road, west to Route 240

As a result of the extension of Route 531 westward to Washington Street in the Town of Ogden, congestion is more common at the intersection of Route 31 and Sweden Walker Road, and traffic has increased on Gallup Road, Gordon Road, and Colby Street, west of Route 36 to Route 19 in the Town of Sweden.

Local roads serve primarily to provide access to abutting land and carry little or no through traffic. Most of these roads or streets are under Town or Village jurisdiction.

Planned, Proposed and Completed Improvements

Route 531 Terminus Improvement Project – This project is a direct result of the Route 531 Extension Study that was concluded in 2009. It was determined that the expressway would not be extended and Route 31 would not be widened. However, the information collected during the Study indicated that spot improvements could be made to improve safety and reduce congestion at the existing Route 531 terminus as well as along the Route 31 corridor.

In June 2017, the \$14 million two-phase construction project was underway to upgrade the junction of Route 531 and Route 36 along with modifications to nearby Route 31 in the towns of Ogden and Sweden. The project was aimed at easing traffic flow and improving safety where the Route 531 ends at Route 36. **(Figure 14A).**

Road improvements included:

- Widening Route 31 from the intersection of Route 531 to just east of Gallup Road;
- Adding a center median to separate the eastbound and westbound travel lanes;
- Transforming a portion of Route 31 between Route 531 and Route 36 into a cul-de-sac approximately 2,000 feet west of Route 36 to provide access to the residential homes located on the north side Route 31; and



- Building a continuous two-way left turn lane on Route 31 from Gallup Road west towards Salmon Creek Road.

The project was substantially completed in January 2019.). (Source: NYSDOT website at: <https://www.dot.ny.gov/531>).

Traffic congestion along Route 31 and Route 19 has been an ongoing issue in the community since the 1974 Plan. Since the 1974 Plan, Route 31 has been rerouted off Main Street through the Village onto Fourth Section Road (Route 31) and Redman Road. Turning lanes and a sidewalk were added around the Route 19 intersection. Traffic signals and turning lanes have been added at Route 31 and Owens Road, Route 31 and Commencement Drive and Route 19 and Duryea Drive (Aldi's).

A study of the Route 31 corridor was done in 1991 by the Sear Brown Group, under contract with the Town of Sweden, in part for the environmental review of the proposed Wal-Mart development. Another traffic study was prepared by SRF & Associates in 2002 for APD Engineering for the then-proposed Wal-Mart Supercenter. The latter traffic study quoted traffic volume data collected by the NYS Department of Transportation in 2001—the annual average daily traffic (AADT) along Route 31 between Route 19 and Sweden Walker Road is 22,100 vehicles per day (vpd). Route 19 carried an AADT of 8,350 vpd south of Route 31 in 2000 and 16,100 vpd north of Route 31 in 2001. A snapshot traffic count summary for a Friday afternoon between the hours of 4:00 to 5:00 pm at the intersection of Routes 31 and 19 shows an increase of 19.3% between the 1991 and 2002 studies. Traffic congestion remains a concern near the Route 31 and Route 19 intersections.

The Village of Brockport has extended **South Avenue** to Owens Road. This allows truck traffic to access industrial sites from Owens Road, and avoid driving through Main Street in the Village.

The NYS Department of Transportation has built Commencement Drive that goes from Route 31 to Holley Street in the Village. It serves as a southern entrance to The College at Brockport, SUNY, the Brockport Central School district campus, and a Park-N-Ride lot.

Improvements to the major intersection at the north end of the Village and the Clarkson town line was completed in 2011. A roundabout was constructed on NY Route 19 at West Avenue and East Avenue. This has improved traffic flow in the area.

Between 2009-2011, the NYSDOT completed the Main Street Reconstruction Project in the Village. This involved updating water, storm, and sanitary sewer lines along Main Street, installing new curbing, bike lanes, and traffic calming curb-outs in the downtown area. New traffic lights on Main Street at the Adams-Park Avenue-Fair and Erie-State Street intersections and the roundabout at the north end of the Village, noted above, were part of the project as was the planting of 52 trees on South and North Main Street.



Mass Transit

The Regional Transit Service’s (RTS) **Brockport Route #104** provides bus service between Brockport and downtown Rochester (Transit Center) on weekdays.

RTS also offers a service to people with disabilities—formerly known as “Lift Line” it is now known as **RTS Access**. This new name makes it easier to understand the connection with Regional Transit Service (RTS). But, more importantly, it clearly highlights the benefits this service provides— access to jobs, education, health care, shopping, and social activities. It’s all part of RTS’s commitment to helping people with disabilities enjoy the ride.

Medical Motor Service of Rochester and Monroe County provides senior citizens and individuals with disabilities and special needs the specialized transportation they need to receive non-emergency medical services and to remain involved in their community. They provide a wide array of safe and affordable transportation solutions including:

- Children’s services
- Medical car services
- Shopping shuttles
- Senior center and elder care services
- Personal trips and outings
- Contract services

Although there have been many requests to expand transit service to weekends and later in the evening, there are no immediate plans to do so. RTS is considering the concept of a bus system within the Village, blended with the service run by The College at Brockport, SUNY Student Government.

Rail Service

A Falls Road Railroad Company line provides limited freight service from Brockport to points west.

The railroad east of Brockport is abandoned. A portion of the railroad was subdivided and purchased by a private resident whose land abutted the railroad.

General Aviation

Ledgedale Airpark, located on 197 acres on Colby Street and Sweden-Walker Road, offers general aviation services. According to the Regional Air Systems Plan Update for



1994, prepared by the Genesee/Finger Lakes Regional Planning Council, the airport is a significant “reliever” airport in the Rochester area. It has the capacity for 113 planes.

Modest improvements to the airport have been made in recent years. The Regional Air Systems Plan recommends significant improvements to rehabilitate and expand existing runways, taxiways and aprons.

Pedestrian Circulation

Sidewalks are present along most of the streets within the Village of Brockport. Sidewalks are maintained by the Village. Sidewalks were added in recent years along Clark Street, the new section of Evergreen Drive, South Avenue, along the east side of Route 19 across the Brockport Creek and have been built in the newer developments at McCormack Place and Sunflower Landing. The only current plan to build new sidewalks are those required per Chapter 26 of the Village Code for new developments (i.e. the Clinton Street Master Plan).

In the Town outside the Village, sidewalks have been provided along both sides of Lake Road (Route 19) through the Route 31 intersection to the Sweden Plaza on the east side and on the west side from Duryea Drive to the Sweden/Clarkson Community Center on Bader’s Way, in front of the WalMart Supercenter along Route 31 to Owens Road and along Nathaniel Poole Trail. Walkways were also designed into Wegmans Plaza. Sidewalks were included as part of the New York State improvement of the intersection of Routes 31 and 260 (Sweden-Walker Road). They are included in the design criteria for all new major subdivisions on public utilities—most recently Northview Subdivision off Fourth Section Road.

Erie Canal

The Erie Canal and path are used primarily for recreational purposes including boating, biking, hiking, cross country skiing, snow shoeing, walking and jogging.



H. PARKS, RECREATION AND OPEN AREA

Parks and recreational land are listed below. (See **Figures 15 and 16.**)



County Parks

Northampton Park, owned by Monroe County, contains 973 acres; about half are in the Town of Sweden and the remainder in Ogden. The park was dedicated in 1965, and much of the land remains undeveloped.

Facilities in the Park include the following:

- A **model airplane field**, located north of Loop Road, used by hobbyists for radio-controlled model airplanes;
- **Springdale Farm**, a demonstration and exhibit farm operated by Heritage Christian Homes, Inc., a non-profit organization which also operates several homes and programs for the developmentally disabled. In addition, they also operate a small restaurant that serves lunches and has a facility to hold events as well;
- A **downhill ski slope**, located west of Hubbell Road in the Town of Ogden, north of the athletic fields;
- A **sledding hill**, located east of Hubbell Road near the downhill ski area;
- The **Ogden Museum**, on Colby Street near Washington Street in the Town of Ogden, operated by the Ogden Historical Society under a lease/permit arrangement with Monroe County;
- Athletic fields, including one on the west side of Salmon Creek Road just north of Colby Street. Other athletic fields are located west of Hubbell Road, south of the downhill ski slope and lodge;
- A **group camping area**, northeast of the model airfield, available to scouts and other organized youth groups;
- **Trails** for hiking, cross-country skiing, and horseback riding throughout the Park;
- Two **lodges**: Knollwood Lodge, on Salmon Creek Road;—and a modern lodge (circa 1970) on Hubbell Road which serves as a ski lodge in winter;
- The **Park Office** on the east side of Salmon Creek Road.

A Master Plan for the development and maintenance of this park was completed and adopted by the Monroe County Legislature in 1990.

Town Parks

There is a small park (.90 acres) located on the corner of **Highview Circle** and Sherry Lane. It is made up of two residential lots in a subdivision that are maintained as open mowed grass for use by the neighborhood children.

On Redman Road the Town is developing 156 acres of land that is the **Sweden Town Park** that was acquired from The College at Brockport, SUNY. (The Town Board adopted a Master Plan for the park on March 27, 2001.)



Currently, the Park has:

- eight ball fields (one of which is a regulation size baseball field),
- six multi-purpose fields (football, soccer, lacrosse),
- a skate park,
- Disc golf course,
- hiking trail,
- ice skating rink,
- playground,
- concession stand (with kitchen)/restroom facility,
- open pavilions,
- Dog Park (added in the Fall of 2015),
- an enclosed Lodge with playground (added in April 2018)
- bathrooms at the ball fields (added in June 2018),
- an Accessible playground (added in October 2018), and
- a Splash Pad (added in June 2019).

The Town of Sweden owns a wildlife refuge (38 acres) with a trail along the Canal east of the Village.

Village Parks

Evergreen Tot Lot is located along the canal on Evergreen Road. The park is three tenths of an acre in size and contains various pieces of playground equipment. A project to complete a path and steps to the canal was completed in 2001.

Corbett Park is located at the southwest corner of Smith Street and Clark Street on 9.7 acres. It contains a walking/fitness trail, three tennis courts, an area for basketball, a storm water retention pond, new playground equipment, an open picnic pavilion with picnic tables (including two handicap accessible tables) and picnic tables and cooking grills located within the treed area of the park.

Havenwood Tot Lot is two tenths of an acre in size on Havenwood Drive. There are various pieces of playground equipment and park benches.

Barry Street Park is 1.5 acres located between Barry Street and Lyman Street. There are new playground equipment, various older pieces of playground equipment, two pickleball courts, a basketball court and park benches within the park.

Harvester Park is located along the canal and is accessible from Market Street and Water Street. This area along the canal is undergoing major revitalization. The first phase included improvements along the north side of the canal between Main Street and Fayette Street. This included a new brick imprinted asphalt walkway, lighting and landscaping and several park benches. The second phase, has been completed on the south side of the



canal, that includes a new walkway along the canal, the installation of new electrical and water pedestals for boaters, new lighting, observation platforms, the construction of an amphitheater for community concerts and a handicapped accessible welcome center with showers, restrooms, laundry, and meeting facilities.

Sagawa Park is located at the southwest corner of Main Street and Erie Street and is only 73' x 100'. During the summer months this park is the site for the “Cool Kids in the Park” program. In the month of December, the community Christmas tree is placed in the park and is lit during a ceremony on the first Sunday of December.

Monica Andrews Children’s Park is nine tenths of an acre in size and is located at the intersection of Utica Street and Holley Street. New playground equipment that meets the ADA requirements for handicap accessibility has been installed as well as a pavilion with picnic tables. There is parking for five or six vehicles and future plans include the addition of a water play area.

Remembrance Park, established in honor of the civilian victims of the 9/11 attacks, is located in the triangle tract bordered by High Street and Park Avenue. It includes an original metal sculpture, a perennial flowerbed, and a park bench.



South Avenue Park (52 South Avenue) was designated a public park by the Village Board on August 21, 2006. In October 2016, a playground was installed at the eastern end of the park.

Additional facilities include the Brockport Central School District Campus and The College at Brockport, SUNY.

Town Recreational Programs

The **Sweden/Clarkson Community Center**, located south of the commercial center in Sweden, includes a full-size gym; kitchen; cafeteria; numerous rooms that are used for classes, programs and activities; a fitness center; three outdoor basketball courts; and a playground. The Sweden/Clarkson Recreation Department offers recreation activities for all ages. They use existing Town and School facilities. (This facility is available for rental.)



The former Town of Sweden **Senior Center**—renamed “**The Center**” in January 2015 and subsequently renamed “**The Lodge on the Canal**” in October 2017—is located in the Village of Brockport along the Erie Canal. The Town leased the facility to Lifetime Assistance in 2017. The facility includes a large dining room, kitchen, craft room, game room, lounge, and a multipurpose room. The area behind the building



has been re-landscaped and includes a patio, gazebo, a large deck overlooking the canal and benches by the canal.

The **Sweden Farmers Museum** was established in 2005 to preserve the Town’s agricultural history; to educate adults and children through a variety of interactive activities; and to celebrate, at the community level, the successes and importance of local farming. The museum is located in a circa 1820’s farmhouse on the crest of the Niagara Escarpment at the entrance to Lakeview Cemetery. The Town has restored the farmhouse close to its original condition. Two parlors have been remodeled. Many agricultural artifacts have been donated to the museum and are on display. The museum is housed in the former caretaker’s house and barn at Lakeview Cemetery.



Erie Canal

The Erie Canal and surrounding land are owned by the NY Power Authority. The path on the canal bank is used for hiking and biking along its entire length.

The Erie Canal Regional Plan proposes a Town Preservation Area near the DEC regulated wetland east of Brockport and a trail linking the Canal with the historic Brockport Rural Civil War Cemetery and 1893 Soldiers Memorial Tower. In 2013, the Town acquired the land from the Brockport Rural Cemetery Association including the Soldiers Memorial Tower. The Town hired a contractor to stabilize the Tower from further deterioration.

The Village built and opened in 2005 a **Welcome Center** for the use of travelers on the canal. It includes two restrooms with showers, a laundry room, a lounge and office space with WiFi, TV, computer, telephone, etc. Bicycles and wagons are available for loan. Eleven pedestals, each with two water and electricity hookups line the canal bank. The Welcome Center is staffed by volunteers.



Private Recreational Facilities

Private recreation and entertainment facilities include a three-screen movie theater in the Village, two golf courses, a bowling center, a golf driving range, miniature golf course, billiards center, 24-hour fitness center, a conservation club and private hunting areas.

Open Area

New York General Municipal Law, section 239-6 defines open space or “open area” as “any area characterized by natural scenic beauty, or whose existing openness, natural condition or present state of use, if preserved, would enhance the present or potential



value of abutting or surrounding development or would establish a desirable pattern of development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance conservation of natural or scenic resources.”

Land on Swamp Road, south of the quarry, was gifted to the Town as open land by Iroquois Rock Products on December 31, 2001 (Resolution #166). The land was subsequently sold on September 28, 2004 (Resolution #107). The condition for use of the land is that it remains vacant land and that it not be used for constructing residential units.

I. MUNICIPAL, PUBLIC SAFETY, AND EDUCATIONAL FACILITIES AND SERVICES

Municipal Facilities

The **Sweden Town Hall** is located at 18 State Street in the Village of Brockport. The Town of Sweden owns the 9,511 square foot facility. This building houses the offices for most Town functions and offers meeting space to a variety of organizations.



The **Brockport Village Court** is located at 49 State Street (formerly the home of the Brockport Village Offices) and has 3,190 square feet of space. The Emily L. Knapp Museum and Library of Local History is located on the second and third floors.



The **Brockport Village Municipal Building** is located at 127 Main Street in the Village of Brockport. The Village Offices moved to this location in January 2018 from 49 State Street.

The **Village of Brockport Department of Public Works** operates from a four and one-half acre site at 38 East Avenue (1974 Plan). The garage was built in 1970.

The **Town of Sweden Highway Department's** garage and yards are located on 17.2 acres on White Road. The garage was built in 1960 and renovated in 1994. The Town of Sweden’s Dog Pound is also located here.

Public Safety Facilities

The **Brockport Fire District** has its headquarters on a one-acre parcel at 38 Market Street (Station 1). Fire substations are located at 3653 Lake Road (Station 2) in Clarkson, 191 West Avenue (Station 3) in the Village, and 80 Owens Road (Station 5) in Sweden. *(The former Capen Hose Firehouse at 237 Main Street (on the corner of Main Street and Park Avenue) is now the Brockport Fire Museum.)*



The **Brockport Police Department** was established in 1829 and accredited by New York State in 2005. The Department employs full-time officers and civilian office staff, providing public safety services on a 24/7 basis. Its office is located at One Clinton Street.

The **Monroe County Sheriff's** office out of Substation C in the Town of Ogden maintains road patrols in the Town and Village 24 hours per day.

The **University Police Department** at The College at Brockport, SUNY is located in Lathrop Hall. While their primary responsibility is providing a safe and secure campus environment for all students, staff, faculty, and visitors, they also assist surrounding police departments on an as-needed basis.

Ambulance service within the Town is provided through Monroe Ambulance.

Educational Facilities

The largest landholder in the Village is **The College at Brockport, SUNY**. The College has 207 acres in the Village, of which a significant portion are undeveloped. Many of these are used for outdoor biological studies. During the 1960's the College expanded, taking some additional land in the Village. The College comprises 16.16% of the Village's total land area. The college has renovated existing facilities and added additional facilities, including a new dorm in 2018.

The College at Brockport, SUNY, is the main focus for cultural activities in Sweden and Brockport. The College presents concerts, theater, dance and art exhibits.

The **Brockport Central School District** operates five schools at the Allen Street Campus in the southwest part of the Village of Brockport, adjacent to the college.

Private Schools include:

Cornerstone Christian Academy, located at Holley and Utica Streets, offering kindergarten through twelfth grade;

The **Schoolhouse of Brockport** at 1375 Transit Way is a preschool licensed by the New York State Department of Education.

Other preschool programs include: **Leaps & Bounds** and **ABC-Learn with Me!** at the Sweden/Clarkson Community Center; **Brockport Community Nursery School**; **Ready, Set, Grow** at Brockport Free Methodist Church; **Brockport Child Development Center** at The College at Brockport, SUNY.



Health Facilities

Strong West brings the services of Strong Memorial Hospital and UR Medicine to the Brockport area. Strong West opened its doors in 2013 on the former Lakeside Memorial Hospital campus at 156 West Avenue. The facility’s services have grown quickly, creating a hub of UR Medicine health providers, including care offered by the Ambulatory Surgery Center staff, Imaging, Labs, UR Medicine Heart and Vascular, Primary Care, Orthopedics, and the Wilmot Cancer Institute.

Additionally, a talented team from Emergency Medicine helped create a first-of-its kind, offsite Emergency Room, a new model of care in New York State. Providing emergency coverage for the area was the Number 1 priority of UR Medicine, to ensure patients once cared for at Lakeside had access to vital health care services within their local community.

Available Services:

Cardiology	Oncology & Hematology
Emergency Care	Orthopedics
Dermatology	Primary Care
Gastroenterology & Hepatology	Sleep Medicine
General Surgery	Surgical Center
Imaging Services	Urgent Care
Lab Services	Urology

Unity at Brockport (Rochester Regional Health) located at 6668 Fourth Section Road in the Wegmans Plaza complex offers physical therapy and rehabilitation, diabetes and endocrinology, infectious disease, OB/GYN, family medicine, vascular surgery, geriatric and laboratory services.

ASAP Walk-In Medical Care located at 6565 Fourth Section Road opened in the Fall of 2013. This is a walk-in clinic that treats most non-life-threatening/non-emergency conditions.

Elderwood of Lakeside at Brockport (formerly known as Beikirch Nursing Home) located at 170 West Avenue (next door to URM Strong West), provides:

Subacute Care and Rehabilitation Services –

- Cardiac rehab,
- Orthopedic rehab,
- SMARTS® express care,
- Wound care

Specialty Programs –

- adult medical day services,

- cardiac telemetry services,
- outpatient therapy,

Respite Care –

- palliative care,
- Seasons® Memory care

Long Term Care and Skilled Nursing.

Brookdale Brockport Senior Living located at 90 West Avenue, provides Enhanced Assisted Living services as well as Alzheimer’s and dementia care for seniors.

The area also has services provided by several Home Health Care agencies.

J. HISTORIC AND CULTURAL RESOURCES

Historic Register Buildings/Sites

There are several sites within the Town of Sweden listed on the National and State Register of Historic Places, such as the Soldiers and Sailors Monument on Owens Road (*pictured here*).



A multitude of commercial structures on Main and Market Streets in the Village have been designated “Historic Landmarks” locally and listed on the State and National Registers of Historic Places.

Many other buildings, sites and districts in the Town of Sweden are eligible for listing on the National Register because of their architectural and/or historic significance.

Table 13 reflects eight sites listed as an historic landmark under the Town of Sweden Historic Preservation Law of 1993.



Table 13: TOWN OF SWEDEN DESIGNATED HISTORICAL LANDMARKS

Number	Street	Owner
301	Beadle Road	Private residence
709	Beadle Road	Private residence
4988	Lake Road	Lakeview Cemetery (Town of Sweden)
5137	Lake Road	Milo Starks House
80	Owens Road	Soldier's Memorial Tower (Town of Sweden)
1669	Reed Road	Asa Rowe House
854	White Road	White Farm Bed & Breakfast
495	White Road	Private residence

Local Historic and Archeological Resources

The Rochester Museum and Science Center has assigned a name and number to six sites located in the Town (see **Table 14**).

Table 14: LOCAL HISTORIC AND ARCHAEOLOGICAL SITES

Number	Name	Description	Location
110	Lashbrook	Historic, cabin	Redman Road, south of railroad
108	Redman	None	Redman Road between Fourth Section Road and White Road
105	Alhart	Village, burials	East side of Root Road between Euler Road and Reed Road
42	Salmon	Camp	Salmon Creek Road between Colby Street and Swamp Road
109	Redding	None	On escarpment, west of Sweden Walker Road
107	Cemetery	Historic, cabin	On escarpment, Lakeview Cemetery

Many of these sites, particularly in the eastern portion of the Town, were discovered during the archeological surveys for the expansion of Route 531. There are likely many other historic and pre-historic sites in the Town and Village. Additional remains of campsites, cabin sites, or small family cemeteries may be uncovered along creeks, at old road intersections, on the escarpment, or along the Canal.

The protection of historic and archeological resources must be considered as part of the environmental review of all development proposals and government projects.

Cultural and Social Facilities

Cultural facilities, other than those associated with schools and the College, include the library, museum, churches and service organizations.

The **Seymour Public Library** is located at 161 East Avenue in the Town of Clarkson. This new \$2.8 million facility was dedicated in the Fall of 1996, under the joint efforts of the three municipalities: Town of Sweden, Village of Brockport, and Town of Clarkson.



The **Emily L. Knapp Museum and Library of Local History** is located at 49 State Street in the Village of Brockport on the second and third floors of the Village Court.

The **Capen Hose Company** located at 237 Main Street (on the corner of Main Street and Park Avenue) houses the **Brockport Fire Museum**.

The Lodge on the Canal (formerly known as the **Sweden Senior Center**), located at 133 State Street in the Village of Brockport, is currently leased by Lifetime Assistance. Lifetime Assistance offers programming for adults and children with developmental disabilities. A nutrition program continues to be offered through the Monroe County Office of the Aging by Lifetime Assistance. Meals are served Monday through Friday at 12:00 noon with advanced reservations on a donation basis.



The **Brockport Community Museum**, chartered by the Board of Regents in 2005, is a “museum without walls”, with exterior interpretive signs and interior display cases in public venues throughout the community, and a cultural and educational website.

A **Walk! Bike! Brockport Action Group (WBB)** promotes outdoor exercise in Brockport with a variety of activities, including a walk-to-school week, building a trail in the Sweden Town Park, the identification of “goat trails”, the placement of over 40 “Sitting Pretty” benches, and the commissioning and placement of four major works of art throughout the community. In addition, WBB has implemented a “Safe Routes to School” project, funded by a \$10,000 grant from the Brockport Integrated Service Organization (BISCO)—which includes traffic calming measures, improved crosswalk safety crossings and other infrastructure changes to enhance child pedestrian safety. WBB worked closely with the NYS DOT during its recent redevelopment of Brockport’s Main Street. The result has been new cycling lanes, cross walks, curb-outs and the round-about at the intersection of East and West Avenues. The group has recently formed a “Walking School Bus” committee to promote children walking to school.

WBB collaborated with the Village of Brockport on a \$50,000 grant from the Genesee Transportation Council to develop a Pedestrian and Cycling Master Plan for the greater Brockport area.



The **Sweden Farmers Museum**, established in 2005 to preserve the Town’s agricultural history, is located in a circa 1820’s farmhouse on the crest of the Niagara Escarpment at the entrance to Lakeview Cemetery. The Town has restored the farmhouse close to its original condition. Many agricultural artifacts have been donated to the museum and are on display in both the house and the restored barn.



The **Morgan Manning House** was built in 1856. Purchased thirteen years later by Dayton S. Morgan, it remained the Morgan homestead for almost 100 years. A disastrous fire in 1964 took the life of Sara Morgan Manning, a 96 year-old widow, who was the last of seven Morgan children. It was the wish of Sara Morgan Manning that her home "would stand forever as a monument to the fine old traditions that are so important to our heritage." Members of the Western Monroe Historical Society undertook the restoration of the fire-damaged house in 1965. Today the house stands fully restored, very much like it was when the Morgan family lived in it during the 19th century. Volunteers work diligently to maintain the house and its furnishings so that it will remain a testimony to our heritage.



K. LAND USE

Per the NYS Office of Real Property Tax Services Municipal Profile for the 2014 Annual Assessment Rolls Parcel Count by Individual Property Class Code, there were 3,235 residential tax parcels (Townwide, see **Table 15**) with 2,882 being primarily single-family residences. Residential properties have comprised 73% of the total tax parcels (Townwide) over the past seven years. Vacant land averaged 15.72% of the total tax parcels over the past seven years.

According to tax parcel data, commercial properties comprised 6.37% of the total tax parcels in 2014 (Townwide). This percentage has been consistent over a seven-year period (shown in **Table 15**).

Commercial Land Use

Commercial land uses are concentrated along Main Street in the Village of Brockport and around the intersection of Routes 31 and 19. Concentrations of commercial uses, as shown on the Existing Land Use Maps, include:

- Small stores, restaurants, and bars in downtown Brockport. Many cater to College students

- Commercial Plazas:

Village: Ryan’s Big M/Walgreen Pharmacy (Ryan’s closed 11/2010)
Carl’s Corner Plaza

Town: Wegman’s
Sweden Corners (south east corner of Rts. 19 and 31)
Brockport Corners Mall & CVS Pharmacy
Sweden Plaza (Runnings)
Aldi’s
Lowe’s
Bill Gray’s Tap Room
Sweden Shopping Center (Nathaniel Poole Trail)

- Route 31 between Owens and Sweden-Walker Road, north side
- Bentley Bros. Inc. at the southwest corner of Sweden-Walker Road and Route 31

Industrial Land Use

Industrial uses are located primarily in the Village, where sewer and water facilities are available. The railroad traditionally served these industries. A relatively new light industrial park is located along Transit Way in the Town, south of Route 31.

Significant industries in the Village and Town include:

- MedLine Supply, on Transit Way in the Town
- Allied Frozen Foods, Inc. Cold Storage
- Duncan Tsay (Jets LeFrois Corp. at 56 High Street)
- MJ Trucking and Westwinds
- Champion Moving and Storage
- Bonduelle Group (formerly Birds Eye Frozen Foods and Allen Canning Co.)
- SunnKing

Industrial properties comprised 0.23% of the total tax parcels (Town wide) over the seven-year period from 2008 to 2014 (see **Table 15**).

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TABLE 15: LAND USE BY TAX PARCEL (2008-2014)

Property Code	Land Use by Tax Parcel (2008-2014)	Townwide (including Village)						
	Broad Use Description	2014	2013	2012	2011	2010	2009	2008
100	Agricultural properties	58	54	54	54	56	56	56
200	Residential properties	3,235	3,222	3,214	3,208	3,201	3,182	3,177
300	Vacant Land	690	710	700	703	703	697	635
400	Commercial properties	282	284	282	279	282	281	279
500	Recreation & Entertainment properties	17	17	17	17	17	17	17
600	Community Service properties	57	56	56	56	54	52	52
700	Industrial properties	10	10	10	10	10	10	10
800	Public Service properties	74	74	77	76	74	73	73
900	Public Parks, Wild, Forested & Conservation Properties	5	5	5	5	5	5	5
Total Parcels:		4,428	4,432	4,415	4,408	4,402	4,373	4,304

Source: NYS Office of Real Property Tax Services Municipal Profile

TABLE 16: LAND USE CLASSIFICATION: NUMBER OF PROPERTIES & ACREAGE

2014 Property Classification Summary Final by Municipality		Village				Town			
Property Code	Category Description	Property Count	Count %	Property Acreage	Acreage %	Property Count	Count %	Property Acreage	Acreage %
100	Agricultural properties	x	x	x	x	57	2.14	3557.54	18.02
200	Residential properties	1373	79.36	405.88	32.19	1860	69.92	7521.76	38.09
300	Vacant Land	106	6.13	215.19	17.07	583	21.92	5699.26	28.86
400	Commercial properties	197	11.39	181.57	14.33	85	3.20	443.48	2.25
500	Recreation & Entertainment properties	8	0.46	13.21	1.05	8	0.30	330.61	1.67
600	Community Service properties	31	1.79	255.74	20.36	27	1.02	300.58	1.52
700	Industrial properties	6	0.35	105.43	8.36	5	0.19	377.01	1.91
800	Public Service properties	9	0.52	84.01	6.66	21	0.79	573.79	2.91
900	Public Parks, Wild, Forested & Conservation Properties	x	x	x	x	5	0.19	692.81	3.51
0	No Data	x	x	x	x	9	0.34	248.38	1.26
Total		1730	100	1261.02	100	2660	100	19745.22	100

Source: "Land Use Report for Monroe County, NY - Major Projects Proposed, Approved & Constructed in 2014" - Monroe County GIS Parcel File, April 2015 (Monroe County Department of Planning & Development - Planning Division)

The next Chapter presents the opportunities for and constraints to various types of development.

CHAPTER 3 – DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

This section examines the opportunities and constraints to development in Sweden.

AGRICULTURE

There are significant opportunities for continued agriculture, as the agricultural industry is generally healthy, soils are good in many areas of the Town, and access to markets is excellent. Utilities have generally not been extended into farming areas, thus limiting conflicting land uses. Farmland owners are interested in continuing to keep land in agriculture.



Farming and agricultural lands help define the rural character of Sweden, as well as providing a significant local economic base. The Agricultural District program provides a means to identify significant agricultural areas in the Town and to provide needed protection to agriculture.

Constraints to continued agriculture in Sweden include conflicts with rural residential development, price competition (national and international), and the demand for agricultural land for other uses.

In order to maintain agriculture while encouraging additional development, clear boundaries need to be maintained between agricultural and development areas. Inducements to development such as the extension of water and sewer lines should be kept away from key farming areas. The Agricultural District program should be used to identify these limits.

RESIDENTIAL DEVELOPMENT

Residential neighborhoods

Residential neighborhoods in the Village are pleasant environments, with sidewalks and street trees. They are attractive to families, senior citizens, and others who enjoy the neighborhood feel and the ability to walk to destinations. Historic buildings enhance many neighborhoods. Designation of such homes as “Historic Landmarks” by an active Historic Preservation Board helps to ensure the survival of their architectural integrity.

Neighborhoods in surrounding areas in the Town, such as Sweden Village, also provide distinctive residential environments.

Recreation is available at Northampton Park, Village parks, Sweden Town Park, the Sweden/Clarkson Community Center, along the Canal, at the College and at the Brockport Central School facilities. The Canal contributes to the character of the Village and provides open space, vistas and canal side parks.

The vibrant presence of The College at Brockport, SUNY, contributes to the economic, cultural and educational well-being of our community. Student housing located in Village neighborhoods presents certain challenges to homeowners when parties and vandalism issues disrupt the quiet enjoyment of their homes.

To alleviate traffic problems in the Village that could detract from residential neighborhoods, the main entrance to the College was re-directed to Commencement Drive off of Fourth Section Road. A complete re-build of Main Street within the Village limits was completed in November 2011.

Rural Residences

Homes in the countryside offer open vistas, farmland and natural areas such as woodlands and wetlands. These properties are attractive to families and individuals who enjoy a more rural lifestyle. Some older homes have special historic and architectural interest. Their preservation as important cultural resources should be ensured through designation as “Historic Landmarks” by the Landmarks Advisory Committee. Additional land is available for development in the Town.



Constraints to further residential development in the Town outside the Village and existing developed areas include soils limitations, the lack of public sewer and water service, conflicts with existing agricultural and industrial land uses, the drawbacks of further strip development along existing roads, and conflicts with neighboring land uses. Due to these limitations, subdivision of land into building lots and the granting of building permits for new residential development must be carefully regulated.

Current zoning regulations require larger lot sizes where alternative septic systems are needed because of poor soils. Many areas in the Town do not have adequate groundwater supplies for private wells. In addition, problems with stormwater drainage afflict many residences.

Public water and sewer service extends to relatively few areas in the Town. Further extension is constrained by both technical feasibility and financial considerations. The lack of public water and/or sewer will limit the density of new residential development that could occur in the Town.

Strip development along major roads has become a problem for homes along Route 31 and Route 31A. As the Existing Land Use Map shows, many homes have been built on relatively narrow residential lots along these busy State highways. The location of these lots results in difficulty getting into and out of driveways, and compromises safety of the residents as well as the travelers along these roads.

Elsewhere in the Town, strip development tends to slow traffic on roads. Increasing numbers of curb cuts lead to conflicts with traffic, as cars enter and exit onto roads where traffic may be fast moving. In addition, strip development compromises the rural character and open vistas of the countryside. While there remains a considerable amount of land available for residential development in the Town outside the Village, care will be needed to avoid "land-locking" interior parcels.

Retaining the rural character of the Town is one of the main recommendations from residents. Innovative development designs need to be encouraged to allow future residential development while keeping the open and rural quality of the Town.

Certain land uses can conflict with residences in the Town. These include quarries, the airport and active or inactive hazardous waste sites. Development potential in the vicinity of these special land uses may be limited.

Diversity of Housing Types

Sweden and Brockport contain considerable diversity in housing types available to own or rent. The percentage of rented housing units is higher than the County average, particularly in the Village. Several apartment and condominium complexes offer an alternative housing arrangement for individuals and senior citizens, as well as families. Additional areas in the Town suitable for such high-density residential development exist on the south side of Route 31 and Route 31A (Fourth Section Road west of Redman Road). Multi-family development may be appropriate in the same areas as commercial development, provided design of the facilities incorporates buffers between the commercial and residential uses.

Several multi-family dwellings in the Village have insufficient recreation space; forcing residents' children to use the sidewalk and street for play space. Additional conversions of single-family dwellings into apartments have been limited by Village zoning regulations.

COMMERCIAL DEVELOPMENT

Village Downtown

The Village's downtown business district benefits from a pedestrian-friendly environment due to its location near the college and residential neighborhoods, the seasonal tourism from the Canal, municipal parking lots, and the patronage of local industries. The character of this area is complemented by the historic buildings, Village parks, and the Canal. This area has become a unique shopping environment, with a concentration of specialty shops, restaurants and services. A Welcome Center with hospitality facilities for boaters, bikers, hikers, etc., opened in 2005 and enhances the attractiveness of the commercial district for travelers. A series of plans for redevelopment and grants for property improvements are being created, submitted and executed on an on-going basis by the Village of Brockport.



Town

The area surrounding the intersection of Routes 31 (Brockport-Spencerport Road) and 19 (Lake Road) has become a significant regional commercial hub. It has excellent access by car from a broad area. A large supermarket and discount stores, as well as car dealerships, fast food restaurants and several smaller local and chain businesses provide a diverse commercial base serving the Town of Sweden, surrounding towns and counties.

There are sidewalks servicing pedestrians in this area. However, there still remain opportunities to connect adjacent residents and businesses to the existing sidewalks.

INDUSTRIAL DEVELOPMENT

In the Town of Sweden and Village of Brockport areas have been designated for industrial development. They have been zoned for either light or heavy industrial use. They are or can easily be served by public water, sewer, rail or truck transportation.

An excellent labor force exists in the Town of Sweden/Brockport area and extends into surrounding towns.

TRANSPORTATION

A network of roads is available to travel within the Town of Sweden and Village of Brockport.

Included with the complete rebuild of Main Street in the Village, the traffic light at the northern most intersection of the Village, at Route 19 and West and East Avenues, was removed and replaced with a round-about. Traffic flow was greatly improved at this busy intersection. With the rebuild of Main Street through the Village, the addition of turning lanes and improvements to the sidewalks and curbing has added a whole esthetic look coming into downtown.



The main commercial areas of the Town and the Village are served by the (Rochester) Regional Transit Service, which also has a park-and-ride center in the Town. Other modes of transportation include limited rail and water (the Erie Canal).

CHAPTER 4 – GOALS AND POLICIES

INTRODUCTION

This Chapter sets forth the community’s goals and actions that are intended to allow the community to be a good place to live, work and visit.

The formulation of clear, concise and well-considered goals, objectives, and recommended actions is a critical part of the comprehensive planning process. They establish the basis for land use regulation, infrastructure improvements, and public and private investment.

Chapter 418 of the Laws of 1995 enacted by the New York State Legislature amended Town Law, Section 272(a) and Village Law, Section 7-722 by redefining the composition of a municipality’s comprehensive plan. There is no set formula for what elements need to be included in a comprehensive plan, but the State statutes offer the following suggestions.

A comprehensive plan should contain a set of general statements of goals, objectives and policies that give consideration to the following elements, at a level of detail determined appropriate to guide decisions:

- Regional needs
- Agricultural need
- Historic and cultural resources
- Natural resources
- Sensitive environmental areas
- Population trends and future projections
- Transportation facilities
- Utilities and infrastructure
- Housing resources and needs
- Educational, cultural and historic facilities
- Park and recreational facilities
- Commercial and industrial facilities and
- Plans of other agencies and communities

Each of these thirteen functional areas has been organized in six broad functional categories (three with sub-categories). These categories are not prioritized, but simply listed in the order that the Comprehensive Plan Update Committee developed them. They are as follows:

- A. Housing and Residential Land Use
- B. Managing the Built Environment

- C. Conservation, Open Space and Environmental Protection (Environment, Character)
- D. The Economy and Associated Land Uses (Economic Development, Commerce, Agricultural, Industrial and Commercial Development)
- E. Transportation
- F. Public Utilities, Facilities, and Services (Overall, Water and Waste Water Collection and Treatment Systems, Public Safety, Parks and Recreation, Solid Waste Management, Human Services, and Education)

A. HOUSING AND RESIDENTIAL LAND USE

GOAL: To promote the availability of diverse, high-quality, affordable, and attractive places for people to live and maintain the rural character of the community.

The objectives and actions are to have:

1. A variety of housing styles and patterns of development to meet the diverse needs of the community.

- a) Prepare a Housing Plan (this Plan will include the number and general location of dwelling units in the Town, with attention to future housing needs).
- b) Ensure that adequate amounts of suitable land are zoned to meet housing needs identified by the Housing Plan.
- c) Use clustering as necessary for efficient use of land and other resources.
- d) Encourage the construction of a range of housing types, styles, and prices to satisfy the diverse needs and desires of the community, including housing accessible to the handicapped.
- e) Encourage the construction of energy efficient homes suitable to obtain the Department of Energy's "Energy Star" rating label; such as "Green Jobs-Green NY" the statewide effort to strengthen our communities through energy efficiency that is administered by NYS Energy, Research and Development Authority (NYSERDA).

2. Neighborhoods that are quiet, clean, safe and that have low traffic, low vehicle speeds and attractive landscaping.

- a) Require buffers, such as landscaping and/or transitional uses, between commercial/industrial development and residential neighborhoods.

- b) Discourage sprawl and strip development in order to retain scenic vistas and the community's rural character.
- c) Encourage historic preservation of older buildings, both commercial and residential, by administering the Historic Preservation Ordinances in the Town.
- d) Require amenities such as sidewalks, parks, landscaping, and obtain easements for such in establishing and maintaining neighborhood character
- e) Prepare regulations for the design, planting and maintenance of street trees as part of major new residential developments (10 lots or more), encouraging the incorporation of native species in the Town outside the Village.
- f) Discourage the conversion of local residential roads into through roads.

3. Opportunities for affordable housing.

- a) Use incentive zoning mechanisms to provide for affordable housing. (See Managing the Built Environment #10 b).
- b) Explore requiring that a small percentage of large developments be devoted to affordable housing.
- c) Provide for some flexibility in creating and applying design criteria to promote affordable housing. (See Managing the Built Environment #3.)
- d) Work with Monroe County and other agencies to plan and create affordable housing.
- e) Make provisions for creative housing concepts, such as co-housing, elderhouses, group homes for Lifetime Assistance, Loft conversions, mixed-use zoning, etc., through Incentive Zoning.

4. Provision for customary and reasonable home occupations while guarding against the creation of nuisances.

- a) Review and revise the criteria used to regulate home occupations in residential zones.

B. MANAGING THE BUILT ENVIRONMENT

GOAL: To shape and improve the quality of the built environment by focusing growth so as to provide for the needs of Townspeople, maintain the character of the Town and Village, and ensure a healthy environment for future generations.

The objectives and actions are to have:

1. Land use, development and environmental regulations that are in accordance with the Comprehensive Plan.

Review and revise as necessary, the respective Zoning Laws, Subdivision Regulations, and other land use and development regulations, including the use of Special Permits.

2. Criteria and guidelines for the various land use decisions (i.e. area variances, use variances and permitted uses) made by the Town board and officials.

- a) Review and improve the criteria and/or guidelines for permits, rezoning, site plans, and subdivisions.
- b) Continue to require approval of site plans for all permitted uses.

3. Performance standards for new development.

- a) Have uniform design criteria and construction specifications for the Subdivision Regulations and Zoning Laws.
- b) Encourage innovative engineering standards for effective solutions that enhance aesthetics, safety, economics, and protects the environment.

4. Focus development to avoid sprawl.

- a) Update and maintain annually the anticipated land use plan map and narrative.
- b) Establish innovative land use programs such as purchase of development rights (PDR).
- c) Evaluate how and where limited mixing of uses might *best* occur.
- d) Require/retain large lot sizes (minimum 5 acres) in areas with no water or sewer.

5. The intersection of Routes 19 and 31 to remain a strong core for the community by providing a mix of commercial, business and high density residential development.

Emphasis will be given to building upon the community services and facilities located within the defined core area located at the intersection of State Routes 19 and 31.

6. Retention or creation of park and/or public open space in conjunction with development.

- a) Develop criteria and guidelines for use by the Planning Board in determining:
 - i. when to require land dedication, money in lieu of land, or a mixture equal to one building lot, at a rate of one lot for every 40 developed lots;
 - ii. which land would be best suited to fit public park or open space purposes (centrally located and accessible to all); and
 - iii. at what point in the project the land is dedicated (at halfway point).

7. Minimization of adverse environmental impacts resulting from development.

- a) Use the SEQR process to ensure that proposed actions are consistent with the Comprehensive Plan and use coordinated review procedures as necessary to enhance the quality of the process.
- b) Require site designs that minimize impacts to the natural environment, impacts of traffic on-site and off-site, erosion, sedimentation, and storm water runoff.
- c) Identify and weigh alternatives to proposed development and examine measures to mitigate negative impacts.

8. Efficient use of public infrastructure and facilities. (Also see Section F of this Chapter: Public Utilities, Facilities, and Services.)

- a) Focus major developments in areas where adequate public infrastructure and facilities exist.
- b) Require the phasing of large-scale developments as infrastructure and facilities permit. Require upgrade to infrastructure first as if total project is completed.
- c) Work to improve the Town's ratings under the Federal Emergency Management Agency's flood insurance Community Rating System, if it is determined that this would be cost effective.

9. Creative, efficient, and attractive plans and designs for all development, which are also compatible with or enhance their surroundings.

- a) Proposed commercial and industrial building plans shall be designed to complement the architectural design of adjacent buildings, all sites shall be landscaped to provide a distinct buffer between uses and site lighting shall not cause glare on adjacent properties or rights-of-ways.

10. Well-designed physical and visual transitions between different land uses to minimize conflicts.

- a) Require buffers (landscaping, distance, topography, native vegetation) to minimize conflicts but allow sufficient design flexibility.
- b) Provide zoning incentives that would enhance the physical and visual transitions between different land uses. Utilize the Town's Incentive Zoning regulations (allowed by Section 261-b of New York Town Law) to offer a developer incentives or bonuses with respect to, for example, density, area, height, open space, or use, in exchange for some community benefits or amenities such as open space, housing for persons of low or moderate income, parks, elder care, day care, or other specific physical, social, or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community.

11. Maintenance and improvement of the built environment, including protection of historic structures and sites and adaptive reuse of structures where appropriate.

- a) Install mechanisms (e.g. Historic Site Overlay Protection Regulations) for the protection of historic structures, districts and sites from intrusion by incompatible uses, inappropriate architectural solutions and improper site development.
- b) Keep current the Town's register of historic structures and sites.
- c) Encourage maintenance of the existing housing stock and encourage homeowners and landlords to participate in home improvement programs. Pursue Federal, State, or other outside assistance for home improvement.

12. Require developers to pay for a fair share of the off-site infrastructure costs resulting from new development, based on a cost/benefit analysis which would otherwise be borne wholly by the Town or Village.

- a) Encourage the enactment of State legislation to allow municipalities to charge development impact fees. If so enabled, evaluate how to implement an equitable impact fee system.

13. Signs that are attractive, informative, and do not create traffic or other hazards.

- a) Continue to evaluate the needs for commercial speech and non-commercial speech regulations and revise the Sign Laws accordingly.

14. Lighting that is safe, energy efficient, attractive, and not visually annoying.

- a) Evaluate existing lighting policies and programs. Maintain lighting at road intersections as a Community-wide benefit.
- b) Establish performance standards for lighting in the Zoning Laws (i.e. Dark Skies Guidelines).
- c) Through the creation of lighting districts, illuminate sidewalks, as necessary, to improve pedestrian safety.
- d) Authorize the Planning Board to require street lights, as part of the infrastructure normally constructed by developers where the scale and density of projects dictate.

C. CONSERVATION, OPEN SPACE AND ENVIRONMENTAL PROTECTION

C-1. ENVIRONMENT

GOAL: To improve the environment and to preserve and protect it from degradation.

The objectives and actions are to have:

1. Protection for natural resources, open space, environmentally sensitive areas and unique natural areas.

- a) Support private sector efforts to protect significant environmental areas and coordinate these activities with the Community's comprehensive planning program where applicable.
- b) Maintain the Open Space Plan for the protection or preservation of open spaces. (The Open Space Plan is all-inclusive covering the entire Town and all resources.)

- c) Maintain and update the Town of Sweden/Village of Brockport Open Space Inventory.
 - d) Consider establishing and maintaining a Conservation Easements Program.
 - e) Establish a linear park along the Niagara (Lockport) escarpment to preserve and protect this unique geological feature.
 - f) Protect unique scenic resources and vistas.
 - g) Limit the use of publicly owned sensitive areas (i.e. canal path) to low impact activities such as environmental education, walking & hiking, jogging, cross-country skiing and snow shoeing.
 - h) Investigate methods to protect environmentally sensitive areas as part of amended Zoning Laws. The following areas should be considered for protection:
 - i. Areas of Special Flood Hazard as defined by the Federal Emergency Management Agency (these areas are regulated by a local law regarding flood damage protection that is an appendix to the Zoning Law);
 - ii. New York State Freshwater Wetland Areas as defined in Article 24 of the New York State Environmental Conservation Law;
 - iii. Areas where slope, soil, depth to bedrock, or vegetation indicate potential erosion problems;
 - iv. Important stream corridors, to be delineated by the Town; and
 - v. Mature forests, to be delineated by the Town.
 - i) Work with other municipalities, public agencies, and private agencies to identify and protect significant biological corridors and habitats.
 - j) Support methods or programs that minimize habitat fragmentation.
- 2. Protection of water and air quality to keep impacts from erosion, sedimentation, and drainage to a minimum.**
- a) Prepare and maintain a Watershed Management Plan. The Plan should encompass storm water management, stream corridor management, control of soil erosion and sedimentation, and groundwater management.
 - b) Identify and evaluate possible strategies for protecting air quality.

3. Identification and remediation of hazardous waste sites.

Collaborate with State, County, and other agencies to identify and remediate hazardous waste sites, sites of former landfills, and other potentially hazardous sites.

4. Fair Distribution of the costs and benefits of open space.

- a) Require dedication of park land (or open space) during subdivision approval or accept payments in lieu of land dedication.
- b) Create a dedicated Parks, Recreation, and Open Space Fund, if not already established.
- c) Investigate other methods for funding open space.

5. Increased conservation of water and energy.

- a) Encourage “green” development design that minimizes the use of water and energy; for example, landscaping for shade and winter wind protection, site design to maximize solar heating, low-flow water devices.
- b) Plan tree planting in developments and on municipal lands in ways that will capture storm water runoff, improve air quality, and conserve energy through heat reduction and wind protection.
- c) Encourage Monroe County and public utilities to expand and improve their energy conservation programs; for example, free energy audits.
- d) Capitalize upon the New York State Energy Research and Development Authority (NYSERDA) Energy Incentive Program by having public buildings evaluated to determine what improvements should be made to these facilities.
- e) Encourage all new buildings be built to comply with the Department of Energy Star guidelines.

C-2. CHARACTER

GOAL: To maintain the rural and agricultural character of the community.

The objective and actions are to:

- 1. Protect natural resources, minimize visual impact, retain rural and agricultural features and minimize site disturbance.**
 - a) Locate structures and residences adjacent to tree lines and wooded areas.
 - b) Preserve tree and shrub hedgerows and stone walls.
 - c) Preserve steep slope areas.
 - d) Design development to the site and locate and limit the path of development to the most suitable area of the site.
 - e) Maximize the preservation of native and existing vegetation.
 - f) Explore clustering as an option to maximize the preservation of open space or agricultural land.
 - g) Minimize site disturbance during construction of roads, basins, and other land improvements.
 - h) Preserve existing structures (houses, barns, silos, etc.) where feasible.
 - i) Require a substantial amount of tree plantings in all new developments.

D. THE ECONOMY AND ASSOCIATED LAND USES

D-1. ECONOMIC DEVELOPMENT

GOAL: To promote a stable and diverse local economy.

The objective and actions are to have:

- 1. Promote a wide variety of employment opportunities for residents.**
 - a) Support the continued vitality of existing employers and ensure that there is adequate and suitable space available.
 - b) Engage economic development agencies serving the area in cooperative efforts to promote adequate and stable employment opportunities within the parameters of Town policy.
 - c) Cooperate with The College at Brockport, SUNY, to attract “Start Up New York” businesses.

D-2. COMMERCE

GOAL: To provide for a limited number of small-scale, neighborhood-oriented commercial areas which are safe and attractive.

The objective and actions are to have:

- 1. Small-scale commercial areas (both present and future) that are set back from State Routes and that have good circulation, have good vehicular and non-vehicular access, are well-landscaped (to provide buffering, shade, and character), located so as to meet present and anticipated neighborhood needs while not adversely affecting surrounding neighborhoods, and of an architectural state that enhances their neighborhoods.**
 - a) Prepare guidelines for siting commercial districts. These should include, among other things, the existence of water and sewer, sufficient size of site (for buildings, parking, open space, sidewalks, etc.), safe and efficient access to roads, sufficient market area population, safe and readily usable access for pedestrians and bicyclists, access by public transit, and sufficient distance from incompatible uses.
 - b) Review and revise as necessary commercial zoning standards regarding, among other things, maximum lot coverage, minimum open space, buffering, setbacks, signage, traffic generation, vehicular access, parking and parking lot layout, site design, pedestrian and bicycle access, drainage, outdoor storage, noise, odor, site lighting and landscaping.
 - c) Work with local businesses to identify different options for improving the design and appearance of new and existing commercial areas.
 - d) Communicate directly with business owners or via Merchant's Association/Chamber of Commerce.
 - e) Prepare pedestrian circulation plans for areas within one mile of commercial districts. Work with developers to provide for adequate networks of pedestrian paths, bike ways, and sidewalks. Require facilities for bicycle parking at commercial areas. (Integrate with the Pedestrian Circulation Plan as recommended by Transportation #1(b).)
 - f) In planning future residential neighborhoods, make provision for suitable neighborhood commercial centers in appropriate locations. (See also Section A, Housing and Residential Land Use.)

D-3. AGRICULTURE

GOAL: To enhance agricultural viability and preserve agricultural land resources.

The objectives and actions are to have:

- 1. Land use and development regulations which address the special needs of farmers, including provisions which stipulate that farming activities take precedence over other uses in areas used for agriculture.**
 - a) Stipulate that farming activities take precedence over other uses in areas used for agriculture as provided for in the Town's "right-to-farm" local law. (Individuals would continue to have the right to build homes in areas used for agriculture but would have to understand that farming is the primary activity in these areas and that living in the area, they may have to cope with noise early in the morning, odors from the smell of recently spread manure, and so on.)
 - b) Establish and maintain an Active Farmlands Map.
 - c) Continue to allow farm stands in agricultural areas.
- 2. Productive agricultural lands remain in agriculture.**
 - a) Encourage the State, County, and farmers to renew, sustain, and expand the Agricultural Districts under the New York Agricultural Districts Law.
 - b) Encourage legislative changes at the County and State levels that would reduce property tax pressures on agricultural lands or provide other tax relief such as reduced school taxes. Take action on similar measures at the Town level when feasible.
 - c) Consider establishing a voluntary purchase of development rights program, or other innovative measures for protecting farmland and agriculture operations for farmers.
 - d) Do not extend water and sewer lines into or through areas being actively used for agriculture and further, limit the placement of other infrastructure, such as highways and tap-ins to water and sewer lines, which would encourage growth and development in areas designated for agricultural use.
- 3. Encourage agricultural practices which minimize contamination of the environment, soil erosion, and surface water runoff.**

- a) Work with farmers, Monroe County/Cornell Cooperative Extension, the Monroe County Soil and Water Conservation District, and other agencies to foster environmentally sound farm practices including minimization of fertilizer and pesticide use, soil erosion, and surface water runoff.

4. A renewed and diversified agricultural sector.

- a) Continue to support the local production and sale of food and agricultural products (i.e. Brockport Farmer's Market).
- b) Participate with Monroe County/Cornell Cooperative Extension and others in establishing a farmer recruitment program. Such a program would match farmers desiring to move from urbanizing areas, as well as new farmers, with active farmland that may become available. It would assist in their integration and also study ways to encourage people to remain in farming.

D-4. INDUSTRIAL AND COMMERCIAL DEVELOPMENT

GOAL: Maintain a diverse tax base and local jobs townwide, with appropriate commercial and industrial, as well as residential development.

The objective and actions are to have:

1. Industrial Policies

- a) Encourage industrial development.
- b) Promote available industrial sites townwide.
- c) Ensure that new uses are appropriate in the light industrial area.
- d) Provide for transitional uses as a buffer between contrasting uses, such as residential and light industrial or commercial.
- e) Plan for new industrial development to avoid conflicts with residential neighbors (noise, traffic, odors, views).
- f) Evaluate the extent of industrially zoned land (especially undeveloped land in the Town), and consider whether other uses would be more appropriate.

2. Commercial Development Policies

- a) Contain commercial development along Rt. 31 within a specified area (Owens Road to Sweden-Walker Road).
- b) Ensure appropriate designs for commercial and industrial development and redevelopment, through the appointment of at least one Architect on the Planning Board.
- c) Ensure that signage regulations are effective as well as fair.
- d) Ensure adequate circulation among commercial plazas, for automobile and pedestrian traffic.
- e) Ensure that the amount of land zoned for commercial and office uses is appropriate.
- f) Provide incentives for landowners and potential tenants to fill vacant commercial and office space.

E. TRANSPORTATION

GOAL: To provide a transportation system that minimizes congestion and is safe, efficient, convenient and environmentally responsible.

The objectives and actions are to have:

- 1. A reduced need for cars in the Sweden/Brockport area through development of a diversified transportation system that emphasizes more fuel-efficient forms of transportation such as public transit, bicycling, and walking.**
 - a) Work with other municipalities, major employers, and institutions to encourage commuter carpools, vanpools, bicycle and pedestrian travel, and the use of public transit.
 - b) Prepare a Pedestrian/Bicycle Circulation Plan. Require new developments to provide sidewalks and crosswalks and provide bicycle pathways linked to existing routes.
 - c) Provide a planning framework for new development and redevelopment to simplify provision of public transit. This could include channeling development to areas easily served by bus routes, increasing the number of bus routes, requiring

- appropriate turning radii for public transit access, and require pedestrian access to public transit amenities, i.e., bus shelters and stops.
- d) To the extent possible, integrate the elements of the transportation network that serve to reduce automobile use, such as pedestrian paths or bikeways, park-and-ride lots, and public transit.
 - e) Work with The College at Brockport, SUNY, NYSDOT and RTS to promote increased usage of the Park & Ride lot on Commencement Drive. Encourage joint development of the Park & Ride lot through public-private initiatives (i.e. The Eagle Shuttle with the College).
 - f) Road System Policies:
 - i. Seek funding sources for needed road system improvements.
 - ii. Work with NYS Department of Transportation to improve traffic flow along Route 19 into the Village.
 - iii. Continue to promote the use of Commencement Drive as the main entrance for both the College and the Brockport Central School campuses.
 - iv. Improve access among commercial plazas to avoid unnecessary entrances and exits onto Rt. 31 and Rt. 19.
 - v. Work with the NYS Department of Transportation to determine the most effective way to improve traffic flow on Route 31 from Route 531.
 - g) Pedestrian Policies:
 - i. Maintain sidewalks for the safety and convenience of pedestrians.
 - ii. Require sidewalks in new residential development in appropriate areas of the Town.
 - iii. Determine where sidewalks are needed to serve existing development, and prepare a plan for installing sidewalks where needed and funding is available.
 - iv. Work with the NY Power Authority/Canal Corporation to expand use of the path along the Erie Canal for use by hikers and bicyclists. Link canal path to Village downtown, Soldiers Monument, Town Park, The College at Brockport, SUNY, proposed subdivisions and other points of interest.

- v. Expand the sidewalk network to commercial areas in the Town.

h) Public Transportation Policies:

- i. Support the establishment of public transportation to recreational, cultural, senior citizen and youth activity locations and to the community center.
- ii. Encourage RTS and The College at Brockport, SUNY, to expand and coordinate public transit services within Sweden.
- iii. Encourage increasing the number of bus routes and frequency of public transit service.
- iv. Support coordination of transportation services provided by and between Human Service Agencies, e.g., Lifetime Assistance, URM Strong West, etc.

2. An appropriate transportation network.

- a) Prepare a Transportation Plan. Use the plan to guide decision making for Capital Highway Improvement Projects (CHIPs), other capital highway projects, and other transportation decisions, such as possible revisions to road specifications.
- b) Classify roads in the Town according to existing and desired function after analyzing present characteristics and exploring how the road system should be used in the future. Among other things, an analysis should include an examination of the location and types of land uses served, manner of road use, traffic speed, traffic volume, types of vehicles carried, character of adjacent land uses, the extent to which roads are used by pedestrians and bicyclists, and the degree of interference with through movement created by adjacent uses and intersections.
- c) Update the Town's Official (Highway) Map and revise it to reflect the Transportation Plan when it is completed. Protect planned transportation corridors through the subdivision review process. Purchase, participate in the purchase, or otherwise procure transportation corridors where necessary. The Town should seek to take incremental steps through accepting easements for thoroughfares as parcels of land are reviewed for subdivision and rezoning.
- d) Use the Metropolitan Planning Organization for the Genesee-Finger Lakes Region, the Genesee Transportation Council (GTC), to arrive at mutually acceptable solutions to transportation problems in the Sweden/Brockport area. Seek funding to study transportation issues as necessary.

- e) Provide for ample buffers between adjacent land uses and new arterial and collector roads. Where feasible, work to provide buffers along existing arterial and collector roads.
- f) Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.
- g) Establish an equitable development impact fee system to help pay for new or improved transportation infrastructure, if so enabled by the New York State Legislature.
- h) Continue to work with County and Town Highway Departments in developing access management regulations along major County and Town Highways.
- i) Consider the widening of Owens Road and South Avenue.

3. Appropriate accident prevention strategies.

- a) Ensure that roadways and road intersections in the Town are designed (or redesigned) and constructed (or reconstructed) to be safe and efficient. Design roads to encourage compliance with posted speed limits, especially in residential areas.
- b) Employ appropriate signage and traffic controls (including speed monitors) for motor vehicles, bicycles, pedestrians, and users of public transit and canal path.
- c) Ensure that large volumes of traffic are not routed through residential areas or through awkward or confusing intersections.
- d) Provide safe pedestrian crossings at appropriate locations.
- e) Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic.

4. Minimal negative impacts on people and the environment from traffic, road maintenance, road construction, noise, exhaust, and the like.

- a) Strive to protect residential areas from the adverse effects of traffic: limit through traffic, road widths, traffic volumes and speeds; develop appropriate visual and sound barriers between roads and residences; ensure that new arterial and collector roads avoid residential areas.

- b) Design new arterial and collector roads to be adequately landscaped, offer a variety of visual exposures, be buffered from residential areas, and not significantly alter natural land contours.
 - c) Avoid environmentally sensitive areas such as wetlands or areas of steep slopes in designing or approving new roads unless, after thorough consideration, there are no feasible or prudent alternatives.
- 5. Future development designed so as to minimize adverse impacts on present roadway efficiency and safety, as well as future road corridor locations.**
- a) Limit the scale and concentration of development to what can be supported by the transportation system and public water and sewer.
 - b) Where other access is possible, limit the number of individual access drives, roadways, and other curb cuts onto arterial and collector roads to maintain planned traffic-carrying capacity and safety, as well as permit more efficient use of interior lands. Consider the facilitation of shared driveways.
 - c) Work with other municipalities and major traffic generators to reduce the negative impact of transportation from development outside the Town.
 - d) Require developers to specify trip-generating characteristics of projects based on standards in the current Trip Generation Manual of the Institute of Transportation Engineers.
 - e) Identify and protect future roadway corridors.
- 6. Promotion, protection, and enhancement of agricultural and scenic resources along rural roads in the Town.**
- a) Consider designating roads of visual, cultural, or historical significance as official scenic roads under the New York Scenic Roads Program (Article 49, New York State Environmental Conservation Law).
 - b) Limit Town roadway improvement projects and all road-related land acquisition projects in agricultural, scenic, and historic residential areas to those necessary to maintain road surface, safety, and efficiency.

F. PUBLIC UTILITIES, FACILITIES AND SERVICES

F-1. OVERALL

GOAL: To provide public utilities, facilities and services that efficiently meet present needs and anticipate future needs of residents, in accord with the goals and objectives of this Plan.

The objectives and actions are to have:

1. Systems to assess, prioritize, and finance public utilities, facilities, and services.

- a) Develop a Multiyear Capital Planning Process using methods outlined in the Office of the New York State Comptroller's "Multiyear Capital Planning" Guide.
- b) Develop a system for planning, assessing, prioritizing, and financing Town services.
- c) Create a Benefit Assessment Procedures Manual. (A manual would explain how the benefit assessments are calculated and applied within the Town.)
- d) Continue to investigate and promote additional public and private funding sources for open space, affordable housing, infrastructure repair and construction, farm land preservation, and so on.

2. Adequate, appropriately located, and well-maintained publicly owned facilities and equipment, in accord with the goals, objectives and actions of this Plan.

- a) Continue to maintain an inventory of Town-owned facilities and equipment.
- b) Review maintenance standards for Town-owned facilities and equipment and ensure that they are met.
- c) Study the space needs of Town Government and determine how best to meet them.
- d) Every attempt will be made to eliminate duplication of services in the Town and Village.

3. Joint development of utilities, facilities, and services with other municipalities and/or institutions, wherever mutually beneficial and practical.

- a) Explore joint development possibilities early in the capital improvements planning process.

- b) Continue to work on joint projects with the Monroe County Water Authority concerning the expansions to their water distribution system, and with the Monroe County Pure Waters Agency concerning the Sweden/Brockport Area Waste Water Treatment System.
- c) Continue and expand consolidating of services and sharing of equipment and possibly personnel, for example, sharing road construction equipment.

F-2. WATER AND WASTE WATER COLLECTION AND TREATMENT SYSTEMS

GOAL: To provide high-quality public water and sewage utilities at reasonable cost.

The objectives and actions are to have:

- 1. Public water and sewer utilities located, constructed, and maintained in accordance with the goals and objectives of this Plan.**
 - a) Limit extension of water and sewer services into areas not designated for intensive development.
 - b) Give higher priority in the Capital Improvements Program to maintenance of public utilities than to constructing extensions of new utilities.
 - c) Follow State Environmental Quality Review Regulations when considering the construction of new or expanded public utilities, especially the thorough examination of the potential for future development and its possible impact on existing land uses.
 - d) Review and revise existing contingency plans for water and sewer services. Contingencies to plan for include complete failure of any one of the public water systems in the Town, extreme drought, or an immediate and major public health problem outside of water and sewer service areas.
- 2. An assessment of the quality and cost of water and waste water collection and treatment systems, both public and private.**
 - a) Gather and analyze baseline data on the quality and cost of drinking water and waste water collection and treatment throughout the Town, for both public and private systems. (Work with the County Health Department regarding private systems.)

- b) Determine where problems exist with quality, pressure or cost, where there may be problems in the future, and what approaches should be used to address them.

F-3. PUBLIC SAFETY

GOAL: The protection of people and their property.

The objectives and actions are to have:

1. High-quality and coordinated fire, police, and other public safety services and facilities.

- a) Encourage Brockport Fire District Commissioners to prepare an assessment of existing public safety services and facilities, examining quality, cost, and known problems or needs. Examine future needs and develop strategies for addressing them.
- b) If it is determined that additional police protection is warranted, consider negotiating an agreement with the County Sheriff for additional deputies to be paid by the Town for service solely within the Town.
- c) Encourage increased collaboration among the Brockport Police Department, the Monroe County Sheriff's Department, and The College at Brockport, SUNY Police.

2. Precautionary measures that minimize the need for or improve the coordination or delivery of emergency services.

- a) Continue to work with Monroe County's Office of Emergency Preparedness for disaster planning Townwide.
- b) Evaluate the usefulness of improving the Town's Fire Protection Class rating.

F-4. PARKS AND RECREATION

GOAL: To provide accessible and attractive parks and diverse recreational opportunities.

The objectives and actions are to have:

1. An integrated system of parks and recreational facilities throughout the community, including undeveloped open space as one component, with linkages

as feasible between various parts of the system such as pathways, stream corridors, trails, and utility rights-of-way.

- a) Acquire suitable park and recreation lands and develop them in accordance with the Open Space, Park and Recreation Plan.
- b) Work with other communities, NY Power Authority/Canal Corporation, land owners, and institutions to explore possible joint park ventures and trail linkages.
- c) Through the subdivision approval process, continue to acquire park and recreation lands (and open space lands) as authorized by NYS Town Law Section 277 and the Town's Subdivision Regulations.
- d) Parks should be designed to the site, reducing habitat fragmentation of existing natural resources and incorporating environmental corridors of existing native vegetation throughout the park.
- e) In instances where a suitable park cannot be located within a proposed subdivision or where a park facility or open space is not recommended in the Town/Village Open Space, Park and Recreation Plan, make use of the provision in the Subdivision Regulations to collect a fee in lieu of park land dedication for development of the Town park and recreational facilities. The municipality should establish a Parks, Recreation, and Open Space Fund (if not already established) into which would be deposited such "in-lieu-of" fees as well as donations, proceeds from the sale of unsuitable lands, grants, and other such monies related to parks and recreation. The fund would be administered by Town officials in accordance with guidelines developed in the Open Space, Parks and Recreation Plan.
- f) In the area of the Niagara (Lockport) escarpment consider a possible park with features such as hiking trails, bicycle trails, viewing areas, a tower, archaeological sites, gardens, and flowering shrubs.

2. Adequate recreational services.

- a) In the course of preparing the Town/Village Open Space, Park and Recreation Plan, assess the status of recreational services in the Town to determine what actions may be warranted by the Town, including joint municipal efforts and public/private sector efforts.
- b) Continue the development of the Sweden Town Park.

F-5. SOLID WASTE MANAGEMENT

GOAL: To ensure efficient and responsible management of solid waste.

The objectives and actions are to have:

1. Improved and expanded municipal composting.

- a) Continue the program of semi-annual pickup of yard waste.

F-6. HUMAN SERVICES

GOAL: To foster and improve the availability of human services.

The objectives and actions are to have:

1. Human services available to all residents, including those with special needs.

Work with Monroe County and local resources to ensure that adequate human services are provided to area residents.

2. High-quality services and facilities for children's day care, group homes, and elder care.

Ensure that there is sufficient provision in the Zoning Law for children's day care, group homes, and elder care facilities, which are compatible with other neighborhood uses.

3. High-quality health care services and facilities.

Work with the health care providers to ensure that the area's land use and other planning adequately accommodates identified community health needs.

F-7. EDUCATION

GOAL: To integrate public school facilities planning with area land use planning.

The objective and actions are to have:

1. Integration of public school facilities planning with area land use planning.

2. **Work with the Brockport Central School District to coordinate facilities planning with Town land use planning so that land can be reserved for the school's planning.**

F-8. CULTURAL RESOURCES

GOAL: To improve the availability of cultural resources.

The objective and actions are to have:

1. **Explore the development and improvement of cultural venues such as a local community museums, amphitheater, etc.**
2. **Support efforts to preserve the Soldiers' and Sailors' Monument on Owens Road.**
3. **Continue to support the Seymour Library.**

CHAPTER 5 – LAND USE PLAN

The Future Land Use Maps, **Figures 21 and 22**, show the community's "preferred vision" or "priority" land uses for the **20-year planning period - 2002 through 2022**. The land uses designated on the maps are based on an analysis of existing land use patterns, current zoning, (See **Figures 23 and 24**) utilities, wind energy overlay district, agricultural districts, and natural features such as depth to bed rock, freshwater wetlands and floodplains, as well as the community's stated goals and policies. These land use categories may differ from zoning district names, as they are intended to indicate a general direction rather than specific regulations. The following describes each land use category and the rationale for their delineation on the Future Land Use Maps.

CONSERVATION

Conservation areas shown on the Maps include state-regulated freshwater wetlands, sites that have shallow depth to bedrock preventing septic systems to be installed, designated flood hazard zones shown on the federal Flood Insurance Rate Maps for the Town and Village, and areas with steep slopes (over 15%). Land within fifty feet of streams shown on the map should also be preserved in a natural state whenever possible, to protect water quality and fish and wildlife habitat. In most cases, building construction should not be permitted within conservation areas. Agricultural uses will be permitted pursuant to State and Federal wetlands and flood zone regulations.

The major conservation emphasis of the Plan Update involves the completion of the update to the Town Open Space Inventory, the creation of an Open Space Plan, the establishment of Environmental Protection Overlay District (EPOD) zoning, and the pursuit of federal, state and county grant funding to purchase development rights.

The Open Space Inventory identifies the existing natural features that exist throughout the community. The various review boards use this inventory as part of the documentation of the environmental record on all applications.

The Open Space Plan identifies those natural resources that are important to the community and for which regulations are needed to protect and preserve this component of the Comprehensive Plan. The completion of the Open Space Plan provides consensus on the open area resources the community wants to protect and sets the foundation for enacting overlay zoning regulations to document the appropriate mitigation measures to protect and preserve the open qualities of the community.

Two areas, identified in the County of Monroe Preservation of Environmentally Sensitive Areas (PESA) Report, known as Sweden 7 Wetland and HO-9 will be pursued

for acquisition and protection. The Sweden 7 Wetland site is a State Class II scrub, shrub deciduous wetland of approximately 800 acres that is located between Swamp Road and Beadle Road and extends westward a bit past Redman Road. HO-9 is a 450 acre complex of four contiguous wetlands along the north branch of Black Creek. It is located on both the east and west sides of West Sweden Road south of White Road, with one section extending a bit south of LaDue Road. Both sites are classified by the County Environmental Management Council as Very High Priority and High Priority Sites for public acquisition.

The Environmental Protection Overlay District (EPOD) regulations are additional layers of land use regulation superimposed upon the underlying zoning district for the specific purpose of identifying measures to protect the important existing natural constraints to development which are found on the site. Using the information contained in the EPOD regulations, the Town and Village will identify the appropriate mitigation measures to be followed to preserve the community's natural features.

The Conservation Board, as part of each Environmental Record prepared for site development, will document the natural features to be preserved and identify the appropriate EPOD mitigation measures that will be set forth in both the Open Space Plan and the overlay zoning regulations. Then as part of all follow-ups, the Conservation Board will document compliance with the terms and conditions imposed by the respective planning, zoning or legislative board when approving applications.

Note: The Town of Sweden Environmental Conservation Board (ECB) perceives the community's Open Space Plan differently than most other communities. The Town's Open Space Inventory encompasses the entire Town of Sweden. The ECB has aerial photos of the entire town graphed by location. Every parcel in the town contributes its own set of resources (natural, cultural, historical, archeological, character, etc.) to the Town. These resources overlap, intersect, entwine and envelop the entire Town and, therefore, cannot be evaluated only as separate entities. The priority factor in the Town of Sweden's Draft Open Space Plan is dictated by the current proposals being brought before the Town Board, not by a preconceived listing that may never materialize in the perceived order. This does not mean that the ECB expects to protect or preserve all open space in the Town. Open space contributes many attributes to the Town and needs to be respected for these values during the development process to the extent that is feasible taking the entire needs of the community into consideration.

AGRICULTURE

Continued agricultural use is recommended for land within the two Monroe County Agricultural Districts, except where other non-residential uses are already established. These exceptions include the two golf courses in the northeastern portion of the Town and a small commercial area at the intersection of Route 31 and Sweden Walker Road. Neighboring residents should recognize that agriculture is a protected use within Agricultural Districts and those standard agricultural practices must be accepted

as part of living in an agricultural area. Extensions of sewer and water lines, as well as land uses which would conflict with agriculture should be avoided in these areas.

ALTERNATIVE ENERGY SYSTEMS

Wind

The Town recognizes the increased demand for alternative energy-generating facilities and the corresponding need for more inexpensive power that wind energy conversion facilities (wind turbines) may provide. Often, these facilities require the construction of single or multiple wind turbines. To regulate the use of wind turbines within the Town by protecting the community's interest in properly siting wind turbines in a manner consistent with sound land planning, and more generally to promote the government, protection, order, conduct, safety health and well-being of the persons and property within the Town, a wind energy overlay district was defined and adopted in 2010.

The wind energy overlay district (see Figure 27) is defined by the:

1. Northern points of Colby Street and White Road.
2. Southern points of Euler Road, Covell Road and LaDue Road.
3. Western point of Monroe-Orleans County Line.
4. Eastern point of the Sweden Town Line.

Solar

The Town has added Chapter 174 "Solar Energy Systems and Solar Energy Farms" to the Sweden Town Code. This section was adopted by Local Law 6-2017 and amended by Local Law 1-2019

RURAL RESIDENTIAL

Much of the Town is suitable for low-density residential uses in keeping with the rural character of the countryside. Areas designated for Rural Residential use currently are not served by public water or sewers. As of this writing, the Town applied for and was granted approval from USDA Rural Development for funding of a new water district for Lake Road (South) and Redman/Country View Terrace. It is recommended that larger lot sizes remain in these areas to maintain open space and the rural character in the area, as well as, to accommodate on-site sewage disposal. Existing zoning regulations in these rural areas should be evaluated to determine whether they are providing the appropriate density and use guidelines to protect the rural character of the countryside. Agriculture is expected to continue in Rural Residential areas, but will not be treated in the same manner as land in Agricultural Districts.

A large parcel of land currently zoned recreation commercial is listed as number 2 on **Figure 24**. The Plan recommends that the Town Board consider rezoning this parcel from B-3 Commercial Recreation to R1-2 One Family Residential. A separate type

recreation commercial use could potentially be incompatible with the adjacent rural residential property. In light of the fact that the golf course has no plan to expand on to this property, it is felt to be more in keeping with the rural residential use of the neighborhood to rezone that land back to rural residential use.

MEDIUM DENSITY RESIDENTIAL

Areas designated Medium Density Residential includes both established residential neighborhoods and appropriate undeveloped areas. The Plan Update envisions these areas as either being served by public water and/or sewers, or are areas that expect extensions of such service during the planning period. This category includes neighborhoods of predominantly single-family homes as well as neighborhoods with a mix of single-family homes, two-family dwellings and older homes converted into apartments.

MULTI-FAMILY RESIDENTIAL

Areas designated Multi-Family Residential includes existing apartment or condominium projects as well as undeveloped land which would be suitable for multi-family dwellings. These areas are served by public water and sewer, or are located where sewer and water lines can be feasibly extended. Multi-family residential development is appropriate in many locations as a transitional land use between lower density neighborhoods of single or two-family dwellings and the higher intensity commercial or light industrial developments.

MULTI-FAMILY RESIDENTIAL/COMMERCIAL

Several sites are appropriate for a mix of commercial and multi-family residential use. Such areas shown on the map include both developed sites and suitable undeveloped land. In the undeveloped areas, planned development is encouraged which uses the multi-family development as a buffer between existing residential neighborhoods and commercial uses. Site design in these areas should include sufficient landscaping to buffer the multi-family residential from the commercial development, and should ensure adequate pedestrian and vehicular circulation among the sites.

As part of the annual review in 2004, a new area of mixed use, on vacant land on the west side of Redman Road, north of the Sweden Town Park and south of the railroad tracks, was re-zoned. This area, now known as Heritage Square, comprises 120 acres and has been approved for mixed use development (approved for hotel, multi family, single family, retail, medical and professional offices). A complete road system is in place. (This site is qualified for the New York State "Start Up New York" Tax Incentive

Program.) College Suites at Brockport opened in 2009 as off-campus student apartments.

GENERAL BUSINESS

Areas designated for General Business are intended for larger scale commercial uses. They include the regional shopping area around the intersection of Routes 19 and 31, and along the south side of Route 31 east and west of Route 19. Other General Business areas are located:

- west of State Route 19 and south of State Route 31 (see Figure 25 Concept Plan);
- along the south side of Fourth Section Road (Route 31A) west of West Sweden Road;
- around the intersection of Brockport Spencerport Road (Route 31) and Sweden Walker Road;
- along the east side of Sweden Walker Road, between Colby Street and Swamp Road;
- east of the industrial area, between East Canal Road and the abandoned railroad;
- land at the southeast corner of East Canal Road and Owens Road;
- a small area on the north side of Holley Street; and
- northwest of the intersection of White Road and Route 19.

The Plan Update recommends the area located west of State Route 19 and generally behind the Aldi's store to be developed in a mix of general businesses, office and public use. A concept plan depicting the recommended pattern of development in this area is shown on **Figure 25**. This plan serves as the basis for the preferred pattern of development that would enable rezoning of this area to occur. If rezoning were to occur, Royal Gardens Way would be a natural break between two zoning areas.

The Plan Update recommends the integration of access management regulations to control the movement of traffic into and through the major areas of commercial land use. In addition, the enactment of new site development regulations to provide for sidewalks, uniform sign regulations, site lighting and street trees are other aspects of land use regulation that will be considered by the Town during this planning period.

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AIRPORT AND RELATED BUSINESS

The airport and commercial uses associated with the airport are designated as Airport and Related Business. Ledgesdale Airpark is located along the north side of Colby Street, west of Sweden Walker Road. The airport itself occupies nearly all of the land in this area (166 acres). Further development of the airport Facilities will be important to the economic development within the western portion of Monroe County and the eastern portion of Orleans County. All new development occurring adjacent to the airport's approach/departure corridor for the main runway must meet the height restrictions and clearance safety areas established by the Federal Aviation Agency (FAA).

The airport has completed a master plan and obstruction study in 1998. This Airport Master Plan identifies short-term (1998-2005), intermediate-term (2006-2010) and long-term (2011-2020) phased improvements for Ledgesdale Airpark. Two major standards affecting the long-term development of this facility include maintenance of a Runway Safety Area and construction of a secondary crosswind runway to meet the FAA's recommendations for runway systems. The secondary runway is seen as a long-term project to be completed by the year 2020.

The primary runway (designated as Runway 10/28) is an asphalt surface measuring 4,204 by 75 feet. According to the FAA's National Plan of Integrated Airport Systems for 2007-2011, Ledgesdale Airpark is categorized as a *reliever airport*.

The 2002 Plan Update recommended a zoning change from residential (R1-2) to light industrial for the parcel on the north side of Eisenhower Drive. The 2011-2012 Comprehensive Plan Review Committee and the Town Planning Board (per Planning Board Minutes of March 12, 2012) have both re-considered that recommendation due to the setback requirements as the property would end up allowing a pencil-size building. The Town Planning Board recommended the property be rezoned from residential (R1-2) to Airport-Commercial (B-2) with a 100-foot rear setback instead of the required 25 feet. This will provide additional buffers for the adjacent residences located along the north boundary of the existing airport property (as shown on **Figure 24, number 3**). The rezoning of this parcel was adopted by the Town Board on August 27, 2013 (Resolution No. 78).

QUARRY

The Town possesses an extensive area of dolomite (bed rock) that is used in building highways, bridges and other transportation facilities. This area is currently being excavated by Iroquois Rock Products under a mined land reclamation permit issued by the New York State Department of Environmental Conservation. The area encompassing the quarry operation is located between Colby Street and Swamp Road, west of Sweden Walker Road. This area is designated on the Future Land Use Plan Map for continued use as a quarry.

The existing quarry is expected to be active through the twenty-year planning period. At the end of the quarrying operations, the site will be returned in accordance with the Mined Land Reclamation Plan (hereinafter referred to as Reclamation Plan) that is on file in the Town Clerk's Office. The planned reclamation of the site includes a large man-made lake surrounded on the west by 61 custom townhouses with public access to the lake on the south. In the northwest corner of the site (along the south side of Colby Street) the Reclamation Plan is proposing 72 townhouses. The Reclamation Plan is also proposing the development of 7 industrial sites (involving 40 acres of land) on the south side of Colby Street. A public park is envisioned for the northeast corner of the site (at the southwest corner of the intersection of Colby Street and Sweden Walker Road. Along the west side of Sweden Walker Road extending to Swamp Road, the Reclamation Plan is recommending single family residential on 5-acre lots (or larger). As the quarry operation approaches completion, the Town and the State Department of Environmental Conservation will need to work together closely on a reclamation plan that can be realistic and complement the Town's Comprehensive Planning Program goals and objectives.

INDUSTRIAL

Light Industrial areas include the former sites of Owens Illinois, Kleen Brite, and others. The Owens Illinois site has been used primarily for storage (warehousing) since the plant closed.

Land in the Town that is being used for Light Industrial purposes include Medline Supply (the former site of PetSmart Direct Inc.) and other businesses along Transit Way in the Town. Light industrial uses include assembly, warehousing, research and development and other businesses that do not emit noise, dust or odors.

Much of the land in the Town outside the Village that is designated for Industrial use is vacant. This land includes the area north of Route 31 and southeast of the Village. This area has been designated for industrial use for a number of years without any development. Commercial and industrial uses abut this land, and the extension of sewer and water service is expected to remain feasible, therefore consideration of commercial zoning, multi-residential and residential zoning with extensive planning in regard to access to the area, traffic, and buffers would be feasible.

RECREATION

Land designated for Recreation includes both public parks and privately owned land that meets certain recreational needs of the public. Public recreational land shown on the map includes:

- Northampton Park
- State-owned land along the Erie Canal

- Town of Sweden Wildlife Areas:
East Canal Road
- Swamp Road wildlife area (private)
- Sweden/Clarkson Community Center
- Rural Civil War Cemetery
- Sherry Lane tot lot
- Athletic fields of The College at Brockport and Brockport Central School District
- Sweden Town Park (Redman Road)

The Plan Update recommends the promotion of the Erie Canal Corridor through the community. Major investments in this facility will have positive economic impacts on the community and the western portion of Monroe County. Focusing recreational programs that build upon the State's plans to revitalize the Erie Canal will serve to promote grant funding assistance to Town recreational projects that otherwise might not be possible.

PUBLIC

Land designated for public use includes properties of The College at Brockport, SUNY, the parks listed under "Recreation", the Brockport Central School campus, the Town and Village offices, the Village of Brockport Police Department, the Brockport Fire District fire stations, cemeteries, URM Strong West Urgent Care, and state-owned land used for the right-of-way for the formerly proposed extension of Route 531 in the vicinity of Northampton Park and Sweden Walker Road.

SPECIAL CONSERVATION

Areas where development potential is limited by site conditions or surrounding land uses are designated as Special Conservation on the Land Use Map. Two of these areas (one located on Beadle Road and the other on East Canal Road) have been designated as Inactive Hazardous Waste Sites by the New York State Department of Environmental Conservation. Further development at these sites must wait until satisfactory remediation is complete. In addition there are a number of other hazardous sites located in the Town (see **Figure 10**). The other area is near the airport, where flight patterns and Federal Aviation Administration restrictions limit the heights of buildings and structures.

HIGHWAYS

The Future Land Use Map envisions five (5) major highway projects occurring during the plan period (2002-2022). These five include:

1. Proposed improvements to Route 31 from Route 531 at its present terminus in Ogden into the Town of Sweden.
2. Widening Redman Road between Fourth Section Road and New Campus Drive. This would assist in handling the increased traffic on State Route 31 and offer turning lanes for easy access to the Sweden Town Park and The College at Brockport, SUNY.
3. Extending Sweden Hill to Owens Road.

IMPLEMENTATION MEASURES

Merely presenting the ideas and strategies set forth above does not guarantee that they will be implemented or that they will be effective in guiding future development in the community. Various actions must be undertaken in order to exercise any significant amount of control over the subsequent course of events or to accomplish anything of substance. Some of these actions have been mentioned previously in the goals, objectives and policies (Chapter 4). The following Chapter (6) identifies the specific implementation actions that are to be provided by the Town, in order to realize the preferred pattern of development the community has established in the ongoing planning program.

Chapter 6 – Action Plans

In this chapter the Town Board is the responsible agency in a number of the actions because they are ultimately responsible for the actions taken even though they may assign another board or committee to complete what is needed.



A. HOUSING AND RESIDENTIAL LAND USE

1. Prepare a Housing Plan (this Plan will include the number and general location of dwelling units in the Town, with attention to future housing needs).

Responsible Agency: Town Board
Priority: Long term (5-10 years)

2. Ensure that adequate amounts of suitable land are zoned to meet housing needs identified by the Housing Plan.

Responsible Agency: Town Board
Priority: Long term (5-10 years)

3. Use clustering as necessary for efficient use of land and other resources.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

4. Encourage the construction of a range of housing types, styles, and prices to satisfy the diverse needs and desires of the community, including housing accessible to the handicapped.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

5. Encourage the construction of energy efficient homes suitable to obtain the Department of Energy's "Energy Star" rating label; such as "Green Jobs-Green NY" the statewide effort to strengthen our communities through energy efficiency that is administered by NYS Energy, Research and Development Authority (NYSERDA).

Responsible Agency: Town Building Department
Priority: Immediate (within one year) and Ongoing

6. Require buffers, such as landscaping and/or transitional uses, between commercial/industrial development and residential neighborhoods.

Responsible Agency: Town Board, Town Planning Board and Environmental Conservation Board

Priority: Immediate (within one year) and Ongoing

7. Discourage sprawl and strip development in order to retain scenic vistas and the community's rural character.

Responsible Agency: Town Board, Town Planning Board and Environmental Conservation Board

Priority: Ongoing

8. Encourage historic preservation of older buildings, both commercial and residential, by administering the Historic Preservation Ordinance in the Town.

Responsible Agency: Town Board and Landmarks Advisory Committee

Priority: Ongoing

9. Require amenities such as sidewalks, parks, landscaping, and obtain easements for such in establishing and maintaining neighborhood character.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

10. Prepare regulations for the design, planting and maintenance of street trees as part of major new residential developments (10 lots or more), encouraging the incorporation of native species in the Town outside the Village.

Responsible Agency: Town Board, Environmental Conservation Board

Priority: Short Term (1-3 years)

11. Require more than one site entrance/exit in major developments for safety.

Responsible Agency: Town Board, Town Planning Board and Fire Marshal

Priority: Immediate (within 1 year) and Ongoing

12. Use incentive zoning mechanisms to provide for affordable housing.

Responsible Agency: Town Board

Priority: Ongoing

13. Explore requiring that a small percentage of large developments be devoted to affordable housing.

Responsible Agency: Town Board

Priority: Ongoing

Status: Francis Apartments on Owens Road

14. Provide for some flexibility in creating and applying design criteria to promote affordable housing.

Responsible Agency: Town Board
Priority: Ongoing

15. Work with Monroe County and other agencies to plan and create affordable housing.

Responsible Agency: Town Board
Priority: Ongoing

16. Make provisions for creative housing concepts, such as co-housing, elderhouses, group homes for Lifetime Assistance, Loft conversions, mixed-use zoning, etc., through Incentive Zoning.

Responsible Agency: Town Board
Priority: Medium (3-5 years)

17. Review and revise the criteria used to regulate home occupations in residential zones.

Responsible Agency: Town Board
Priority: Ongoing
Status: This has been addressed in the International Building Code, 2015. The Town has adopted Local Law No. 3-2006, Section 175-24-Home Occupations.

18. Consider a code requiring the upkeep of mixed-use zoning areas where apartments and condominiums are constructed. This may require associations to be formed in these areas.

Responsible Agency: Town Board
Priority: Short term (1-3 years)

19. Consider mixed uses and/or overlay districts for mixed use zoning when designing residential neighborhoods.

Responsible Agency: Town Board and Town Planning Board
Priority: Short term (1-3 years)

B. MANAGING THE BUILT ENVIRONMENT

1. Review and revise, as necessary, the respective Zoning Laws, Subdivision Regulations and other land use and development regulations, including the use of Special Permits.

Responsible Agency: Town Board
Priority: Maintain/Ongoing
Status: The Town adopted amendments to “Land Use Development/Subdivision Regulations and Public Works Requirements and Specifications” by Resolution No. 44, April 8, 2014.

2. Review and improve the criteria and/or guidelines for permits, rezonings, site plans, and subdivisions.

Responsible Agency: Town Board

Priority: Ongoing

3. Continue to require approval of site plans for all permitted uses.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

4. Have uniform design criteria and construction specifications for the Subdivision Regulations and Zoning Laws.

Responsible Agency: Town Board, Town Highway Superintendent and Municipal Engineer

Priority: Ongoing

5. Encourage innovative engineering standards for effective solutions that enhance aesthetics, safety, and economics and protects the environment.

Responsible Agency: Town Planning Board, Town Highway Superintendent and Municipal Engineer

Priority: Immediate (within one year) and Ongoing

6. Update and maintain annually the anticipated land use plan map and narrative.

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board

Priority: Ongoing

7. Establish innovative land use programs such as purchase of development rights (PDR).

Responsible Agency: Town Board

Priority: Medium (3-5 years) and Ongoing

8. Evaluate how and where limited mixing of uses might *best* occur.

Responsible Agency: Town Board and Town Planning Board

Priority: Short term (1-3 years) and Ongoing

9. Require/retain large lot sizes (minimum 5 acres) in areas with no water or sewer.

Responsible Agency: Town Board

Priority: Ongoing

10. Emphasis will be given to building upon the community services and facilities located within the defined core area located at the intersection of State Routes 19 and 31.

Responsible Agency: Town Board
Priority: Ongoing

11. Develop criteria and guidelines for use by the Planning Boards in determining:
 - a) When to require land dedication, money in lieu of land, or a mixture equal to one building lot, at a rate of one lot for every 40 developed lots;
 - b) Which land would be best suited to fit public park or open space purposes (centrally located and accessible to all); and,
 - c) At what point in the project the land is dedicated (at halfway point).

Responsible Agency: Town Board
Priority: Immediate (within one year) and Ongoing

12. Use the SEQR process to ensure that proposed actions are consistent with the Comprehensive Plan and use coordinated review procedures as necessary to enhance the quality of the process.

Responsible Agency: Town Board, Town Planning Board, and Environmental Conservation Board
Priority: Ongoing

13. Require site designs that minimize impacts to the natural environment, impacts of traffic on-site and off-site, erosion, sedimentation, and storm water runoff.

Responsible Agency: Town Planning Board and Environmental Conservation Board
Priority: Ongoing

14. Identify and weigh alternatives to proposed development and examine measures to mitigate negative impacts.

Responsible Agency: Town Planning Board
Priority: Immediate (within one year) and Ongoing

15. Focus major developments in areas where adequate public infrastructure and facilities exist.

Responsible Agency: Town Planning Board
Priority: Ongoing

16. Require the phasing of large-scale developments as infrastructure and facilities permit. Recommend upgrade to infrastructure first as if total project is completed.

Responsible Agency: Town Planning Board
Priority: Immediate (within one year) and Ongoing

17. Work to improve the Town's rating under the Federal Emergency Management Agency's flood insurance Community Rating System, if it is determined that this would be cost effective.

Responsible Agency: Town Board
Priority: Long term (5-10 years)

18. Proposed commercial and industrial building plans shall be designed to complement the architectural design of adjacent buildings; all sites shall be landscaped to provide a distinct buffer between uses and site lighting shall not cause glare on adjacent properties or rights-of-ways.

Responsible Agency: Town Planning Board, Environmental Conservation Board and Code Enforcement Officer
Priority: Ongoing

19. Require buffers (landscaping, distance, topography, native vegetation) to minimize conflicts but allow sufficient design flexibility.

Responsible Agency: Town Board, Town Planning Board and Environmental Conservation Board
Priority: Ongoing

20. Provide zoning incentives that would enhance the physical and visual transitions between different land uses.

Responsible Agency: Town Board
Priority: Immediate (within one year) and Ongoing

21. Encourage the enactment of State legislation to allow municipalities to charge development impact fees. If so enabled, evaluate how to implement an equitable impact fee system.

Responsible Agency: Town Board
Priority: Medium (3-5 years) and Ongoing

22. Continue to evaluate the needs for commercial sign and non-commercial sign regulations and revise the Sign Laws accordingly.

Responsible Agency: Town Board
Priority: Ongoing
Status: The Town reviewed and amended Section 175-30 – Signs with the adoption of Local Law No. 2-2013.

23. Evaluate existing lighting policies and programs. Maintain lighting at road intersections as a community-wide benefit.

Responsible Agency: Town Board, National Grid and Rochester Gas & Electric
Priority: Ongoing

24. Establish performance standards for lighting in the Zoning Laws (i.e. Dark Skies Guidelines).

Responsible Agency: Town Board
Priority: Ongoing

25. Through the creation of lighting districts illuminate sidewalks, as necessary, to improve pedestrian safety.

Responsible Agency: Town Board
Priority: Ongoing

26. Authorize the Planning Board to require street lights, as part of the infrastructure normally constructed by developers where the scale and density of projects dictate.

Responsible Agency: Town Board, National Grid and Rochester Gas & Electric
Priority: Ongoing

C. CONSERVATION, OPEN SPACE AND ENVIRONMENTAL PROTECTION

C-1. ENVIRONMENT

1. Support private sector efforts to protect significant environmental areas and coordinate these activities with the Community's comprehensive planning program where applicable.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Immediate (within one year) and Ongoing

2. Maintain the Open Space Plan for the protection and preservation of open spaces. (The Open Space Plan is all-inclusive covering the entire Town and all resources.)

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

3. Maintain and update the Town of Sweden/Village of Brockport Open Space Inventory.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

4. Consider establishing and maintaining a Conservation Easements Program.

Responsible Agency: Town Board
Priority: Long term (3-5 years)
Status: This is an option in the Town's Incentive Zoning Law.

5. Investigate methods to protect unique natural scenic resources and vistas.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

6. Limit the use of publicly owned sensitive areas to low impact activities such as environmental education, walking & hiking, jogging, cross-country skiing and snow shoeing.

Responsible Agency: Town Board

Priority: Ongoing

7. Investigate methods to protect environmentally sensitive areas as part of amended Zoning Laws. The following areas should be considered for protection:

- a) Areas of Special Flood Hazard as defined by the Federal Emergency Management Agency (these areas are regulated by a local law regarding flood damage protection that is an appendix to the Zoning Law);
- b) New York State Freshwater Wetland Areas as defined in Article 24 of the New York State Environmental Conservation Law;
- c) Areas where slope, soil, depth to bedrock, or vegetation indicate potential erosion problems;
- d) Important stream corridors, to be delineated by the Town and Village; and
- e) Mature forests, to be delineated by the Town.

Responsible Agency: Town Board and Environmental Conservation Board

Priority: Ongoing

8. Work with other municipalities, public agencies, and private agencies to identify and protect significant biological corridors and habitats.

Responsible Agency: Town Board and Environmental Conservation Board

Priority: Immediate (within one year) and Ongoing

9. Support methods or programs that minimize habitat fragmentation.

Responsible Agency: Environmental Conservation Board

Priority: Ongoing

10. Maintain a Watershed Management Plan. The Plan should encompass storm water management, stream corridor management, control of soil erosion and sedimentation, and groundwater management.

Responsible Agency: Town Board, Town Planning Board and Environmental Conservation Board

Priority: Ongoing

Status: The Town is a member of the Monroe County Stormwater Coalition.

11. Implement the recommendations from the drainage study of the northeast quadrant and complete and implement a drainage study for the northwest quadrant.

Responsible Agency: Town Board

Priority: Ongoing

12. Identify and evaluate possible strategies for protecting air quality.

Responsible Agency: Environmental Conservation Board

Priority: Ongoing

13. Collaborate with State, County, and other agencies to identify and remediate hazardous waste sites, sites of former landfills, and other potentially hazardous sites.

Responsible Agency: Town Board

Priority: Ongoing

14. Require dedication of park land (or open space) during subdivision approval or accept payments in lieu of land dedication.

Responsible Agency: Town Board

Priority: Ongoing

15. Investigate other methods for funding open space.

Responsible Agency: Town Board

Priority: Ongoing

16. Encourage “green” development design that minimizes the use of water and energy; for example, landscaping for shade and winter wind protection, site design to maximize solar heating, low-flow water devices.

Responsible Agency: Town Board and Town Planning Board

Priority: Immediate (within one year) and Ongoing

17. Encourage Monroe County and public utilities to expand and improve their energy conservation programs; for example, free energy audits.

Responsible Agency: Town Board

Priority: Ongoing

Status: An energy audit was conducted at the Town Highway Garage and the S/C Community Center in 2010.

18. Capitalize upon the New York State Energy Research and Development Authority (NYSERDA) Energy Incentive Program by having public buildings evaluated to determine what improvements should be made to these facilities.

Responsible Agency: Town Board

Priority: Ongoing

Status: Exterior lighting was replaced at the Town Hall, Community Center and Highway Garage in 2015. Replaced interior lights with LED lights at the Town Hall, Community Center and Highway Garage in 2019.

19. Encourage all new buildings must be built to comply with the Department of Energy “Energy Star” guidelines.

Responsible Agency: Town Board
Priority: Ongoing
Status: The Town Building Code adopts the NYS Uniform Fire Prevention and Building Code and the State Energy Conservation Construction Code.

20. Seek grant funding from Monroe County and the State of New York for land acquisition and development of linear parks such as: the Niagara Escarpment, between the Town Park and the Canal Path, along to old trolley line or old railroad line.

Responsible Agency: Town Board
Priority: Ongoing (dependent upon funding available at any given time)

C-2. CHARACTER

1. Protect natural resources, minimize visual impact, retain rural/agricultural features and minimize site disturbance.
- Locate structures and residences adjacent to tree lines and wooded areas.
 - Preserve tree and shrub hedgerows and stone walls.
 - Preserve steep slope areas.
 - Design development to the site and locate and limit the path of development to the most suitable area of the site.
 - Maximize the preservation of native and existing vegetation.
 - Explore clustering as an option to maximize the preservation of open space or agricultural land.
 - Minimize site disturbance during construction of roads, basins, and other land improvements.
 - Preserve existing structures (houses, barns, silos, etc.) where feasible.
 - Require a substantial amount of tree plantings in all new developments.

Responsible Agency: Town Planning Board and Environmental Conservation Board
Priority: Ongoing

D. THE ECONOMY AND ASSOCIATED LAND USES

D-1. ECONOMIC DEVELOPMENT

1. Promote a wide variety of employment opportunities for residents.
- Support the continued vitality of existing employers and ensure that there is adequate and suitable space available.
 - Cooperate with The College at Brockport, SUNY to attract “Start Up New York” businesses.

Responsible Agency: Town Board

Priority: Ongoing

D-2. COMMERCE

1. Prepare guidelines for siting commercial districts. These should include, among other things, the existence of water and sewer, sufficient size of site (for buildings, parking, open space, sidewalks, etc.), safe and efficient access to roads, sufficient market area population, safe and readily usable access for pedestrians and bicyclists, access by public transit, and sufficient distance from incompatible uses.

Responsible Agency: Town Board and Town Planning Board

Priority: Short term (1-3 years)

2. Review and revise as necessary commercial zoning standards regarding, among other things, maximum lot coverage, minimum open space, buffering, setbacks, signage, traffic generation, vehicular access, parking and parking lot layout, site design, pedestrian and bicycle access, drainage, outdoor storage, noise, odor, site lighting and landscaping.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

3. Work with local businesses to identify different options for improving the design and appearance of existing commercial areas.

Responsible Agency: Town Board

Priority: Ongoing

4. Communicate directly with business owners or via Chamber of Commerce.

Responsible Agency: Town Board

Priority: Ongoing

5. Prepare pedestrian circulation plans for areas within one mile of commercial districts. Work with developers to provide for adequate networks of pedestrian paths, bike ways, and sidewalks. Require facilities for bicycle parking at commercial areas.

Responsible Agency: Town Board and Town Planning Board

Priority: Short term (1-3 years) and Ongoing

6. In planning future residential neighborhoods, make provision for suitable neighborhood commercial centers in appropriate locations.

Responsible Agency: Town Board

Priority: Long term (5-10 years) and Ongoing

D-3. AGRICULTURE

1. Stipulate that farming activities take precedence over other uses in areas used for agriculture as provided for in the Town's "right-to-farm" local law. (Individuals would continue to have the right to build homes in areas used for agriculture but would have to understand that farming is the primary activity in these areas and that living in the area, they may have to cope with noise early in the morning, odors from the smell of recently spread manure, and so on.)

Responsible Agency: Town Planning Board

Priority: Ongoing

2. Establish and maintain an Active Farmlands Map.

Responsible Agency: Town Board, Monroe County/Cornell Cooperative Extension Service and US Department of Agriculture/Natural Resources Conservation Service

Priority: Ongoing

3. Continue to allow farm stands in agricultural areas.

Responsible Agency: Town Board

Priority: Ongoing

4. Encourage the State, County, and farmers to renew, sustain, and expand the Agricultural Districts under the New York Agricultural Districts Law.

Responsible Agency: Town Board

Priority: Ongoing

5. Encourage legislative changes at the County and State levels that would reduce property tax pressures on agricultural lands or provide other tax relief such as reduced school taxes. Take action on similar measures at the Town level when feasible.

Responsible Agency: Town Board

Priority: Ongoing

6. Consider establishing a voluntary purchase of development rights program, or other innovative measures for protecting farmland and agriculture operations for farmers.

Responsible Agency: Town Board

Priority: Medium (3-5 years) and Ongoing

7. Extend water and sewer lines into or through areas being actively used for agriculture when water quality and quantity is insufficient/widespread. If feasible, limit the placement of other infrastructure, such as highways and tap-ins to water and sewer lines, which would encourage growth and development in areas designated for agricultural use.

Responsible Agency: Town Board
Priority: Immediate (within one year) and Ongoing

8. Work with farmers, Monroe County/Cornell Cooperative Extension Service, the Monroe County Soil and Water Conservation District, and other agencies to foster environmentally sound farm practices including minimization of fertilizer and pesticide use, soil erosion, and surface water runoff.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

9. Continue to support the local production and sale of food and agricultural products (i.e., Farmer's Market).

Responsible Agency: Town Board, Monroe County/Cornell Cooperative Extension Service and New York Farm Bureau
Priority: Ongoing
Status: The farmers market operates from June to October.

10. Participate with Monroe County/Cornell Cooperative Extension Service and others in establishing a farmer recruitment program. Such a program would match farmers desiring to move from urbanizing areas, as well as new farmers, with active farmland that may become available. It would assist in their integration and also study ways to encourage people to remain in farming.

Responsible Agency: Town Board and Monroe County/Cornell Cooperative Extension Service
Priority: Immediate (within one year) and Ongoing

D-4. INDUSTRIAL AND COMMERCIAL DEVELOPMENT

1. Encourage industrial development.

Responsible Agency: Town Board and County of Monroe Industrial Development Agency (COMIDA)
Priority: Ongoing

2. Promote available industrial sites in the Town.

Responsible Agency: Town Board and COMIDA
Priority: Ongoing

3. Ensure that new uses are appropriate in the light industrial area.

Responsible Agency: Town Planning Board
Priority: Ongoing

4. Provide for transitional uses as a buffer between contrasting uses, such as residential and light industrial or commercial.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

5. Plan for new industrial development to avoid conflicts with residential neighbors (noise, traffic, odors, and views).

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

6. Evaluate the extent of industrially zoned land (especially undeveloped land in the Town), and consider whether other uses would be more appropriate.

Responsible Agency: Town Board
Priority: Ongoing

7. Contain commercial development along Rt. 31 within a specified area (Owens Road to Sweden-Walker Road).

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

8. Ensure appropriate designs for commercial and industrial development and redevelopment, through the appointment of at least one Architect on the Planning Board.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

9. Ensure that signage regulations are effective as well as fair.

Responsible Agency: Town Board
Priority: Ongoing
Status: The Town's Sign Ordinance was reviewed and revisions adopted on October 29, 2013 by Local Law No. 2-2013.

10. Ensure adequate circulation among commercial areas, for automobile and pedestrian traffic.

Responsible Agency: Town Planning Board
Priority: Ongoing

11. Ensure that the amount of land zoned for commercial and office uses is appropriate.

Responsible Agency: Town Board
Priority: Ongoing

12. Provide incentives for landowners and potential tenants to fill vacant commercial and office space.

Responsible Agency: Town Board
Priority: Immediate (within one year) and Ongoing

13. Encourage pedestrian-oriented circulation in Commercial and Residential areas.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

E. TRANSPORTATION

1. Work with other municipalities, major employers, and institutions to encourage commuter carpools, vanpools, bicycle and pedestrian travel, and the use of public transit.

Responsible Agency: Town Board
Priority: Ongoing

2. Prepare a Pedestrian/Bicycle Circulation Plan. Seek the cooperation of institutions, businesses, and others in its implementation. Require new development to conform to the pedestrian/bicycle plan; for example, providing sidewalks, crosswalks and bicycle pathways linked to existing routes.

Responsible Agency: Town Board, Town Planning Board, Town Highway Superintendent, Genesee Transportation Council, The College at Brockport, SUNY and NY Power Authority/Canal Corporation
Priority: Ongoing
Status: The Walk! Bike! Brockport (WBB) group collaborated with the Village of Brockport on a \$50,000 grant from the Genesee Transportation Council to develop a pedestrian and cycling master plan for the greater Brockport area.

3. Provide a planning framework for new development and redevelopment to simplify provision of public transit. This could include channeling development to areas easily served by bus routes, increasing the number of bus routes, requiring appropriate turning radii for public transit access, and require pedestrian access to public transit amenities, i.e., bus shelters and stops.

Responsible Agency: Town Board, Town Planning Board and Regional Transit Service (RTS)
Priority: Medium (3-5 years) and Ongoing

4. To the extent possible, integrate the elements of the transportation network that serve to reduce automobile use, such as pedestrian paths or bikeways, park-and-ride lots, and public transit.

Responsible Agency: Town Board
Priority: Ongoing

5. Work with The College at Brockport, SUNY, NYSDOT and RTS to promote increased usage of the Park & Ride lot on Commencement Drive. Encourage joint development of the Park & Ride lot through public-private initiatives (i.e. The Eagle Shuttle with the College).

Responsible Agency: Town Board, The College at Brockport, SUNY, NYSDOT and RTS
Priority: Ongoing

6. Seek funding sources for needed road system improvements such as (See Figure 26):
 - a) Proposed improvements to Rt. 31 from Rt. 531 at its present terminus in Ogden into the Town of Sweden;
 - b) Widening Redman Road between Fourth Section Road and New Campus Drive;
 - c) Extending Sweden Hill to Owens Road.

Responsible Agency: Town Board
Priority: Ongoing

7. Continue to promote the use of Commencement Drive as the main entrance for both the College and the Brockport Central School campuses.

Responsible Agency: Town Board, The College at Brockport, SUNY and Brockport Central Schools
Priority: Ongoing

8. Improve access among commercial plazas to avoid unnecessary entrances and exits onto Rt. 31 and Rt. 19.

Responsible Agency: Town Board, Town Planning Board, and NYSDOT
Priority: Long term (5-10 years) and Ongoing

9. Work with the NYS Department of Transportation to determine the most effective way to improve traffic flow on Route 31 from Route 531.

Responsible Agency: Town Board, Town Planning Board, and NYSDOT
Priority: Ongoing

10. Maintain sidewalks for the safety and convenience of pedestrians.

Responsible Agency: Town Board and Town Highway Superintendent
Priority: Ongoing

11. Require sidewalks in new residential development in appropriate areas of the Town.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

12. Determine where sidewalks are needed to serve existing development, and prepare a plan for installing sidewalks where needed and funding is available.

Responsible Agency: Town Board

Priority: Ongoing

13. Work with the NY Power Authority/Canal Corporation to expand use of the path along the Erie Canal for use by hikers and bicyclists. Link canal path to Village downtown, Soldiers Monument, Town Park, The College at Brockport, proposed subdivisions and other points of interest.

Responsible Agency: Town Board

Priority: Ongoing

14. Expand the sidewalk network to commercial areas in the Town.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

Status: Sidewalks were added from Sweden Corners Plaza to Owens Road and from the Sweden/Clarkson Community Center to Route 19 & 31.

15. Support the establishment of public transportation to recreational, cultural, senior citizen and youth activity locations and to the Sweden/Clarkson Community Center.

Responsible Agency: Town Board, The College at Brockport, SUNY and RTS

Priority: Ongoing

16. Encourage RTS and The College at Brockport, SUNY to expand and coordinate public transit services within Sweden.

Responsible Agency: Town Board, The College at Brockport, SUNY and RTS

Priority: Long term (5-10 years)

17. Encourage increasing the number of bus routes and frequency of public transit service.

Responsible Agency: Town Board and RTS

Priority: Ongoing

18. Support coordination of transportation services provided by and between Human Service Agencies, e.g., Lifetime Assistance, University of Rochester Medical Center "Strong West", etc.

Responsible Agency: Town Board

Priority: Ongoing

19. Prepare a Transportation Plan. Use the plan to guide decision making for Capital Highway Improvement Projects (CHIPs), other capital highway projects, and other transportation decisions, such as possible revisions to road specifications.

Responsible Agency: Town Board, The College at Brockport, SUNY, Monroe County DOT and NYS DOT

Priority: Short term (1-3 years) and Ongoing

Status: The Town Highway Superintendent maintains a spreadsheet identifying all roads, the date maintenance was last completed, and cost. An annual review of road conditions is conducted and prioritized. Road work is dependent upon available funding.

20. Classify roads in the Town according to existing and desired function after analyzing present characteristics and exploring how the road system should be used in the future. Among other things, an analysis should include an examination of the location and types of land uses served, manner of road use, traffic speed, traffic volume, types of vehicles carried, character of adjacent land uses, the extent to which roads are used by pedestrians and bicyclists, and the degree of interference with through movement created by adjacent uses and intersections.

Responsible Agency: Town Board, Town Highway, Monroe County DOT and NYS DOT

Priority: Short term (1-3 years) and Ongoing

21. Update the Town's Official (Highway) Maps and revise them to reflect the Transportation Plan when it is completed. Protect planned transportation corridors through the subdivision review process. Purchase, participate in the purchase, or otherwise procure transportation corridors where necessary. The Town should seek to take incremental steps through accepting easements for thoroughfares as parcels of land are reviewed for subdivision and rezoning.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

22. Use the Metropolitan Planning Organization for the Genesee-Finger Lakes Region, the Genesee Transportation Council (GTC), to arrive at mutually acceptable solutions to transportation problems in the Sweden/Brockport area. Seek funding to study transportation issues as necessary.

Responsible Agency: Town Board, The College at Brockport, SUNY and Brockport Central Schools

Priority: Ongoing

23. Provide for ample buffers between adjacent land uses and new arterial and collector roads. Where feasible, work to provide buffers along existing arterial and collector roads.

Responsible Agency: Town Board

Priority: Ongoing

24. Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.

Responsible Agency: Town Board, Monroe County DOT, and NYSDOT

Priority: Ongoing

25. Establish an equitable development impact fee system to help pay for new or improved transportation infrastructure, if so enabled by the New York State Legislature.

Responsible Agency: Town Board

Priority: Long term (5-10 years)

26. Continue to work with County and Town Highway Departments in developing access management regulations along major County and Town Highways.

Responsible Agency: Town Board

Priority: Ongoing

27. Ensure that roadways and road intersections in the Town are designed (or redesigned) and constructed (or reconstructed) to be safe and efficient for bicycle and pedestrian traffic, where feasible. Design roads to encourage compliance with posted speed limits, especially in residential areas.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

28. Employ appropriate signage and traffic controls (including speed monitors) for motor vehicles, bicycles, pedestrians, and users of public transit and canal path.

Responsible Agency: Town Board, Town Highway Superintendent, and NY Power Authority/Canal Corporation

Priority: Ongoing

29. Ensure that large volumes of traffic are not routed through residential areas or through awkward or confusing intersections.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

30. Provide safe pedestrian crossings at appropriate locations.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

31. Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

32. Strive to protect residential areas from the adverse effects of traffic: limit through traffic, road widths, traffic volumes and speeds; develop appropriate visual and sound barriers between roads and residences; ensure that new arterial and collector roads avoid residential areas.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

33. Design new arterial and collector roads to be adequately landscaped, offer a variety of visual exposures, be buffered from residential areas, and not significantly alter natural land contours.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

34. Avoid environmentally sensitive areas such as wetlands or areas of steep slopes in designing or approving new roads unless, after thorough consideration, there are no feasible or prudent alternatives.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, NYS DOT, Monroe County DOT

Priority: Ongoing

35. Limit the scale and concentration of development to what can be supported by the transportation system and public water and sewer.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

36. Where other access is possible, limit the number of individual access drives, roadways, and other curb cuts onto arterial and collector roads to maintain planned traffic-carrying capacity and safety, as well as permit more efficient use of interior lands. Consider the facilitation of shared driveways.

Responsible Agency: Town Planning Board, Town Highway Superintendent, Monroe County DOT, and NYS DOT

Priority: Ongoing

37. Work with other municipalities and major traffic generators to reduce the negative impacts of transportation from development outside the Town.

Responsible Agency: Town Board, Monroe County Planning & Development, Monroe County DOT, and NYS DOT

Priority: Ongoing

38. Require developers to specify trip-generating characteristics of projects based on standards in the current Trip Generation Manual of the Institute of Transportation Engineers.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

39. Identify and protect future roadway corridors.

Responsible Agency: Town Board and Town Planning Board

Priority: Ongoing

40. Consider designating roads of visual, cultural, or historical significance as official scenic roads under the New York Scenic Roads Program (Article 49, New York State Environmental Conservation Law).

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board and Landmarks Advisory Committee

Priority: Ongoing

41. Limit Town roadway improvement projects and all road-related land acquisition projects in agricultural, scenic, and historic residential areas to those necessary to maintain road surface, safety, and efficiency.

Responsible Agency: Town Board, Town Highway Superintendent and Landmarks Advisory Committee

Priority: Ongoing

42. Consider the widening of Owens Road and South Avenue to allow for left turn lanes due to the increased commercial traffic.

Responsible Agency: Town Board and Town Planning Board

Priority: Long term (5-10 years) and Ongoing

Status: Completed. In early 2000, South Avenue was widened on the west side at Owens Road. In 2017, Owens Road was widened by the new Brockport Central School District's Bus Garage. A left turn lane was added on Route 31 (East) at Owens Road along with a left turn signal light. A right turn lane was added on Owens Road at Route 31, subsequently accommodating a left turn lane onto Route 31 (East) from Owens Road.

F. PUBLIC UTILITIES, FACILITIES, AND SERVICES

F-1. OVERALL

1. Develop a Multiyear Capital Planning Process using methods outlined in the Office of the New York State Comptroller's "Multiyear Capital Planning" Guide.

Responsible Agency: Town Board

Priority: Ongoing

2. Develop a system for planning, assessing, prioritizing, and financing Town services.

Responsible Agency: Town Board

Priority: Medium (3-5 years) and Ongoing

3. Create a Benefit Assessment Procedures Manual.

Responsible Agency: Town Board

Priority: Long term (5-10 years)

4. Continue to investigate and promote additional public and private funding sources for open space, affordable housing, infrastructure repair and construction, farm land preservation, and so on.

Responsible Agency: Town Board

Priority: Immediate (within one year) and Ongoing

5. Continue to maintain an inventory of Town-owned facilities and equipment. Review maintenance standards for Town-owned facilities and equipment and ensure that they are met.

Responsible Agency: Town Board

Priority: Ongoing

6. Study the space needs of Town government and determine how best to meet them.

Responsible Agency: Town Board

Priority: Ongoing

7. Continue to work on joint projects with the Monroe County Water Authority concerning the expansions to their water distribution system, and with the Monroe County Pure Waters Agency concerning the Sweden/Brockport Area Waste Water Treatment System.

Responsible Agency: Town Board

Priority: Ongoing

8. Continue and expand consolidating of services and sharing of equipment and possibly personnel, for example, sharing road construction equipment.

Responsible Agency: Town Board and Town Highway Department

Priority: Ongoing

F-2. WATER AND WASTE WATER COLLECTION AND TREATMENT SYSTEMS

1. Give higher priority in the Capital Improvements Program to maintenance of public utilities than to constructing extensions of new utilities.

Responsible Agency: Town Board, Monroe County Water Authority, and Monroe County Pure Waters Division

Priority: Immediate (within one year) and Short term (1-3 years)

2. Follow State Environmental Quality Review Regulations when considering the construction of new or expanded public utilities, especially the thorough examination of the potential for future development and its possible impact on existing land uses.

Responsible Agency: Town Board

Priority: Ongoing

3. Review and revise existing contingency plans for water and sewer services. Contingencies to plan for include complete failure of any one of the public water systems in the Town, extreme drought, or an immediate and major public health problem outside of water and sewer service areas.

Responsible Agency: Town Board, Town Highway Department, Monroe County Water Authority, and Monroe County Pure Waters Division

Priority: Ongoing

4. Gather and analyze baseline data on the quality and cost of drinking water and waste water collection and treatment throughout the Town, for both public and private systems. (Work with the County Health Department regarding private systems.)

Responsible Agency: Town Board, Town Highway Department and Monroe County Health Department

Priority: Short term (1-3 years)

Status: The Town's Engineering firm, MRB Group, updated the 1999 Comprehensive Water Study in August 2013.

5. Determine where problems exist with quality, pressure or cost, where there may be problems in the future, and what approaches should be used to address them.

Responsible Agency: Town Board, Town Highway Department and Monroe County Water Authority

Priority: Short term (1-3 years)

Status: Water pressure issues and system improvements within the Town have been addressed by the MCWA.

F-3. PUBLIC SAFETY

1. Prepare an assessment of existing public safety services and facilities, examining quality, cost, and known problems or needs. Examine future needs and develop strategies for addressing them.

Responsible Agency: Town Board, Brockport Fire District Commissioners, The College at Brockport, SUNY University Police, and Monroe County Sheriff's Department

Priority: Ongoing

2. If it is determined that additional police protection is warranted, consider negotiating an agreement with the County Sheriff for additional deputies to be paid by the Town for service solely within the Town.

Responsible Agency: Town Board and Monroe County Sheriff's Department

Priority: Medium term (3-5 years)

3. Continue to work with Monroe County's Office of Emergency Preparedness for disaster planning in the Town.

Responsible Agency: Town Board

Priority: Ongoing

4. Evaluate the usefulness of improving the Town's Fire Protection Class rating.

Responsible Agency: Brockport Fire District Commissioners

Priority: Ongoing

5. Encourage and assist in the formation of Neighborhood Watch or similar groups.

Responsible Agency: Town Board, Brockport Fire District, The College at Brockport, SUNY University Police, and Monroe County Sheriff's Department

Priority: Ongoing

F-4. PARKS AND RECREATION

1. Acquire suitable park and recreation lands and develop them in accordance with the Open Space, Parks and Recreation Master Plan.

Responsible Agency: Town Board

Priority: Ongoing

2. Seek grant funding from the State of New York to continue the development of the Sweden Town Park as set forth in the town Recreation Master Plan, including up to four enclosed lodges with running water, fire places and picnic tables.

Responsible Agency: Town Board

Priority: Short Term (1-3 Years)

3. Work with other communities, NY Power Authority/Canal Corporation, land owners, and institutions to explore possible joint park ventures and trail linkages.

Responsible Agency: Town Board
Priority: Ongoing

4. Through the subdivision approval process, continue to acquire park and recreation lands (and open space lands) as authorized by NYS Town Law Section 277 and the Town's Subdivision Regulations.

Responsible Agency: Town Planning Board
Priority: Ongoing

5. Parks should be designed to the site, reducing habitat fragmentation of existing natural resources and incorporating environmental corridors of existing native vegetation throughout the park.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

6. In instances where a suitable park cannot be located within a proposed subdivision or where a park facility or open space is not recommended in the Open Space, Parks and Recreation Master Plan, make use of the provision in the Subdivision Regulations (Incentive Zoning) to collect a fee in lieu of park land dedication for continued development of Town park and recreational facilities. The municipality should establish an Open Space, Parks and Recreation Fund into which would be deposited such "in-lieu" fees as well as donations, proceeds from the sale of unsuitable lands, grants, and other such monies related to parks and recreation. The fund would be administered by Town officials in accordance with guidelines developed in the Open Space, Parks and Recreation Master Plan.

Responsible Agency: Town Board
Priority: Ongoing
Status: The Town has established a Parks and Recreation Reserve Fund and has enacted a local law for Incentive Zoning.

7. In the course of preparing and/or maintaining the Open Space, Parks and Recreation Master Plan, periodically assess the status of recreational services in the Town to determine what actions may be warranted by the Town, including joint municipal efforts and public/private sector efforts.

Responsible Agency: Town Board
Priority: Ongoing

8. Create a master plan for a linear park in the area of the Niagara (Lockport) escarpment and pursue grant funding for the development of the park.

Responsible Agency: Environmental Conservation Board
Priority: Long term (5-10 years) and Ongoing

F-5. SOLID WASTE MANAGEMENT

1. Explore ways to encourage better methods of dealing with solid waste through the design of new development, such as composting areas in developments and encouraging builders to include more space designed specifically for recycling.

Responsible Agency: Town Board, Environmental Conservation Board and Monroe County/Cornell Cooperative Extension Service

Priority: Ongoing

2. Continue the programs of semi-annual pickup of yard waste.

Responsible Agency: Town Board and Town Highway Department

Priority: Ongoing

3. Continue to encourage recycling through Monroe County's curb-side recycling program.

Responsible Agency: Town Board

Priority: Ongoing

F-6. HUMAN SERVICES

1. Work with Monroe County and local resources to ensure that adequate human services are provided to area residents.

Responsible Agency: Town Board and Monroe County

Priority: Ongoing

2. Ensure that there is sufficient provision in the Zoning Law for children's day care, group homes, and elder care facilities, which are compatible with other neighborhood uses.

Responsible Agency: Town Board

Priority: Ongoing

3. Work with the health care providers to ensure that the area's land use and other planning adequately accommodates identified community health needs.

Responsible Agency: Town Board and Monroe County Department of Health

Priority: Ongoing

F-7. EDUCATION

1. Integration of public school facilities planning with area land use planning.

Responsible Agency: Town Board, Brockport Central Schools, and The College at Brockport, SUNY

Priority: Ongoing

2. Work with the Brockport Central School District to coordinate facilities planning with Town land use planning so that land can be reserved for the school's planning.

Responsible Agency: Town Board and Brockport Central Schools
Priority: Ongoing

F-8. CULTURAL RESOURCES

1. Explore the development and/or improvement of cultural venues such as local community museums (i.e. Sweden Farmer's Museum), amphitheater, etc.

Responsible Agency: Town Board
Priority: Ongoing

2. Support efforts to preserve the Soldiers' and Sailors' Monument.

Responsible Agency: Town Board
Priority: Ongoing
Status: The Town has completed the stabilization of the Soldiers Memorial Tower on Owens Road in the Fall of 2013.

3. Continue financial support of the Seymour Library.

Responsible Agency: Town Board
Priority: Ongoing

CHAPTER 7 – ADOPTION, IMPLEMENTATION, AMENDING AND MAINTENANCE

ADOPTING THE COMPREHENSIVE PLAN

Under New York State Town Law (Section 272.a), the Town Board is responsible for adopting and maintaining this Comprehensive Plan. The Sweden Town Board adopted the Comprehensive Plan, in July 2002 with the first amendment in 2005 and the subsequent amendment in 2015, and now being amended in 2019.

The Town of Sweden Comprehensive Plan Committee met weekly from September 12, 2019 through October 30, 2019 to review the 2002/2005/2015 amended document. The meetings were open to the public and advertised via an article in the Town's Newsletter, "Snapshots", as well as publicized on the Town's website. The Committee recommended amendments thereto and a draft of the Plan was submitted in November 2019 to the various Boards and other governmental agencies in the Town and County for comments. A public hearing was held on March 10, 2020. Following the public hearing, additional comments were received and incorporated in the 2019 draft amended Plan. Adoption of the 2019 Amendments was completed April 14, 2020.

Under Town Law, the Town Board must hold a public hearing on the Plan Update within 90 days of receipt. The Town Board will formally adopt the Plan after complying with the State Environmental Quality Review (SEQR) provisions. Legal adoption means that the Town Board accepts this amended Plan as the guide to the Town's future development. Once passed, all other local laws enacted and development decisions made must be in accordance with this Plan. In addition, other governmental agencies proposing to undertake development within the Town must take the Plan's recommendations into account. Public agencies and citizens alike should use this document to help make decisions concerning future growth in the Town of Sweden.

ENVIRONMENTAL REVIEW OF THE COMPREHENSIVE PLAN

The adoption of a municipality's comprehensive plan is considered a Type I action under New York State Environmental Quality Review Act (SEQR) regulations. The Town Board must continue to abide by SEQR before adopting any amendments to the Plan. The Town Board served as the Lead Agency pursuant to SEQR for the adoption of the 2002 Plan and the amendments in 2005 and 2015. Again in 2019, the Town Board was designated as the Lead Agency to complete the Environmental Record on the Plan amendments. The Short Environmental Assessment was completed on April 14, 2020.

Under SEQR, the Lead Agency is responsible to assess the potential environmental impacts of the Plan Update and to determine their significance. **Appendix D** of the Plan

Update document contains the environmental review record, including the Full Environmental Assessment Form and the Determination of Significance on the Plan adoption in 2002 and the Plan amendments in 2005, 2015 and 2019. The Environmental Record established in 2019 identifies the changes made to the 2002 Plan and 2005 and 2015 amendments and the anticipated environmental impacts.

IMPLEMENTATION

Once adopted, the Town Board, Town Planning and Zoning Boards have responsibilities in putting this plan into action. The Town Planning Board should serve as the plan's "custodian."

It is their role to review the plan every year to make sure that the policies and recommendations remain current with the conditions in the Town and to make an Annual Status report on their findings to their respective legislative board.

- Ensure that the goals and objectives of this plan are integrated into land use and development decisions.
- The Planning Board and Zoning Board of Appeals should use this comprehensive plan as they review all development applications.
- These Boards must have active involvement in the decisions of Town Board and have excellent communication with other municipal agencies and personnel.
- Rezoning, local laws, variances, subdivision, special use permits and site plan approvals all must be reviewed in the full context of this plan.

An annual **action** agenda of recommendations to be implemented that year should be prepared by the Town Board. Each year's work should be manageable and involve the necessary staff, volunteers or agencies. An annual **status** report of what's been done should be presented to the public. This will help keep everyone informed about what is being implemented, what has already been done, and what has not. A status report will not only help keep things moving along, but will help in the annual comprehensive plan update.

The ideas and tasks presented in this Plan Update have been scheduled for implementation but not prioritized in a specific order. The priorities are broken down as *Ongoing, Immediate (within one year), Short Term (1-3 years), Medium (3-5 years), and Long Term (5-10 years)*.

AMENDING THE COMPREHENSIVE PLAN

Circumstances that may warrant amendments to the Comprehensive Plan include:

- A finding of significant change within the community (e.g., demography, traffic, building activity, the economy, the environment, institutional activity, residents' opinions) or actions undertaken by other governmental agencies that affect the Plan's recommendations.
- A finding of significant public benefit associated with the proposed revision (e.g. a proposed rezoning of land)
- A need to amend the Plan in order to maintain and protect public investments and resources.
- A need to maintain compliance with new federal, state or county laws, regulations, court actions, or other mandates.

The following criteria have been established for amending the Comprehensive Plan:

- Consistency with the officially adopted goals, objectives, and recommended actions and the Future Land Use Map. If changes to these are proposed, the Town Board should justify and document the need for change and amend the Plan accordingly.
- Consistency with neighborhood character, community needs, and existing or emerging Federal, State or County regulations.

In the course of amending the Comprehensive Plan, the Town Board must also adequately evaluate environmental effects, alternatives, and other possible impacts as identified by SEQR.

The Town Board, with assistance from the Town Planning Board, Conservation Board and other committees as requested, shall determine and authorize all changes to be made in the Comprehensive Plan, including changes to text, maps, figures, and so on. New pages will be made available to insert into the original document, along with instructions for replacing superseded pages. Appendix F, the Record of Comprehensive Plan Revisions, will be updated each time a change is made to show the pages affected and the date of the revision. In addition, revision dates should be noted on affected pages and on the maps.

COMPREHENSIVE PLAN MAINTENANCE

As discussed previously, the Plan should be reviewed annually to ensure its continued relevance. Plan review should assess the status of the Plan and its implementation actions such as zoning revisions, capital improvement programming, special projects, and progress on other work plans identified in Chapter 6. Plan review should also include recommendations for the upcoming year, including priorities for implementation, financing mechanisms, and any recommendations for amendment to the adopted Comprehensive Plan.

The Town Board should charge the Planning Board to conduct this annual review. The review should identify all actions proposed in the Plan and note which have and have not taken place. Actions that are still needed should be included in the updated Action Plan.

After five years, or upon receipt of the most recent data received from the U.S. Census Information, a more detailed review should be undertaken. The Town Board should, at that time, appoint a joint committee, similar to the Comprehensive Plan Committee who prepared this Plan Update.

LOCATION OF COMPREHENSIVE PLAN DOCUMENTS

Official copies of the adopted Town of Sweden Comprehensive Plan will be filed in the office of the Town Clerk, in accordance with the provisions of New York State Town Law. In addition, copies will be sent to various local, county, regional, and state planning agencies, local libraries, and adjacent municipalities. The Plan can be read online at www.townofsweden.org, or at the Town office, the Seymour Public Library, or purchased at the Town Clerk's Office.

Appendix A – GLOSSARY

AFFORDABLE HOUSING: The measure of affordability, as defined by the U.S. Department of Housing and Urban Development (HUD), which considers housing affordable for a low-income household if it consumes no more than thirty percent (30%) of that household's income.

AFFORDABLE (HOMEOWNERSHIP) The measure of affordability that meets the needs of households with incomes equal to or less than eighty percent (80%) of the median income of the metropolitan statistical area or county in which the housing is located. Low-Income shall mean fifty percent (50%) of the area median income. Median-Income shall mean eighty percent (80%) of the area median income.

AGRICULTURE: The use of land for the growing and/or production of field crops, livestock, and livestock products including, but not limited to, the following field crops, including: barley, wheat, oats, soy beans, corn, hay, potatoes, rye, sorghum and sunflowers.

- a) Livestock, including dairy and beef cattle, goats, horses, sheep, hogs, poultry, game birds and other animals including dogs, ponies, and rabbits.
- b) Livestock products, including milk, butter, eggs, cheese, meat, fur, and honey.

AGRICULTURAL DATA STATEMENT: Forms prescribed by a municipality to be used as a means of identification of farm operations within an agricultural district located within five hundred feet of the boundary of property upon which an action requiring municipal review and approval by the planning board, zoning board of appeals, or town board pursuant to Article 16 of the Town Law, as provided in Section 305-a.

AGRICULTURAL DISTRICT: A defined area of land consisting of at least five hundred (500) acres that landowners have submitted a proposal to the county legislative body for the creation of an agricultural district within such county, or a defined area of land comprised of at least ten percent of the total land proposed to be included in the district, whichever is greater, consistent with the criteria set forth in Article 25 AA of the State Agriculture and Markets Law, Sections 300-310. In the Town of Sweden, there are two agricultural districts established by the Monroe County Legislature and certified by the Commissioner of the State Department of Agriculture and Markets. They are known as the Midwestern Monroe County Agricultural District (or Monroe District #1) and the Northwestern

Monroe County Agricultural District (or Monroe District #5). These districts are established for an eight-year period.

ALTERNATIVE ENERGY SYSTEMS: Structures, equipment, devices or construction techniques used for the production of heat, light, cooling, or electricity or other forms of energy on-site and may be attached to or separate from the principal structure. Current examples include windmills, solar collectors and solar green houses, heat pumps or other related devices.

ARTERIAL ROUTE:

Major – A street with access control, channelized intersections, restricted parking, and which collects and distributes traffic to and from minor arterials.

Minor – A street with signals at important intersections and stop signs on the side streets, and which collects and distributes traffic to and from collector streets. For further definitions of highways see Functional Classification below.

ARTICLE 24 PERMIT: Written approval by the New York State Department of Environmental Conservation to conduct a regulated activity in a wetland or adjacent area. Regulated activities include, among other things, drainage, dredging, excavation, mining, dumping, filling, erection of structures and construction of roads.

BASE FLOOD: Commonly referred to as 100 year flood, is a flood of the magnitude that has a one percent (1%) chance of occurring in any given year.

BENEFIT ASSESSMENT: Special district charge levied on property located within an area where infrastructure improvements have been made, or public safety services contracted for by the Town Board. (e.g. Water District, Sewer District or Fire Protection District).

BUILD OUT: A point in time at which land has been developed to the maximum extent permissible by ordinance or physically possible.

BUFFER: A land area or landscaping treatment which is used to visibly separate one use from another or to shield or block noise, lights, or other nuisances.

CAPACITY: In transportation, the maximum traffic flow (expressed in terms of vehicles per unit time) that can be accommodated on a given roadway under a specified safety regime.

CAPITAL IMPROVEMENT PROGRAM: The multi-year scheduling of expenditures for capital projects (as defined by New York State Law) which the Town

proposes to build or purchase over the next six years. Examples of Capital Improvements include, but are not limited to Town Highways; Town Drainage District Projects; Town Buildings; Town Parkland Acquisition and Improvements; and purchases of highway equipment.

CHIPS: The New York State Consolidated Local Street and Highway Improvement Program (CHIPS). A state program that involves funding for local highway operations and maintenance.

COLLECTOR ROUTE: A street which collects traffic from local streets and connects with minor and major arterials.

COMMUNITY BUSINESS: An area located exclusively along major transportation routes and adjacent to established centers of population within the community, comprised of parcels having a minimum contiguous size as specified by ordinance, developed according to an overall plan intended to minimize the disruptions to through traffic movements, consisting of uses that provide a broad range of commercial goods, services and personal needs, with facilities necessary to serve the needs of the population of major portions of the municipality and adjacent areas.

COMPREHENSIVE APPROACH: Looking at a situation in terms of how it will affect the entire community, rather than just a portion of it.

CONDUITS: Protective casings buried underground that protect utility lines.

CONSERVATION EASEMENT: A restriction placed upon the use of a specific portion of land for a specific purpose. The restriction may or may not permit public access to or across the parcel of land.

CRITICAL ENVIRONMENTAL AREA (CEA): A specific geographic area designated by a state or local agency that has exceptional or unique characteristics that make the area environmentally important. Designation of an area as a CEA ensures that all projects subject to SEQRA review that take place in that area will receive a more thorough review from involved agencies.

DEC: New York State Department of Environmental Conservation.

DESIGN CRITERIA AND CONSTRUCTION STANDARDS FOR LAND DEVELOPMENT: Standards and criteria established by the Town Planning Board for the design, construction and/or installation of infrastructure necessary for the development of a site. These standards also include other regulations pertaining to development that are not included in the Town Code.

- DENSITY OF DEVELOPMENT:** The number of dwelling units per unit of land. Unit of land is usually stated as one acre, (i.e. 2 units per acre, 4 units per acre, 5 acres per unit, etc.) after land exclusions have been calculated for such fixtures as roads.
- DETENTION:** Release of surface and storm water runoff from the site at a slower rate than is collected by the drainage facility system, the difference being held in temporary storage.
- DEVELOPMENT:** Any man-made change to improved or unimproved real estate. This includes, but is not limited to, buildings and other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, and storage of equipment and materials.
- DRAINAGE:** The collection, conveyance, containment, and/or discharge of surface and storm water runoff.
- DRAINAGE BASIN:** A geographic and hydrologic sub-unit of a watershed.
- DRAINAGE DIVIDE:** The boundary between one drainage basin and another.
- ENVIRONMENTAL ATLAS:** A series of maps depicting land use, special districts and environmental features for the Town/Village. These maps are on file in the Town/Village Planning Offices and the Monroe County Department of Planning and Development Office.
- ENVIRONMENTAL PROTECTION OVERLAY DISTRICT (EPOD):** An area of land which contains one or more environmentally sensitive features. For example, an EPOD could be determined by taking a parcel base map of a municipality and overlaying maps indicating steep slopes, wetlands and other features onto the base. The delineated environmentally sensitive areas would then have a number of restrictions on the number of homes or other development that could occur in those areas. Constraints on roads and utility construction through these areas would also be established.
- EROSION:** The wearing away of the land surface by running water, wind, ice, or other geological agents, including such processes as gravitational creep, detachment and movement of soil or rock fragments by water, wind, ice, or gravity.
- EROSION/SEDIMENT CONTROL:** Any temporary or permanent measures taken to reduce erosion, control siltation and sedimentation, and ensure that sediment-laden water does not leave the site.

- EROSION/SEDIMENT CONTROL FACILITY:** A type of drainage facility designed to hold water for a period of time to allow sediment contained in the surface and storm water runoff directed to the facility to settle out so as to improve the quality of the runoff.
- FEMA:** Federal Emergency Management Agency. Responsible for administration of Federal Flood Insurance Program.
- FIRE PROTECTION CLASS RATING:** A classification made by the State Insurance Service Officer that determines the cost of fire insurance for a structure. The rating is based on series of criteria associated with the delivery of fire protection services.
- FIRE PROTECTION DISTRICT:** A legally established and defined area of the Town for which fire protection services are contracted for by the Town Board with a local fire department. In the Town of Sweden this area is known as the *Sweden Fire Protection District*.
- FLOOD:** An overflow of lands not normally covered by water and that are used or usable by humanity. Floods have two essential characteristics: the inundation of land is temporary; and the land is adjacent to an inundated overflow from a river or stream, lake, or other body or standing water.
- FLOOD HAZARD AREAS:** Those areas subject to inundation by a flood. Includes, but is not limited to streams, lakes, wetlands, and closed depressions.
- FLOODPLAIN:** Areas located along certain watercourses in the Town of Sweden and the Village of Brockport that have been identified by FEMA, under provisions of the National Flood Insurance Program, as having at least a one percent chance of flooding in any one year.
- FLOODWAY:** The channel of the river or stream and those portions of the adjoining floodplains which carry and discharge the base flood flow.
- FUNCTIONAL CLASSIFICATION:** A system adopted by most U.S. localities to classify roadways in accordance with the function they serve. Functional classification is thus distinguishable from jurisdictional classification. Transportation facilities are classified by the relative importance of the movement and access function assigned to them. The access function often detracts from the movement function and vice versa. In the hierarchy of highway facilities, freeways and major arterials constitute the major highway system, while collector and local streets comprise the local street system. The classification of streets is essentially a determination of the degree to which access functions are to be emphasized at the cost of the efficiency of movement or discouraged to

improve the movement function. The functional classifications are: Principal Arterial (Expressway), Principal Arterial, Minor Arterial, Collector and Local Street.

GRANDFATHERED: Development or activity initiated prior to latest version of codes and regulations, and allowed to continue even though not in conformance, also known as preexisting nonconforming use.

HABITAT FRAGMENTATION: The breakup of forests or other natural resource land (wetlands, meadows) into ever smaller or isolated patches.

IMPACT FEES: Assessments paid as a condition of site plan or subdivision approval to cover the cost of infrastructure improvements that are required to meet the needs of the proposed development.

INCENTIVE ZONING: Incentive zoning is a system by which zoning incentives are provided to developers on the condition that specific physical, social, or cultural benefits are provided to the community. Incentives include increases in the permissible number of residential units or gross square footage of development, or waivers of the height, setback, use, or area provisions of the zoning ordinance. The benefits to be provided in exchange may include affordable housing, recreational facilities, open space, day care facilities, infrastructures, or cash in lieu thereof.

INFILLED: The development of new buildings on vacant lands in a built up area.

LETTER OF CREDIT: Notice from a bank that certifies that funds are being held in escrow to pay for pre-agreed upon development improvements (e.g. streets, sewers).

LOW DENSITY RESIDENTIAL: A parcel of land containing one acre or more in size which is used primarily for a single family dwelling unit.

MAJOR COLLECTOR STREET: A highway whose function is to collect and distribute vehicles to and from traffic generators such as large residential, commercial and industrial areas.

MINOR COLLECTOR STREET: A highway whose function is to carry traffic between local roads and the major collector and arterial highways in the community.

MITIGATION MEASURES: Improvements or agreements to minimize the effect of construction, or to balance adverse effects in one area with improvements in another area.

- MUNICIPALITY:** A primarily political unit having corporate status and powers of self-government (e.g., Town, Village, City).
- NYCRR:** Legal abbreviation for New York Code of Rules and Regulations.
- NATIONAL FLOOD INSURANCE PROGRAM:** A program administered by the Federal Emergency Management Agency (FEMA) which provides property insurance to homeowners and businesses whose properties lie within a designated flood hazard area (100 year floodplain). The flood insurance program is administered locally by each municipality (town, city, village) when it adopts its own set of floodplain regulations that govern the type and conditions under which a floodplain area may be developed. These local floodplain development regulations must meet certain minimum requirements in order for the municipality to maintain its eligibility for National Flood Insurance.
- NATURAL DRAINAGE COURSES:** Any natural waterway, including streams, rivers, creeks, ditches, channels, gullies, or ravines, which remove surface or groundwater run-off from surrounding lands.
- NEIGHBORHOOD SERVICE AREA:** Refers to the geographic area that surrounds a school, park or commercial facility. The area is usually delineated by a walking distance of approximately one-half to one mile.
- OPEN AREA:** Any area characterized by natural scenic beauty or, whose existing openness, natural condition or present state of use, if preserved, would enhance the present and potential value of abutting or surrounding development or would establish a desirable pattern of development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance the conservation of natural or scenic resources.
- OPEN SPACE INDEX:** An inventory of open areas within the municipality, prepared and maintained by the Conservation Board and accepted by the Town Board.
- PATIO HOME:** A single family detached dwelling which has a private outdoor space in the rear of the home clearly defined by walls, fences, or shoulders and which has only one usable side yard. The other side of the building is located on the lot line. A legal agreement such as an easement must exist which allows the dwelling owner room to perform maintenance functions.
- PDR (PURCHASE OF DEVELOPMENT RIGHTS):** A program for a municipality to voluntarily acquire the rights to development of certain lands, which are deemed by the community to be worthy of preservation in their natural

state. Through such a program the landowner retains all other rights except those for development.

PERCOLATION: The movement of water through soil.

PERCOLATION RATE: The rate, usually expressed inches/hour, in which water moves through saturated granular material.

PERFORMANCE STANDARDS: A flexible set of requirements that more directly regulates the consequences of development than otherwise available by a specific set of standards.

PLANNED DISTRICT: An area of a minimum contiguous size as specified by ordinance, developed according to a plan as a single entity and containing one or more structures with appurtenant common areas.

QUALITATIVE STANDARDS: Standards which are based on a characteristic or trait, such as lighting “in such a manner as to not create annoyance.”

QUANTIFIABLE STANDARDS: Standards that are based on a numerical system, such as lighting allowed according to the number of foot candles or density based on the number of units per acre.

RESTRICTIVE COVENANTS: A legal agreement which places a restriction of some sort on the use of the land. The restrictive covenant usually runs with the land and is binding upon subsequent owners of the property.

RETENTION: A practice designed to store storm water runoff by collection as a permanent pool of water without release except by means of evaporation, infiltration, or attenuated release when runoff volume exceeds the permanent storage capacity of the permanent pool.

REVERSE FRONTAGE LOT: A lot which fronts upon two parallel streets, or which fronts upon two streets which do not intersect at the boundaries of the lot, and which is not accessible from one of the parallel or non-intersection streets upon which it fronts.

RIGHT-OF-WAY: A strip of land which is acquired, usually by a government body, for the purpose of a road, crosswalk, railroad, utility lines, or other similar uses.

RIGHT TO FARM LAW: A law enacted by a municipality that protects farmers from nuisance ordinances and nuisance suits that would restrict normal farming practices.

- REPARIAN:** Pertaining to the banks of streams, wetlands, lakes or tidewater. A relatively narrow strip of land that borders a stream or river, often coincides with the maximum water surface elevation of the 100 year storm.
- RUNOFF:** Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes and wetlands as well as shallow ground water. The portion of precipitation, snow melt, or irrigation that flows over and through the soil, eventually making its way to surface water supplies (such as streams, rivers, ponds); runoff includes surface runoff, underflow and ground water flow.
- RURAL CHARACTER:** The combination of natural and built features that portray the traditional form and preserve the traditional function of the rural landscape. In the Town of Sweden, rural character is manifested in a backdrop of open and successional fields, forests and wetlands, dotted with natural features such as creeks, the escarpment and structures such as barns, hedgerows, stone fences, historic and archaeological sites. Homes are scattered or low-density. The physical features support the traditional function of the rural landscape—agriculture, outdoor recreation and diverse wildlife habitat.
- SEDIMENT:** Fragmented material that originates from weathering and erosion of rocks or unconsolidated deposits, and is transported by, suspended in, or deposited by water.
- SEDIMENTATION:** The depositing or formation of sediment. Removal, transport, and deposition of detached sediment particles by flowing water or wind.
- SEQRA (STATE ENVIRONMENTAL QUALITY REVIEW ACT):** Refers to 6 NYCRR Part 617, environmental review regulations, which are applicable to all state and local agencies within New York State, including all political subdivisions, districts, departments, authorities, boards, commissions, and public benefit corporations. Typical actions which require environmental review under SEQRA include site plan approvals, re-zoning actions, formation of special districts, subdivision approvals, funding and other governmental activities.
- SETBACK:** The distance between the street right-of-way and the front, side, and rear lines of a building or any projection thereof, or the minimum prescribed distance to a lot line that a structure can be placed by town or village regulations.
- SEWER TRUNK LINES:** The main sewer lines which gather sewage from smaller lines.

- SHARED ACCESS PARKING:** A provision for two or more separate uses to use the same parking area.
- SILTATION:** The process by which a stream, river, lake, or other water body becomes clogged with sediment.
- SITE:** The portion of a piece of property which is directly subject to development.
- SOLAR ENERGY SYSTEM:** The components and subsystems required to convert solar energy into electric energy suitable for use and storage. The term includes, but is not limited to, solar panels and solar energy equipment. The area of a solar energy system includes all the land inside the perimeter of the solar energy system, which extends to any interconnection equipment.
- SOLAR FARM:** The use of land where a series of one or more solar collectors are placed in an area on a parcel of land for the purpose of generating photovoltaic power and said series of one or more solar collectors placed in an area on a parcel of land collectively has nameplate generation capacity of more than 25 kilowatts (kw) alternating current (ac) or more when operating at maximum efficiency for the purpose of off-site sale, usage and/or consumption. The term solar farm shall not be construed to include, so as to prohibit, or have the effect of prohibiting, the installation of a solar collector that gathers solar radiation as a substitute for traditional energy for water heating, active space heating and cooling, passive heating or generating electricity for a residential property. The term solar farm shall also not be construed in such a way as to prohibit the installation or mounting of a series of one or more solar collectors upon the roofs of residential and/or commercial structures regardless of whether said series of one or more solar collectors collectively has a total nameplate generation more than 25kW AC when operating at maximum efficiency.
- SPECIAL FLOOD HAZARD AREA:** An area having special flood, mudslide (i.e. mudflow) and/or flood-related erosion hazards.
- STEEP SLOPE:** Refers to a site's topographic feature where the slope of the land is fifteen percent (15%) or greater.
- STORMWATER DETENTION:** Storm water runoff is collected from a developed area on-site and detained before it is released at a controlled rate not to exceed the rate of runoff that would occur under natural conditions.
- STRIP COMMERCIAL DEVELOPMENT:** Commercial or retail development, usually one-store in depth, that fronts on and along a major collector street.

SURFACE AND STORM WATER: Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes and wetlands as well as shallow ground water.

SURFACE RUNOFF: Precipitation excess that is not retained on vegetation or surface depressions and is not lost by infiltration or evaporation, and thereby is collected on the land surface from where it runs off.

TOPOGRAPHY: General term to include characteristics of the ground surface such as plains, hills, mountains, degree of relief, steepness of slopes, and other physiographic features.

TOWN OF SWEDEN: Land comprising the Town of Sweden and which are located within the County of Monroe, New York.

TOWN LAW SECTION 278: Section 278 of the New York State Town Law permits towns to reduce lot sizes in subdivisions if the overall density of the subdivision is not greater that it would have been using conventional development techniques. Commonly used as a legal basis for creative design to preserve open space.

TRANSITIONAL LAND USE:

- 1) A type of use that serves as a buffer between two other types of uses, e.g. commercial uses between industrial and residential uses.
- 2) A type of use which is allowed for a period of time until an action occurs which allows a change in that use, e.g. five acre minimum lots until sewer and water service is made available at which time one acre minimum lots are allowable.

VILLAGE OF BROCKPORT: Land comprising the Village of Brockport and which are located primarily within the Town of Sweden, County of Monroe, New York (a small portion is in the Town of Clarkson).

VILLAGE RESIDENTIAL: An area of residential development occurring at a density identified within the Village Zoning Code.

VISUAL PERCEPTION: How people think about what they see.

WATER QUALITY: A term used to describe the chemical, physical, and biological characteristics of water, usually in respect to its suitability for a particular purpose.

WATERSHED: The geographic area which is drained by a given stream or river. An area of land that contributes runoff to one specific delivery point; large

watersheds may be composed of several smaller “sub-watersheds” or “sub-catchments,” each of which contributes runoff to different locations that ultimately combine at a common delivery point.

WETLANDS, STATE: As applied in 6 NYCRR Part 663, the term “wetlands” refers to all wetlands at least 12.4 acres in size which meet the definition in Article 24-0107(1) of the Freshwater Wetlands Act. Wetlands include areas characterized as bogs, swamps, kettle holes, marshes, wet woods, flooded lands and similar areas. Vegetation is used as the primary determinant of wetland character, although soils and hydrology are also used.

WIND ENERGY OVERLAY DISTRICT: A district that encompasses one or more underlying districts and imposes additional requirements above that required by the underlying district.

Town of Sweden/Village of Brockport Comprehensive Plan Review—Resident Survey
18 State Street/49 State Street, Brockport, NY 14420
Town 637-2144/Village 637-5300



We are currently involved in an extensive five-year review of our Comprehensive Plan. This plan is the official policy document that serves as a basis for land use decisions and regulations, highway improvements, public sewer and water extensions, public and private investments and other functional plans. The following survey should take only a few minutes to complete but your input is invaluable to assist in this process.

Please complete one survey per household and return the survey no later than **March 9, 2001**. Thank you.

Norman Wright, Chairman, Review Committee

1. What area of the community is this response coming from?
 Village Town Subdivision Town Rural Business
2. What is your age?
 Under 22 22 to 44 45 to 64 65 or older
3. How long have you lived in the community? (In years)
 less than 5 6 to 15 16 to 30 31 to 50 more than 50
4. Do you work outside of the community? Yes No
5. Do you agree the direction of growth for the Town of Sweden should continue with higher density near the village and larger lot sizes away from the village? Yes No
6. Do you believe we should have "rural residential zoning" to better protect the rural character of the Town? Yes No
7. Would you support extension of water and sewer lines in rural and agricultural areas, if it meant higher density development would follow? Yes No
8. In areas with utility access (water and sewer), do you favor cluster development (housing development with smaller lots and mandatory common green space—park, playground, natural resource or scenic vista preservation, etc.)? Yes No
9. Do you favor buffers (natural or manmade) between contrasting uses, such as residential and commercial? Yes No
10. As a private landowner would you be willing to enhance the habitat value of your property by retaining or planting native species vegetation? Yes No
11. Do you support the Right-to-Farm Law? Yes No
12. Do you support the protection and conservation of our Town's natural resources (forests, wetlands, native species, agricultural land, etc.)? Yes No

Town of Sweden/Village of Brockport Comprehensive Plan Review—Resident Survey
continued

13. Should the Town consider the purchase of development rights to protect farmland from development? Yes No
14. Should the Town provide tax breaks to farmers to protect agriculture? Yes No
15. Do you believe drainage is adequate in your area? Yes No
16. Do you believe there are enough public off-street parking areas in the Village? Yes No
17. Do you feel existing fire and ambulance services are adequate? Yes No
18. Do you feel the existing law enforcement services are adequate? Yes No
19. Do you favor the extension of Route 531? Yes No
20. Should the Town/Village Boards adopt a formal position regarding the extension of Route 531? Yes No
21. Do you favor construction of internal connecting roads between commercial sites (such as Ames and Wal-Mart Plazas)? Yes No
22. Do you still favor Route 31 as the Commercial corridor? Yes No
23. Would you like to see the Town/Village more proactive in filling vacant commercial and office space? Yes No
24. Do you feel the existing codes are adequate to maintain our neighborhoods? Yes No
25. Do you feel code enforcement is adequate? Yes No
26. Do you agree that the Town/Village should offer economic incentives to attract new business and industry in our community? Yes No
27. Are you aware of the 156-acre parkland owned by the Town of Sweden? Yes No
28. Have you seen or otherwise been informed of how the Town would like to develop the park? Yes No
29. Would you like to see the park developed even if it meant retaining a bond to do the work? Yes No
30. Is the present level of youth recreational programs and services adequate? Yes No
31. Is the present level of adult recreational programs and services adequate? Yes No
32. Should public transportation service between Brockport and more urbanized areas of Monroe County be improved? Yes No
33. Would you favor the construction of more pedestrian and bike trails? Yes No
34. Would you like to see the towpath improved along the canal? Yes No

35. Other Comments and Concerns: _____

Fold, tape, place postage and return by March 9, 2001
You may also drop this off at the Sweden Town Hall
or the Village of Brockport Municipal Building.

Town of Sweden
PO Box 366
Brockport, NY 14420

Comprehensive Plan Review Committee
Town of Sweden
PO Box 366
Brockport, NY 14420

Comprehensive Review Plan Survey Demographic Summary

What Area?	Number	%
Village	146	40
Town Subdivision	52	14
Town Rural	157	43
Business	4	1
No answer	2	1

What Age?	Number	%
<22	0	0
22-44	88	24
45-64	185	51
>65	86	24
No answer	2	1

How long in community?	Number	%
<5 years	35	10
6-15 years	65	18
16-30 years	108	30
31-50 years	106	29
>50 years	45	12
No answer	2	1

Comments	Number	%
	192	53

Total Number of Responses 361

Comprehensive Plan Review Committee Survey Results

	YES	%	NO	%	NO ANSWER	%
4 Do you work outside of the community?	146	40.44	201	55.68	14	3.88
5 Do you agree the direction of growth for the Town of Sweden should continue with higher density near the village and larger lot sizes away from the village?	275	76.18	61	16.90	25	6.93
6 Do you believe we should have "rural residential zoning" to better protect the rural character of the Town?	301	83.38	41	11.36	19	5.26
7 Would you support extension of water and sewer lines in rural and agricultural areas, if it meant higher density development would follow?	152	42.11	185	51.25	24	6.65
8 In areas with utility access (water and sewer), do you favor cluster development (housing development with smaller lots and mandatory common green space—park, playground, natural resource or scenic vista preservation, etc.?)	226	62.60	116	32.13	19	5.26
9 Do you favor buffers (natural or manmade) between contrasting uses, such as residential and commercial?	314	86.98	29	8.03	18	4.99
10 As a private landowner would you be willing to enhance the habitat value of your property by retaining or planting native species vegetation?	309	85.60	35	9.70	17	4.71
11 Do you support the Right-to-Farm Law?	282	78.12	16	4.43	63	17.45
12 Do you support the protection and conservation of our Town's natural resources (forests, wetlands, native species, agricultural land, etc.)?	347	96.12	10	2.77	4	1.11
13 Should the Town consider the purchase of development rights to protect farmland from development?	225	62.33	118	32.69	18	4.99
14 Should the Town provide tax breaks to farmers to protect agriculture?	278	77.01	67	18.56	16	4.43
15 Do you believe drainage is adequate in your area?	225	62.33	128	35.46	8	2.22
16 Do you believe there are enough public off-street parking areas in the Village?	181	50.14	170	47.09	10	2.77
17 Do you feel existing fire and ambulance services are adequate?	328	91.11	22	6.11	10	2.78
18 Do you feel the existing law enforcement services are adequate?	296	81.99	53	14.68	12	3.32
19 Do you favor the extension of Route 531?	241	66.76	108	29.92	12	3.32

	YES	%	NO	%	NO ANSWER	%
20 Should the Town/Village Boards adopt a formal position regarding the extension of Route 531?	298	82.55	43	11.91	20	5.54
21 Do you favor construction of internal connecting roads between commercial sites (such as Ames and Wal-Mart Plazas)?	337	93.55	16	4.43	8	2.22
22 Do you still favor Route 31 as the Commercial corridor?	247	68.42	82	22.71	32	8.86
23 Would you like to see the Town/Village more proactive in filling vacant commercial and office space?	329	91.14	26	7.20	6	1.66
24 Do you feel the existing codes are adequate to maintain our neighborhoods?	218	60.39	94	26.04	49	13.57
25 Do you feel code enforcement is adequate?	159	44.04	148	41.00	54	14.96
26 Do you agree that the Town/Village should offer economic incentives to attract new business and industry in our community?	254	70.36	85	23.55	22	6.09
27 Are you aware of the 156-acre parkland owned by the Town of Sweden?	199	55.12	160	44.32	2	0.55
28 Have you seen or otherwise been informed of how the Town would like to develop the park?	127	35.18	226	62.60	8	2.22
29 Would you like to see the park developed even if it meant retaining a bond to do the work?	151	41.83	158	43.77	52	14.40
30 Is the present level of youth recreational programs and services adequate?	180	49.86	126	34.90	55	15.24
31 Is the present level of adult recreational programs and services adequate?	205	56.79	106	29.36	50	13.85
32 Should public transportation service between Brockport and more urbanized areas of Monroe County be improved?	209	57.89	122	33.80	30	8.31
33 Would you favor the construction of more pedestrian and bike trails?	278	77.01	73	20.22	10	2.77
34 Would you like to see the towpath improved along the canal?	301	83.38	51	14.13	9	2.49

- 20 Would you favor the following changes in the
positioning of the company's products?
- 21 Do you favor the following changes in the
company's advertising and promotion programs?
- 22 Do you favor the following changes in the
company's distribution channels?
- 23 Would you favor the following changes in the
company's pricing policies?
- 24 Do you favor the following changes in the
company's product quality and service?
- 25 Do you favor the following changes in the
company's overall business strategy?
- 26 Do you favor the following changes in the
company's financial policies?
- 27 Are you aware of the following changes in the
company's business strategy?
- 28 How do you rate the following changes in the
company's business strategy?
- 29 Would you favor the following changes in the
company's business strategy?
- 30 Do you favor the following changes in the
company's business strategy?
- 31 Do you favor the following changes in the
company's business strategy?
- 32 Would you favor the following changes in the
company's business strategy?
- 33 Would you favor the following changes in the
company's business strategy?
- 34 Would you favor the following changes in the
company's business strategy?

APPENDIX D– ENVIRONMENTAL RECORD – STATE ENVIRONMENTAL QUALITY REVIEW

INTRODUCTION

The Town of Sweden and the Village of Brockport proposed adopting an update to the adopted 1995 Comprehensive Plan document. The Plan Update provides both the Town Board and the Village Board a guide to land use and development during the 20-year planning period (2002-2022) with periodic 5-year reviews, or upon receipt of the most recent data received from the U.S. Census Bureau which would warrant a more detailed review. In addition, the Plan recommends that the Town Board and the Village Board charge their respective Planning Boards to conduct an annual review of the changes occurring within their municipalities and to make formal reports to both legislative bodies.

Amendments to the 2002 joint Comprehensive Plan were made in 2005. In August 2011 through June 2012, another review was conducted by a joint committee with representatives from both the Village and the Town. A draft amendment was submitted to various governmental agencies in December 2013. A Public Hearing was held in May 2015. Additional comments received were incorporated in the 2015 amendment. The Village of Brockport did not adopt the 2015 amendments to the 2002 Comprehensive Plan as they were developing a separate Village plan.

In September through October 2019, another review was conducted by representatives from the Town. A draft amendment was presented and submitted to the Town and various governmental agencies in January 2020. A Public Hearing was held on March 10, 2020.

SEQR CLASSIFICATION

The adoption of a Comprehensive Plan is a Type I Action pursuant to the New York State Environmental Quality Review Act (SEQR). The Sweden Town Board, as the designated Lead Agency has prepared the Full Environmental Assessment Form (EAF) with the assistance of their municipal planning consultant, RLB Planning Group, for the development of the 2002 Plan. The Short Environmental Assessment form has been completed for the subsequent Amendments. The current Form is dated April 14, 2020.

The Comprehensive Plan provides a framework and guidelines for subsequent development in accordance with the Plan. However, additional site specific and/or program environmental reviews will be required for individual projects to identify potential site-specific adverse environmental impacts.

RESOLUTION NO. 55Declaration of Lead Agency Status for SEQR
Compliance for the Action to Adopt
Amendments to the Town of Sweden
Comprehensive Plan

WHEREAS, the Town Board of the Town of Sweden, has given public notice of its declared intent to be the Lead Agency for the Coordination Review and Determination of Significance under the provisions of the State Environmental Quality Review (SEQR) Regulations.

NOW, THEREFORE, BE IT RESOLVED:

Sec. 1. That the Sweden Town Board does hereby designate itself as the Lead Agency for the Coordinated Review and Determination of Significance, under the SEQR Regulations, for the above referenced action.

Sec. 2. That this resolution shall take effect immediately.

MOTION for adoption of this resolution by Councilperson Muesebeck
Seconded by Councilperson Hayles

Discussion:

VOTE BY ROLL CALL AND RECORD:

Councilperson Hayles	<u>Aye</u>
Councilperson Hoke	<u>Aye</u>
Councilperson Humby	<u>Aye</u>
Councilperson Muesebeck	<u>Aye</u>
Supervisor Johnson	<u>Aye</u>

Submitted – April 14, 2020

Adopted

RESOLUTION NO. 56SEQR Determination Regarding the 2020
Amendments to the Comprehensive Plan

WHEREAS, the Comprehensive Plan Review Committee has submitted recommended revisions to the Town of Sweden Comprehensive Plan; and

WHEREAS, the Town Board of the Town of Sweden declared Lead Agency Status for purposes of SEQR Compliance on April 14, 2020; and

WHEREAS, the Town Board of the Town of Sweden held a Public Hearing on March 10, 2020, to obtain public input and concerns regarding the proposed amendments to the Comprehensive Plan; and

WHEREAS, the Town Board of the Town of Sweden, as Lead Agency, has duly reviewed the proposed amendments, other documents and comments submitted with respect to the above-referenced amendments, and has duly considered the impacts which may be expected from the proposed amendments and compared the same with the criteria set forth in the applicable SEQRA Regulations.

NOW, THEREFORE, BE IT RESOLVED:

Sec. 1. The Town Board of the Town of Sweden hereby declares that it is acting as Lead Agency concerning the adoption of amendments to the Town of Sweden Comprehensive Plan.

Sec. 2. That the Town Board of the Town of Sweden has prepared a Short Environmental Assessment Form regarding the amendments to the Town of Sweden Comprehensive Plan.

Sec. 3. The Town Board hereby authorizes and directs the Town Supervisor to execute and file a Negative Declaration in the form attached hereto and to sign and date the Short Environmental Assessment submitted for consideration, confirming that the proposed amendments themselves, as part of a planning tool, will not have a significant impact on the environment.

Sec. 4. The Town Board hereby authorizes and directs the Town Clerk to forward copies of this Resolution and the Negative Declaration to all appropriate agencies.

Sec. 5. That this resolution shall take effect immediately.

MOTION for adoption of this resolution by Councilperson Muesebeck
Seconded by Councilperson Hayles

Discussion:

VOTE BY ROLL CALL AND RECORD:

Councilperson Hayles	<u>Aye</u>
Councilperson Hoke	<u>Aye</u>
Councilperson Humby	<u>Aye</u>
Councilperson Muesebeck	<u>Aye</u>
Supervisor Johnson	<u>Aye</u>

Submitted – April 14, 2020

Adopted

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information			
Town of Sweden			
Name of Action or Project: Comprehensive Plan Update			
Project Location (describe, and attach a location map):			
Brief Description of Proposed Action: The Town of Sweden has completed an update of its Comprehensive Plan. The majority of amendments are to recognize development or changes that have occurred since the last update in 2020.			
Name of Applicant or Sponsor: Town of Sweden		Telephone: 585-637-7588	
		E-Mail: supervisor@townofsweden.org	
Address: 18 State Street			
City/PO: Brockport		State: New York	Zip Code: 14420
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres			
b. Total acreage to be physically disturbed? _____ acres			
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres			
4. Check all land uses that occur on, are adjoining or near the proposed action:			
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations? b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input type="checkbox"/>	NO YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input type="checkbox"/>	<input type="checkbox"/>	NO YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO YES
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	NO YES
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	NO YES
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	NO YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	NO YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	NO YES

Project:

Date:

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"


	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project: _____

Date: _____

Short Environmental Assessment Form Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

<input type="checkbox"/> Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.	
<input checked="" type="checkbox"/> Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.	
Town of Sweden _____	4/14/2020 _____
Name of Lead Agency	Date
Kevin G. Johnson _____	Supervisor _____
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
 _____	_____
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

NEGATIVE DECLARATION

NOTICE OF DETERMINATION OF NO SIGNIFICANT EFFECT ON THE ENVIRONMENT

TO ALL INTERESTED AGENCIES, GROUPS AND PERSONS:

In accordance with Article 8 (State Environmental Quality Review) of the Environmental Conservation Law (the "Act"), the statewide regulations under the Act (6 NYCRR Part 617) and the Sweden Environmental Quality Review Ordinance, notice is hereby given that the Town Board of the Town of Sweden (the "Agency") has prepared an Environmental Assessment Form in the connection with the proposed action described below; has determined (i) that said proposed action is an "unlisted action" pursuant to 6 NYCRR Part 617; (ii) that there are no other "involved" agencies in this action as that term is defined under Article 8 of the New York Environmental Conservation law, the regulations promulgated thereunder and the Sweden Environmental Quality Review Ordinance and thus the Town Board is the "lead agency"; (iii) that said action will result in no major impacts and therefore will not have a significant effect on the environment; and therefore (iv) that an environmental impact statement is not required to be prepared with respect to said action.

THIS NOTICE IS A NEGATIVE DECLARATION FOR PURPOSES OF THE ACT.

1. Lead Agency: The lead agency is the Town Board of the Town of Sweden.
2. Person to contact for further information: Kevin G. Johnson, Supervisor, Town of Sweden, 18 State Street Brockport, NY 14420.
3. Project: Adoption of Amendments to the Town of Sweden Comprehensive Plan.
4. Reasons for determination of Non-Significance: No significant environmental effects were identified in the Environmental Assessment Form prepared by the Agency and none are known to the Agency.

Dated: April 14, 2020

Town of Sweden


Kevin G. Johnson, Supervisor

APPENDIX E – ADOPTION RESOLUTION



RESOLUTION NO. 57

WHEREAS, the Sweden Town Board has completed its review of the proposed amendments to the Town of Sweden Comprehensive Plan; and

WHEREAS, the Town Board has prepared a Short Environmental Assessment Form and Negative Declaration; and

WHEREAS, the Town Board has held a public hearing on the proposed amendments to the Plan and has considered all written comments regarding the same.

NOW, THEREFORE, BE IT RESOLVED:

Sec. 1. That the Town Board hereby adopts, in accordance with the provisions of Section 272-a of New York Town Law, the amendments attached hereto as Schedule A to the document entitled Town of Sweden Comprehensive Plan.

Sec. 2. That this shall go into effect immediately.

MOTION for adoption of this resolution by Councilperson Muesebeck
Seconded by Councilperson Hayles

Discussion:

VOTE BY ROLL CALL AND RECORD:

Councilperson Hayles	<u>Aye</u>
Councilperson Hoke	<u>Aye</u>
Councilperson Humby	<u>Aye</u>
Councilperson Muesebeck	<u>Aye</u>
Supervisor Johnson	<u>Aye</u>

Submitted – April 14, 2020

Adopted

APPENDIX F

2019 Review - Summary of Changes

Introduction:

- Removed most references to the Village.

Chapter 1:

- Updated the information of the Review Committee and the dates.

Chapter 2:

- The Tables with Census figures were not updated during this review. Since 2017 estimates are available, the consensus of the Committee was to wait until the 2020 Census figures are released and a complete update of the Comprehensive Plan takes place.
- The College student population table was updated.
- Under **“Housing” – “Additional Information”** – Updated the information on the developments and added Table 9A “Residential Developments of Significant Size and Scope in the Town of Sweden.”
- Under **“Quarry”** – Updated the dates of the permits (p. 24 of 2019 Amendment).
- Under **“Inactive Hazardous Waste Sites”** – Updated information under the Brockport landfill.
- Removed “Rochester Gas and Electric—Brockport MGP Site”.
- Under **“Utilities”** – Updated information on Sable Ridge (p. 29 of 2019 Amendment).
- P. 30 (2019 Amendment) – Added information on the proposed new water districts— Lake Road and Redman Road/Country View Terrace.
- P. 30 (2019 Amendment) – Added information on new **Solar Law**.
- Under **“Transportation Systems” – “Planned, Proposed and Completed Improvements”** – Updated information on Route 531 Extension.
- P. 33 (2015 Amendment) - Removed “Transit Way has been proposed to be a dedicated road to Route 19.”
- Under **“Parks, Recreation and Open Area” – “Northampton Park”** – P. 36 (2015 Amendment) - Removed “Facilities for the Monroe County Fair.”
- Updated information for the Sweden Town Park.
- Updated information for the Village’s South Avenue Park
- Updated information on former Sweden Senior Center.
- Updated information on the Village’s Municipal buildings.
- Updated information under “Public Safety Facilities” and “Health Facilities.”

- Under **“Historic and Cultural Resources”** – Streamlined the Village information and removed “Table 13 – Village of Brockport Designated Historic Landmarks” and renumbered the rest of the tables.
- Under **“Cultural and Social Facilities”** – Updated the information on the former Sweden Senior Center to The Lodge on the Canal.
- Under **“Land Use”** – Updated the information under “Commercial Land Use” and “Industrial Land Use” – Removed the reference to the Village.

Chapter 3:

- Removed most references to the Village.
- Under **“Transportation”** – P. 54 (2015 Amendment) - Removed the paragraph regarding the 1999 Major Investment Study for the 531 Corridor.

Chapter 4:

- Removed references to the Village.
- Under **“Commerce”** – Removed paragraph regarding “Community Commercial.”
- Under **“Agriculture”** – Removed the paragraph regarding establishing a Farmland Advisory Board.
- Under **“Transportation”** – Combined Bicycle and Pedestrian Circulation Plan.
- Removed item 2(i) of the 2015 Amendment regarding the 531 Terminus Project.
- Under **“Public Safety”** (p. 78 of 2015 Amendment) – Removed item 1(d) (regarding the Brockport Police Department office hours).
- Under **“Parks and Recreation”** (p. 80 of 2015 Amendment) – Removed item 1(g) (Develop the South Avenue Park as a playground).
- Under **“Solid Waste Management”** – Removed item 1 (Explore Village, Town or district-wide refuse collection to be bid by haulers).

Chapter 5:

- P. 84 (2015 Amendment) under **“Agriculture”** – Removed the paragraph regarding creation of Farmland Advisory Board.
- Under **“Alternative Energy Systems”** – added information on Solar.
- P. 86 (2015 Amendment) – Removed “Central Business District.”
- Under **“General Business”** – Removed the rezoning recommendation for two small parcels on the corner of Route 19 and south side of Crestview Drive. (The area is not big enough to put any building on it.) (NOTE: this recommendation also needs to be removed from Figure 24 “Future Zoning Map”.)
- Under **“Industrial”** – Removed reference to Village.
- Under **“Recreation”** – Removed the Village Parks.

- P. 90 (2015 Amendment) under **“Recreation”** – Removed the second and third paragraphs referencing the Village’s Brockport Canal Master Plan and Clinton Street Master Plan.
- Under **“Highways”** – Removed item 2 (extending Owens Road south from Rt. 31 to Shumway Road) and 4 (extending Shumway Road to Redman Road).

Chapter 6:

- Removed all references to the Village.
- Under **“Housing and Residential Land Use”** – Removed item 10 (p. 93) regarding establish and enforce vigorously zoning standards of dwelling units occupied by students or other nonpermanent residents.
- Under **“Housing and Residential Land Use”** - Removed status of item 11 regarding Village Tree Board.
- Under **“Housing and Residential Land Use”** - Added status on item 15 regarding development for affordable housing.
- Under **“Housing and Residential Land Use”** - Removed item 20 regarding liaison on community and University relations in the Village.
- Under **“Managing the Built Environment”** – Removed items 21, 22, 23, 25 and 26 regarding the Village.
- Under **“Conservation and Open Space”** – Added status to item 18 regarding energy efficiency in Town buildings.
- Under **“Conservation and Open Space”** - Removed item 20 regarding seeking grant funding to acquire ownership of freshwater wetland areas.
- Under **“Economic Development”** – Removed item 1(b) regarding Greater Brockport Development Corporation.
- Under **“Commerce”** – Removed item 1 regarding “community commercial”.
- Under **“Agriculture”** – Removed item 2 regarding establishing a Farmland Advisory Board.
- Under **“Agriculture”** - Reworded item 8 regarding extending water and sewer lines.
- Under **“Industrial and Commercial Development”** - Removed items 13, 14, 16, 17, 18, and 19 regarding the Village.
- Under **“Industrial and Commercial Development”** – Reworded item 15 regarding pedestrian-oriented circulation in the commercial area.
- Under **“Transportation”** – Combined items 2 and 3 regarding pedestrian and bicycle circulation plans.
- Under **“Transportation”** - Removed item 7(b) and(d) regarding extending Owens Road and Shumway Road.
- Under **“Transportation”** - Removed item 20 regarding the Village storekeepers.
- Under **“Transportation”** - Reworded item 29 regarding design of roadways.
- Under **“Transportation”** - Removed item 44 regarding Route 531.

- Under **“Transportation”** - Added status on item 45 regarding Owens Road and South Avenue.
- Under **“Public Utilities...”** – Removed item 7 (regarding duplication of services in the Town and Village and item 8 (regarding joint development in capital improvements).
- Under **“Water and Waste Water Collection...”** – Removed item 1 (regarding limiting extension of water and sewer services).
- Under **“Water and Waste Water Collection...”** - Removed status under item 6 regarding the Village.
- Under **“Public Safety”** – Removed status under item 1 regarding the Brockport Police Department.
- Under **“Parks and Recreation”** – Removed items 8 and 10 regarding the Village.
- Under **“Solid Waste Management”** – Removed item 2 regarding the Village.

Chapter 7:

- Removing references to the Village and updating the dates. *Once the Adoption process of the 2019 Amendment is completed, this chapter will be finalized.*

Appendices/Figures:

- **Appendix A – Glossary** - Added the definitions for **Solar Energy System** and **Solar Farm**
- Removed **Appendix B** (Brockport Canal Master Plan)
- Removed **Appendix G** (Village of Brockport Clinton Street Master Plan)
- Removed **Appendix H** (The College at Brockport Facilities Master Plan Summary)
- Removed **Figures 14** (Route 531 Terminus Project) and **14A** (Route 31 Improvement Project).
- Need to update **Figure 24 (Future Zoning Map): Number 1** – needs to be removed (rezoning corner of Crestview and Rt. 19).

APPENDIX I – NOTES FROM 2019 COMPREHENSIVE PLAN COMMITTEE MEETINGS



Meeting Minutes

2002 Sweden/Brockport Comprehensive Plan Review Committee

Date: September 10, 2019

Time: 7:00 AM – 8:00 AM

Location: Sweden Town Hall

Participants

Robert McEbeck, Deputy Supervisor

Mark Bobb, Chair

Patricia Connor, Former Town Supervisor

Greg Gargano, Senior Consultant, Interact Board (**Absent**)

Julia Connor, Chair

Craig Miller, Town Planning Board

Marion Torrey, Town Planning Board

Frank Carle, Board of Selectmen Representative

Mark Crannel, Chair

David Trabel-Landark, Moderator

The committee convened at the Sweden Town Hall to begin updating of the 2002 Comprehensive Plan for the Town of Sweden and Village of Brockport document dated 2002 and amended in 2004 and 2008. The Village of Brockport has included into the original document and the amendments but could not participate in the 2002 update.

The participants agreed to update the document with available information but leave the update of a part of the government data available to the open information published.

The introduction, chapter 1 and chapter 2 were reviewed during the meeting. It was agreed that the Village of Brockport would be deleted from the document since they are not participating in the plan update.

Chair Carle was reviewed and the text was reviewed based on knowledge of the group. Member Patricia Connor agreed to make the change to the document text that was discussed at the meeting and get updates to the participants for review.

Action Items

Craig Miller will provide information from the Planning Board to Patricia Connor for review of the chapter 1 update.

Patricia Connor will review the revision of the 2002 Comprehensive Plan that were reviewed at the meeting and provide the final 2002 Committee member.

Next Meeting

September 17, 2019 at 7:00 AM at the Sweden Town Hall

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 10 days, or the minutes shall stand as written.

Mark Crannel

Meeting Minutes

2019 Comprehensive Plan Review Committee

Date: September 25, 2019

Time: 7:00 – 8:30 pm

Location: Sweden Town Hall

Present:

Robert Muesebeck, Deputy Supervisor, Chair
 Patty Hayles, Town Board Member
 Patricia Connors, Citizen, (former Town Supervisor)
 Mark Bubb, Citizen
 Greg Sargis, Environmental Conservation Board
 William Johnson, Citizen
 Craig McAllister, Town Planning Board
 Mary Ann Thorpe, Town Zoning Board
 David Strabel, Landmark Advisory Committee

Absent: Hank Earle, Board of Assessment Review
 Mark Horschel, Citizen

A review of Chapter 3, Development Opportunities and Constraints was completed. Some text was revised. Pat Connors will make the changes and send the revised Chapter out for review.

The revisions to Chapter 1 and 2 were reviewed. Additional recommendations were made. Pat Connors will make the changes and send the revised Chapters out for review again.

Action Items:

1. Greg will update Table 9 (p. 13) based on the new builds discussed on p. 14 & 15.
2. Pat will list bullet points under Sweden Town Park (p. 36).
3. Patty Hayles will update the information on Strong West (p. 41)
4. Craig will verify Plaza names (p. 48)

Next Meeting:

October 2, 2019 at 7:00 pm at the Sweden Town Hall.

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 7 days, or the minutes shall stand as written.

Pat Connors

Meeting Minutes

2019 Comprehensive Plan Review Committee

Date: October 9, 2019

Time: 7:00 – 8:30 pm

Location: Sweden Town Hall

Present:

Robert Muesebeck, Deputy Supervisor, Chair
Patty Hayles, Town Board Member
Patricia Connors, Citizen, (former Town Supervisor)
Hank Earle, Board of Assessment Review
Mark Horschel, Citizen
William Johnson, Citizen

Absent:

Mark Bubb, Citizen
Greg Sargis, Environmental Conservation Board
Craig McAllister, Town Planning Board
Mary Ann Thorpe, Town Zoning Board
David Strabel, Landmark Advisory Committee

Note: No minutes were recorded for the meeting on October 2, 2019.

A review of Chapter 4, Goals and Policies was completed. Some text was revised. Pat Connors will make the changes and send the revised Chapter out for review.

A review of Chapter 5, Land Use Plan was completed. Some text was revised. Pat Connors will make the changes and send the revised Chapter out for review.

Action Items:

Review Chapter 6, pages 92-111 (A – D).

Next Meeting:

October 16, 2019 at 7:00 pm at the Sweden Town Hall.

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 7 days, or the minutes shall stand as written.

Pat Connors

Meeting Minutes

2002 Sweden/Brockport Comprehensive Plan Review Committee

Date: October 16, 2019

Time: 7:00 – 8:30 pm

Location: Sweden Town Hall

Present:

Robert Muesebeck, Deputy Supervisor, Chair
Patricia Connors, Citizen, (former Town Supervisor)
Mary Ann Thorpe, Town Zoning Board
David Strabel, Landmark Advisory Committee
William Johnson, Citizen
Craig McAllister, Town Planning Board
Mark Horschel, Citizen
Mark Bubb, Citizen

Absent:

Patty Hayles, Town Board Member
Greg Sargis, Environmental Conservation Board
Hank Earle, Board of Assessment Review

Additional correction to Chapter 4, page 58: Remove #2.g.

A review of Chapter 6, Action Plans (from A. through D.) was completed and edits were made.

Action Items:

Review Chapter 6, pages 111-128 (E – end).

Next Meeting:

October 23, 2019 at 7:00 pm at the Sweden Town Hall.

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 7 days, or the minutes shall stand as written.

Pat Connors

Meeting Minutes

2002 Sweden/Brockport Comprehensive Plan Review Committee

Date: October 23, 2019

Time: 7:00 – 8:00 pm

Location: Sweden Town Hall

Present:

Robert Muesebeck, Deputy Supervisor, Chair
 Patricia Connors, Citizen, (former Town Supervisor)
 Mary Ann Thorpe, Town Zoning Board
 David Strabel, Landmark Advisory Committee
 Craig McAllister, Town Planning Board
 Mark Bubb, Citizen
 Hank Earle, Board of Assessment Review
 Greg Sargis, Environmental Conservation Board

Absent:

Patty Hayles, Town Board Member
 William Johnson, Citizen
 Mark Horschel, Citizen

A review of Chapter 6, Action Plans (from E. through the end) was completed and edits were made.

Removing from the Appendices:

- Appendix B – Canal Front Summary
- Clinton Street Master Plan
- The College at Brockport, SUNY Facilities Master Plan Summary

Action Items:

Review edits made in Chapter 6.

Next Meeting:

October 30, 2019 at 7:00 pm at the Sweden Town Hall.

(Note: There will be no meeting on Wednesday, November 6.)

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 7 days, or the minutes shall stand as written.

Pat Connors

Meeting Minutes

2019 Comprehensive Plan Review Committee

Date: October 30, 2019

Time: 7:00 – 7:30 pm

Location: Sweden Town Hall

Present:

Robert Muesebeck, Deputy Supervisor, Chair
 Patricia Connors, Citizen, (former Town Supervisor)
 Mary Ann Thorpe, Town Zoning Board
 David Strabel, Landmark Advisory Committee
 Craig McAllister, Town Planning Board
 William Johnson, Citizen
 Mark Horschel, Citizen
 Greg Sargis, Environmental Conservation Board

Absent:

Patty Hayles, Town Board Member
 Mark Bubb, Citizen
 Hank Earle, Board of Assessment Review

Clarified the Owens Road/South Avenue left turn lane issue in Chapter 6 and updated the Status (#42).

Reviewed the draft table of Residential Developments of Significant Size & Scope in Sweden. This will be added as Table 9A in Chapter 2.

Action Items:

Pat Connors will:

- update the Table of Contents
- add the definition for Solar (from the Town Law) in Appendix A - Glossary
- update the table (Table 9A) for Residential Developments of Significant Size & Scope in Sweden
- work with Bob Muesebeck on developing the list of changes made for the 2019 Amendment.

Next Step:

Present the 2019 Amendment document to the Town Board for review and comment and the rest of the process.

Next Meeting:

None – The Committee’s job is completed. (Thank you!)

These minutes note the key topics discussed and decisions made at the meeting. Any additions or corrections should be made to the undersigned in writing, within 7 days, or the minutes shall stand as written.

Pat Connors

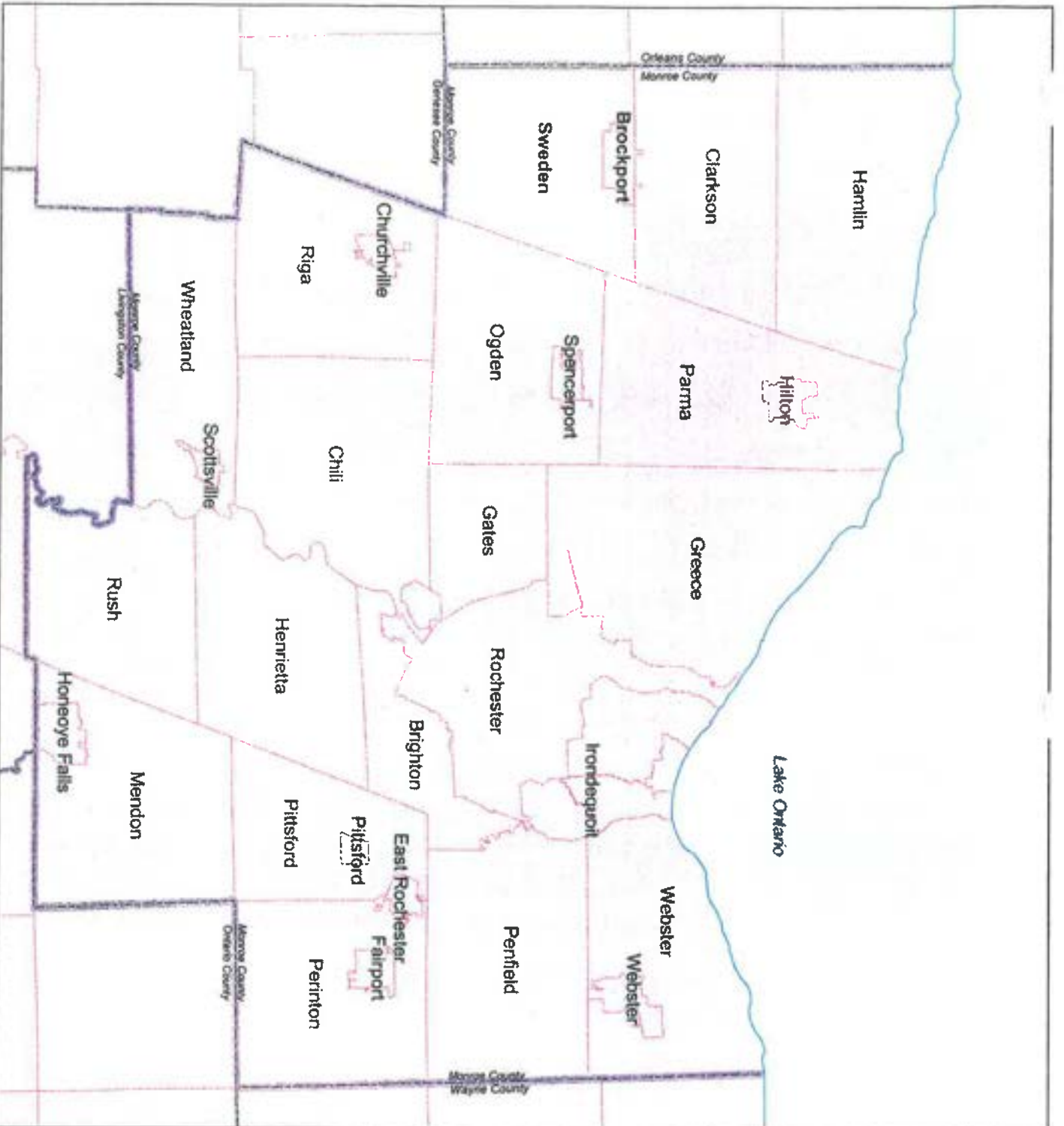


APPENDIX J - FIGURES

FIGURES

FIGURE 1	LOCATION MAP
FIGURE 2	<u>REMOVED</u> (POPULATION BY AGE GROUP (VILLAGE))
FIGURE 3	<u>REMOVED</u> (POPULATION BY AGE GROUP (TOWN OUTSIDE))
FIGURE 4	WETLANDS AND WATERSHEDS
FIGURE 5	DRAINAGE DIVIDE MAP
FIGURE 6	FEMA FLOOD HAZARD AREAS
FIGURE 7	STEEP SLOPES
FIGURE 8	SOILS
FIGURE 9	AGRICULTURAL LAND
FIGURE 10	INACTIVE HAZARDOUS WASTE SITES AND TOWERS
FIGURE 11	SANITARY SEWERS
FIGURE 12	PUBLIC WATER AND LIGHTING DISTRICTS
FIGURE 12A	EXISTING WATER SYSTEM (FROM 2013 COMPREHENSIVE WATER STUDY)
FIGURE 12B	FUTURE WATER SYSTEM (FROM 2013 COMPREHENSIVE WATER STUDY)
FIGURE 13	FUNCTIONAL CLASSIFICATIONS OF ROADS
FIGURE 14	<u>REMOVED</u> - NYS RTE 531 TERMINUS IMPROVEMENT PROJECT – ALTERNATIVE 2
FIGURE 14A	<u>REMOVED</u> - RTE 31 IMPROVEMENT PROJECT – TRAFFIC CALMING SAFETY
FIGURE 15	PARK LAND
FIGURE 16	VILLAGE PARK LAND
FIGURE 17	HISTORIC RESOURCES
FIGURE 18	VILLAGE HISTORIC RESOURCES
FIGURE 19	EXISTING LAND USE
FIGURE 20	VILLAGE EXISTING LAND USE
FIGURE 21	FUTURE LAND USE
FIGURE 22	FUTURE VILLAGE LAND USE
FIGURE 23	EXISTING ZONING MAP
FIGURE 24	FUTURE ZONING MAP
FIGURE 25	CONCEPT DRAWING OF AREA AROUND ALDI'S
FIGURE 26	TRANSPORTATION PLAN
FIGURE 27	WIND ENERGY OVERLAY DISTRICT

LOCATION MAP



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July 2002

Figure 1

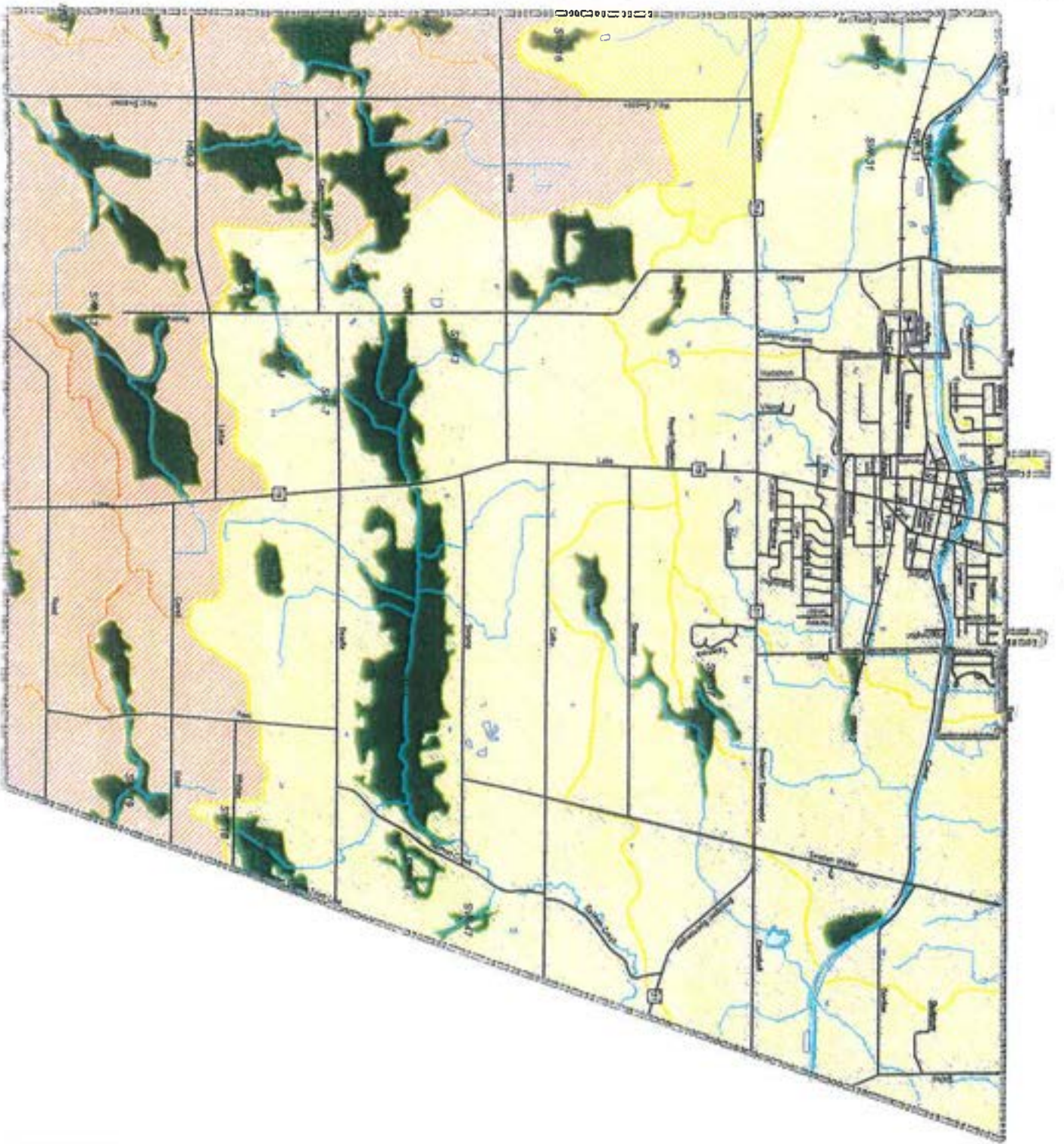
Village of Brockport
Town of Sweden
Monroe County, NY



WETLANDS WATERSHEDS

Legend

-  NYS DEC Wetlands
-  Watershed Boundaries
-  Black Creek
-  Salmon Creek
-  Sandy Creek
-  Water Features
-  Streams
-  Roads
-  Railroads
-  Growing Town/Village Boundaries



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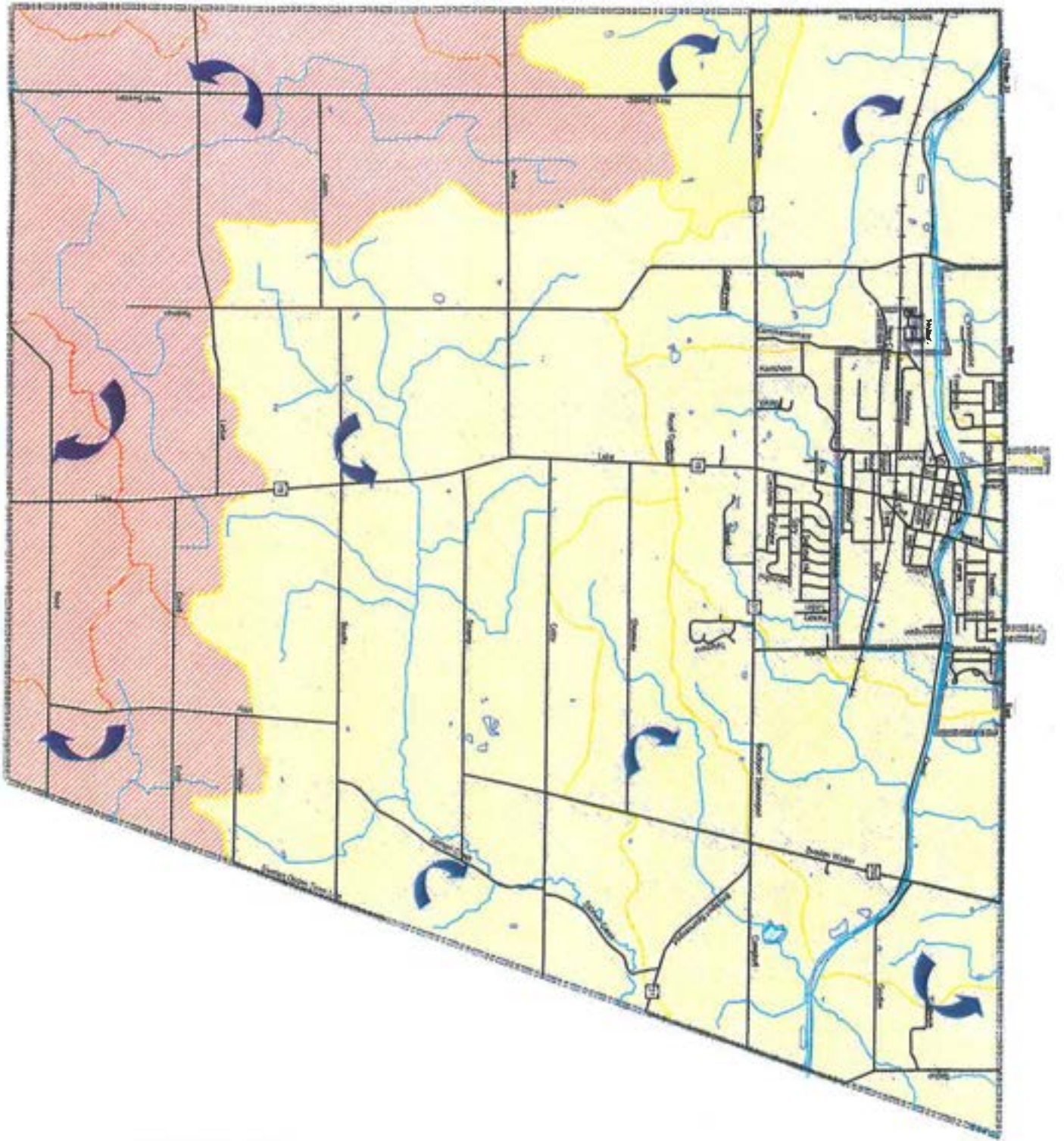
July 2002

Figure 4



Village of Brockport
Town of Sweden
Monroe County, NY

DRAINAGE DIVIDE



Legend

Watershed Boundaries

- Black Creek
- Salmon Creek
- Sandy Creek

- Drainage Flow Direction
- Water Features

- Streams
- Roads
- Railroads
- Town/Village Boundaries



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July 2002

Figure 5



Village of Brockport
Town of Sweden
Monroe County, NY

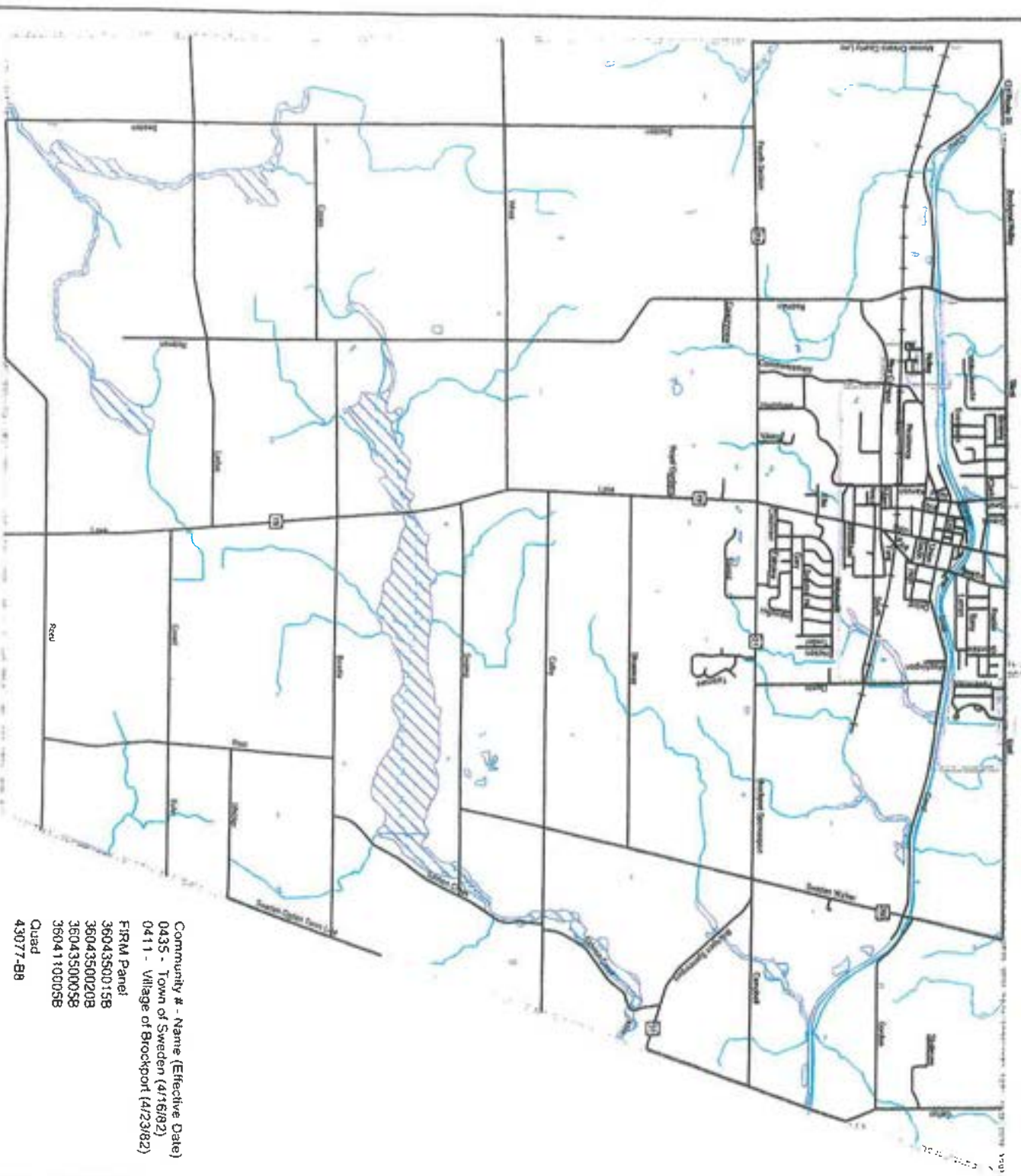
FEMA FIC-2 HAZARD AREAS

Legend

-  Flood Boundary
-  100 Year Flood Zone
-  500 Year Flood Zone
-  Water Features
-  Streams
-  Roads
-  Railroad
-  Town/Village Boundaries



July 2002 Figure 6









Community # - Name (Effective Date)
 0435 - Town of Sweden (4/16/82)
 0411 - Village of Brockport (4/23/82)
 FIRM Panel:
 3604350015B
 3604350020B
 3604350005B
 3604110005B
 Quad
 43077-B8



Village of Brockport
 Town of Sweden
 Monroe County, NY

STEEP SLOPES

Legend

-  Steep Slopes (15% or greater)
-  Lockport Escarpment
-  Water Features
-  Roads
-  Railroads
-  Town/Village Boundaries

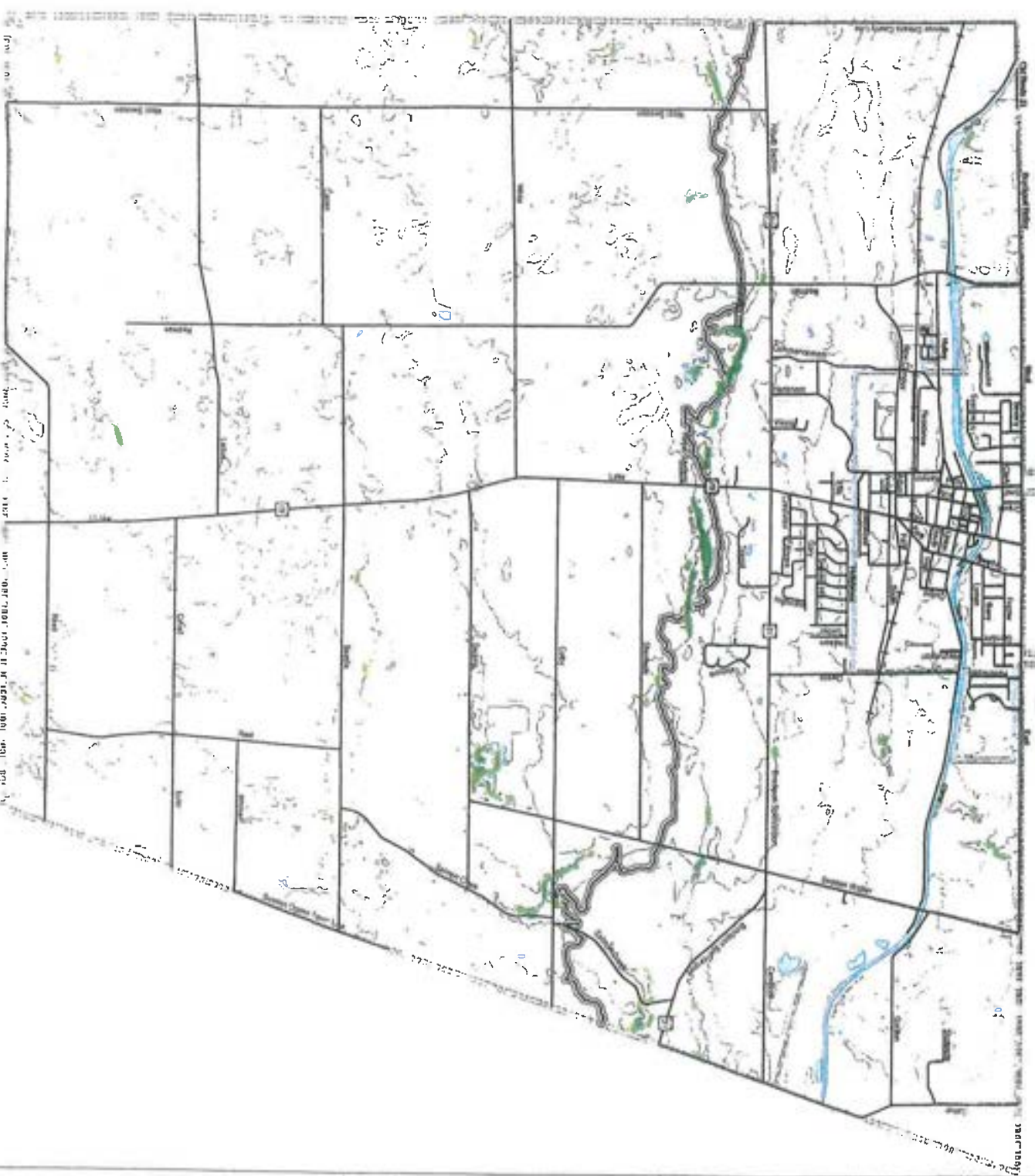


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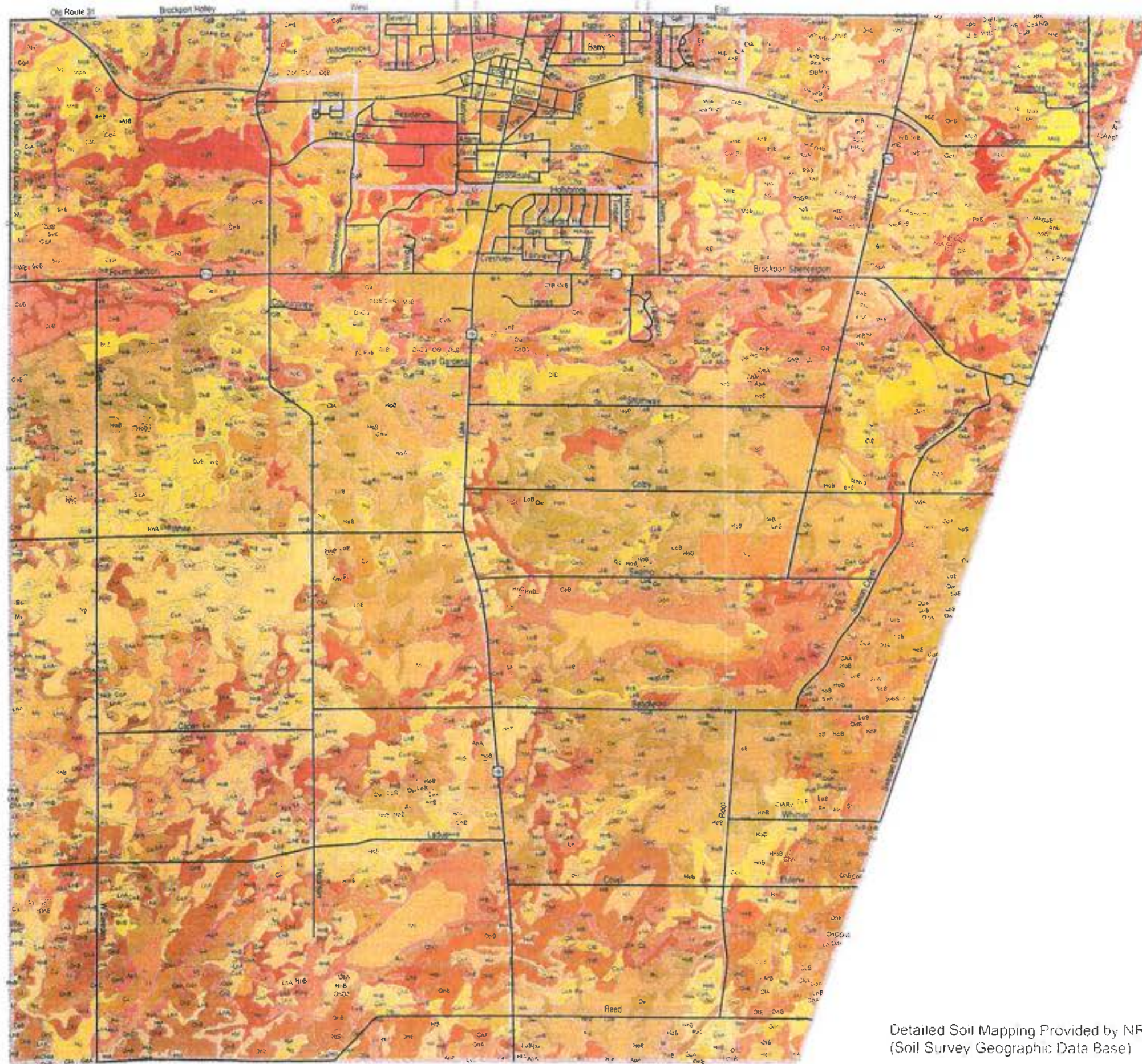
July 2002

Figure 7



Village of Brockport
Town of Sweden
Monroe County, NY





SOILS

Legend

- Roads
- Town/Village boundaries

Soil Type

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



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July 2002

Figure 8

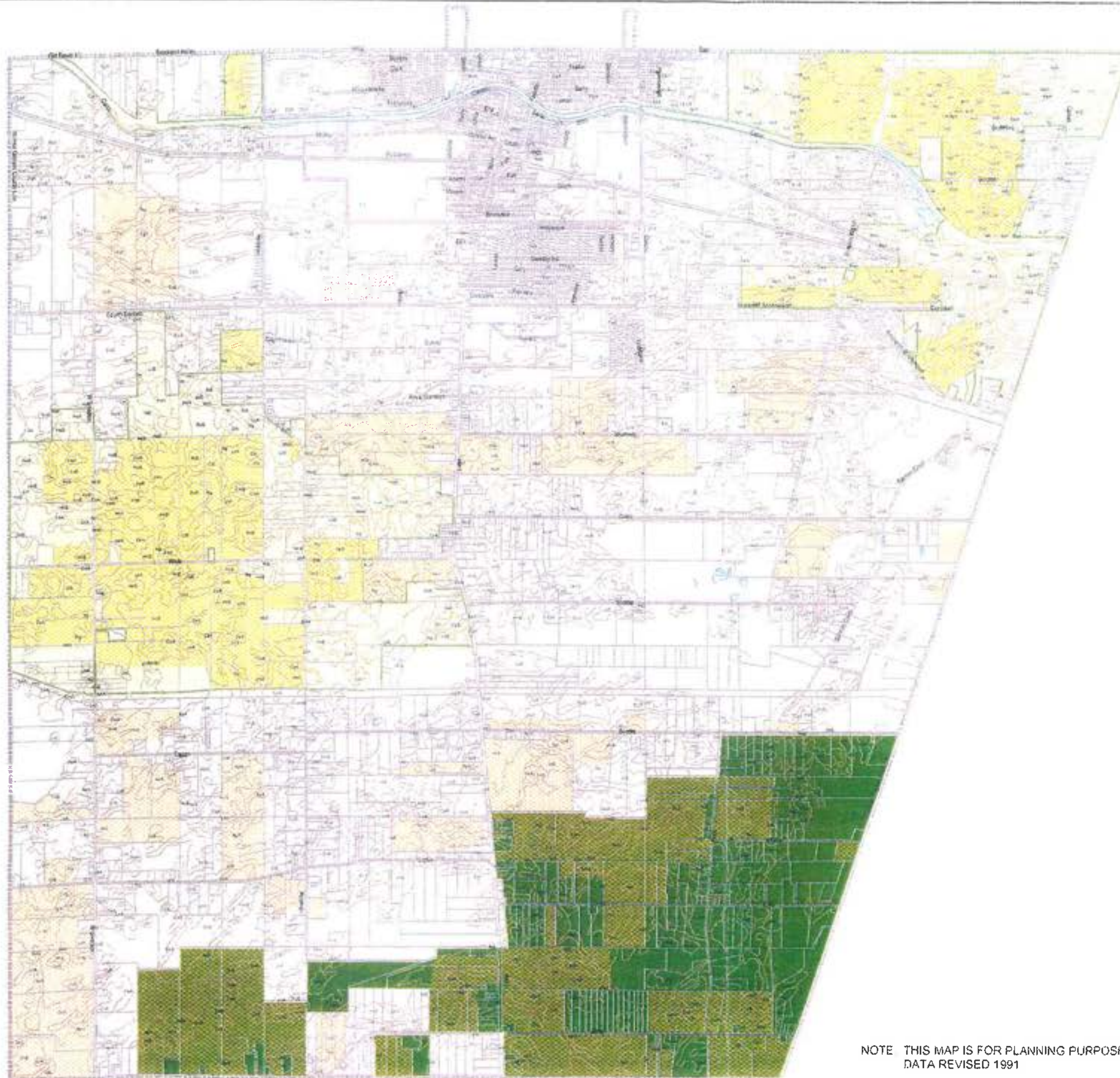


Village of Brockport
Town of Sweden
Monroe County, NY

Detailed Soil Mapping Provided by NRCS
(Soil Survey Geographic Data Base)



AGRICULTURAL LAND



Legend

- Midwestern Agricultural District
- Northwestern Agricultural District
- Active Agricultural Land Outside of Ag Districts
- Active Ag Land in Midwestern Agricultural District
- Active Ag Land in Northwestern Agricultural District
- Prime Soils
- Parcel Boundaries
- Town/Village Boundary



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July 2002

Figure 9



Village of Brockport
Town of Sweden
Monroe County, NY

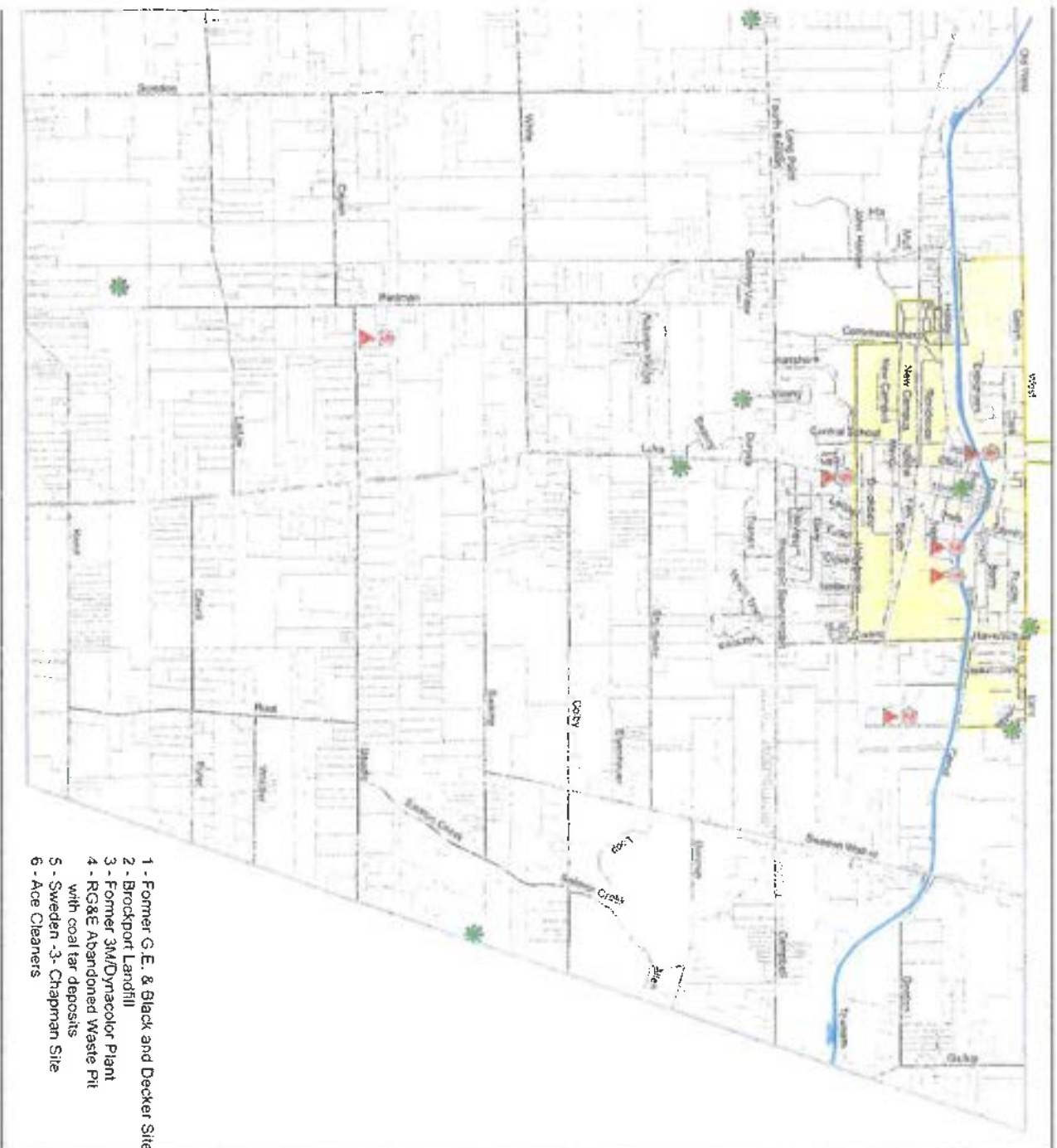


BERGMANN



PLANNING GROUP

NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY
DATA REVISED 1991



- 1 - Former G. E. & Glack and Decker Site
- 2 - Brockport Landfill
- 3 - Former 3M/Dynacolor Plant
- 4 - RC8E Abandoned Waste Pit with coal tar deposits
- 5 - Sweden -3- Chapman Site
- 6 - Ace Cleaners

INACTIVE HAZARDOUS WASTE SITES & COMMUNICATION TOWERS

Legend

- ★ Communication Towers
- ▲ Inactive Hazardous Waste Sites
- Sweden Parcels
- Bkpt Village Parcels
- Sweden Roads
- Town of Sweden
- Village of Bkpt.



Town of Sweden
Monroe County, NY









Map Date: October 1, 2015

Figure 10

SANITARY SEWER

Legend

-  Sanitary Sewer System
-  Sewer District
-  Water Features
-  Roads
-  Railroad
-  Town/Village Boundaries



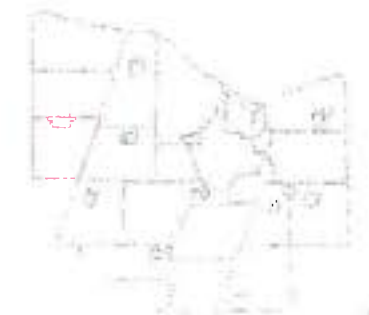
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July 2002

Figure 11

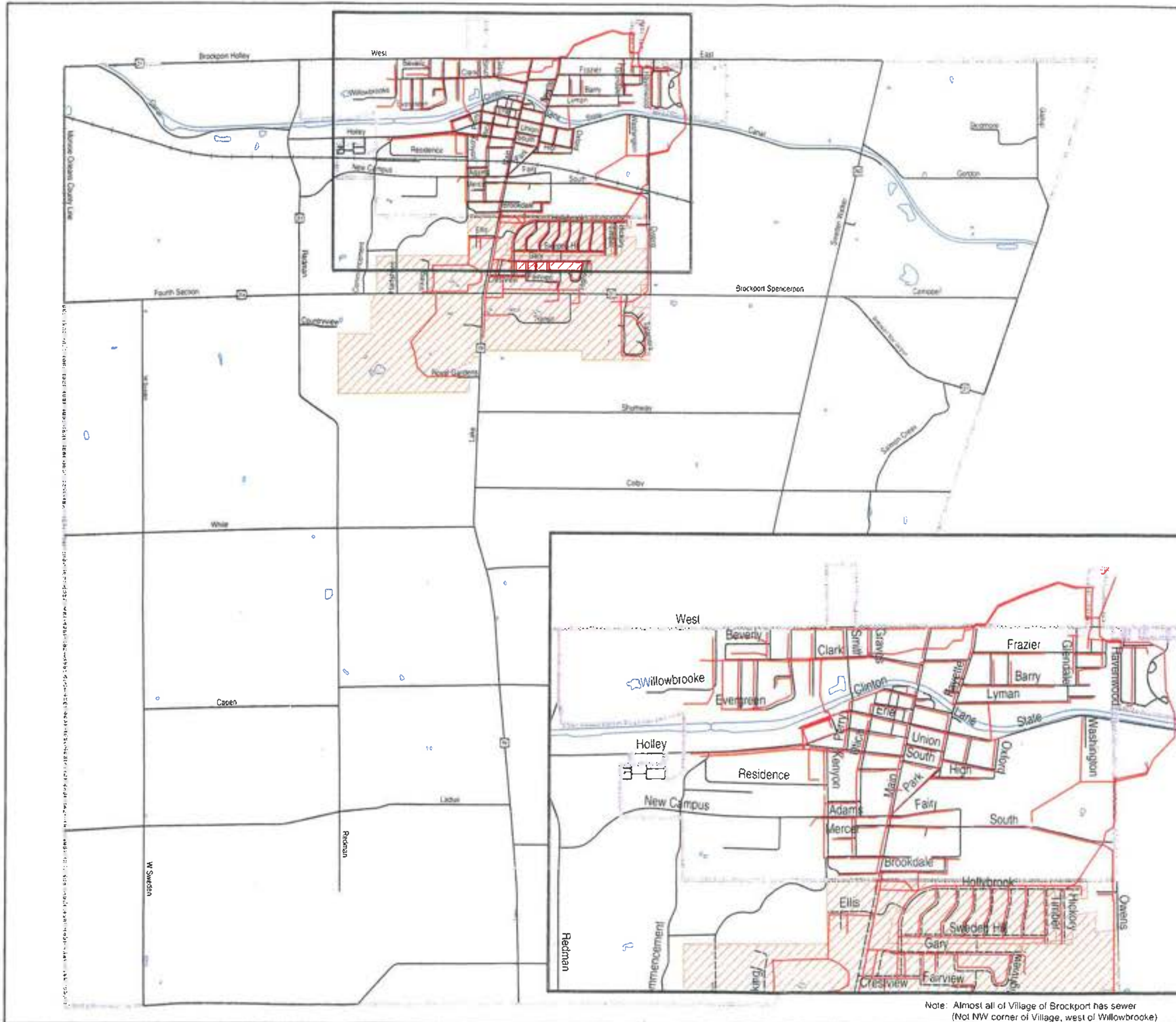
Update



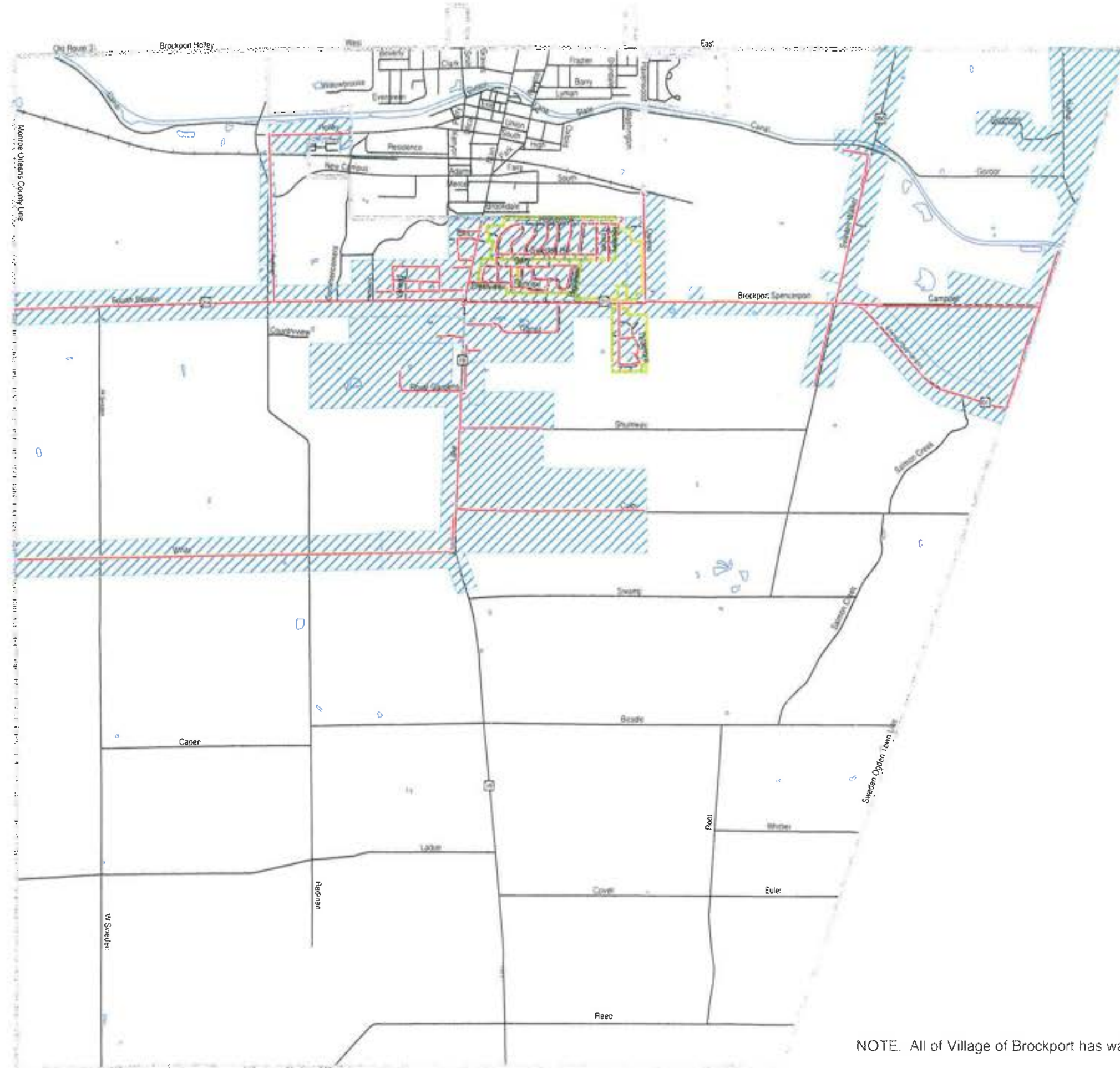
Village of Brockport
Town of Sweden
Monroe County, NY










Note: Almost all of Village of Brockport has sewer
(Not NW corner of Village, west of Willowbrooke)



PUBLIC WATER AND LIGHTING DISTRICTS



Legend

-  Water Lines
-  Water Districts
-  Lighting Districts
-  Water Features
-  Roads
-  Railroad
-  Town/Village Boundaries

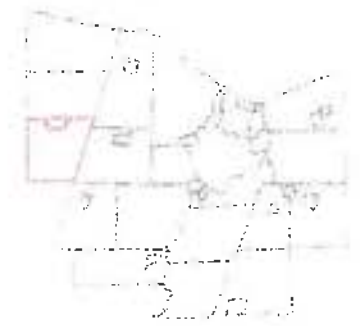


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July 2002

Figure 12



Village of Brockport
Town of Sweden
Monroe County, NY



NOTE: All of Village of Brockport has water



Legend

Red line	4 inch Watermain
Blue line	8 inch Watermain
Yellow line	12 inch Watermain
Purple line	14 inch Watermain
Black line	16 inch Watermain

	Drawn By: OS A		TOWN OF SWEDEN
	Scale: 1" = 200'		COMPREHENSIVE WATER STUDY - 2013 UPDATE
	Date: JUL 2013		EXISTING WATER SYSTEM

10/11/13









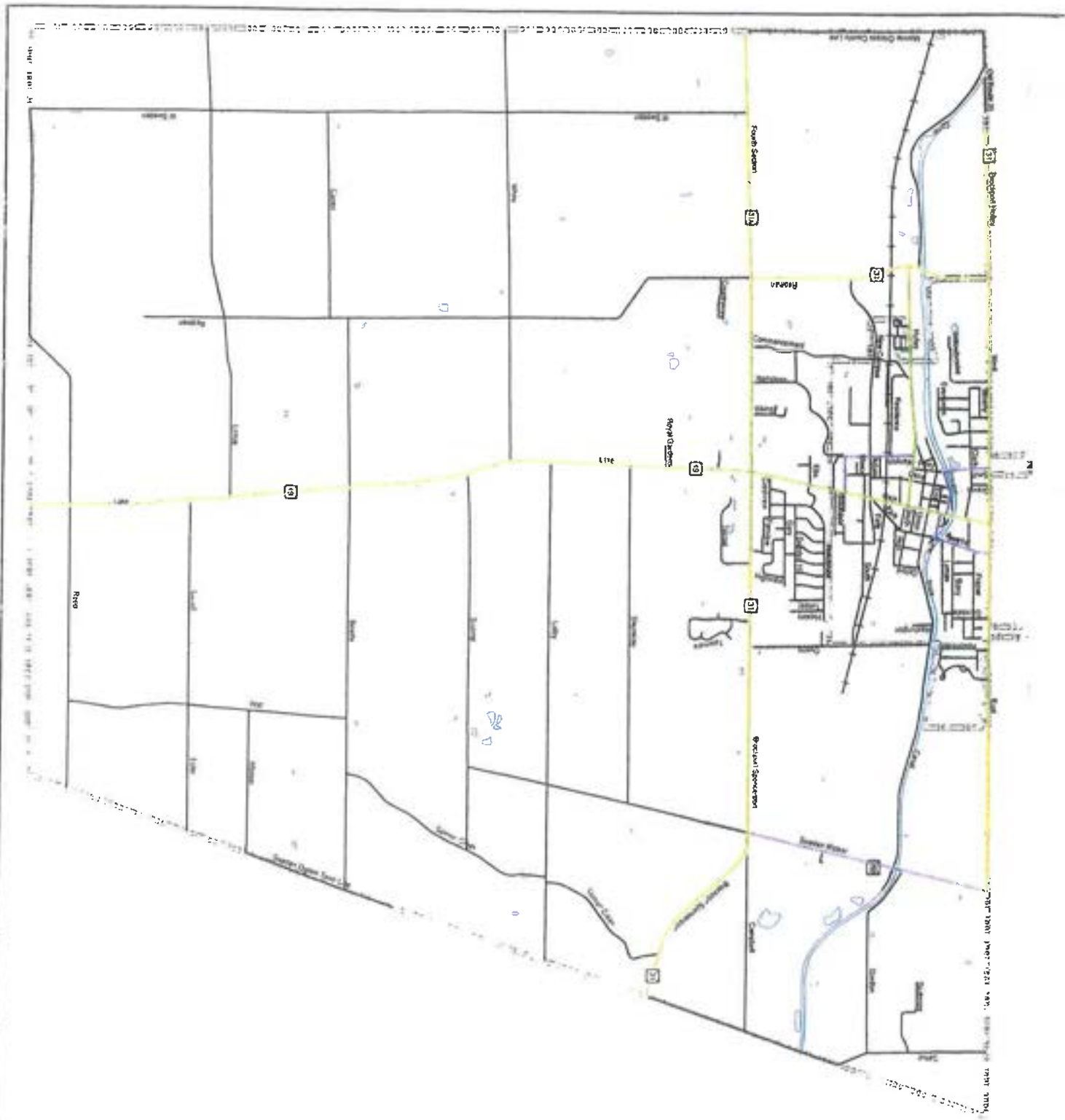
Figure 12-B

MRB group		TOWN OF SWEDEN COMPREHENSIVE WATER STUDY - 2013 UPDATE FUTURE WATER SYSTEM	
PROJECT NO 5	DATE 10/16/2013	Drawn By: DSA	Scale: 1" = 1,500'
		Date: JUL 2013	

FUNCTIONAL CLASSIFICATION OF ROADS

Legend

-  Arterial Roads
-  Collector Roads
-  Local Roads
-  Railroads
-  Water Features
-  Town/Village Boundaries



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July 2002









Figure 13



Village of Brockport
Town of Sweden
Monroe County, NY

PARKLAND

Legend

-  Streams
-  Water Features
-  Brockport Central Schools
-  County Park
-  SUNY Brockport
-  Town/Village Parks
-  Wildlife Refuge
-  Parcels
-  Town/Village Boundary

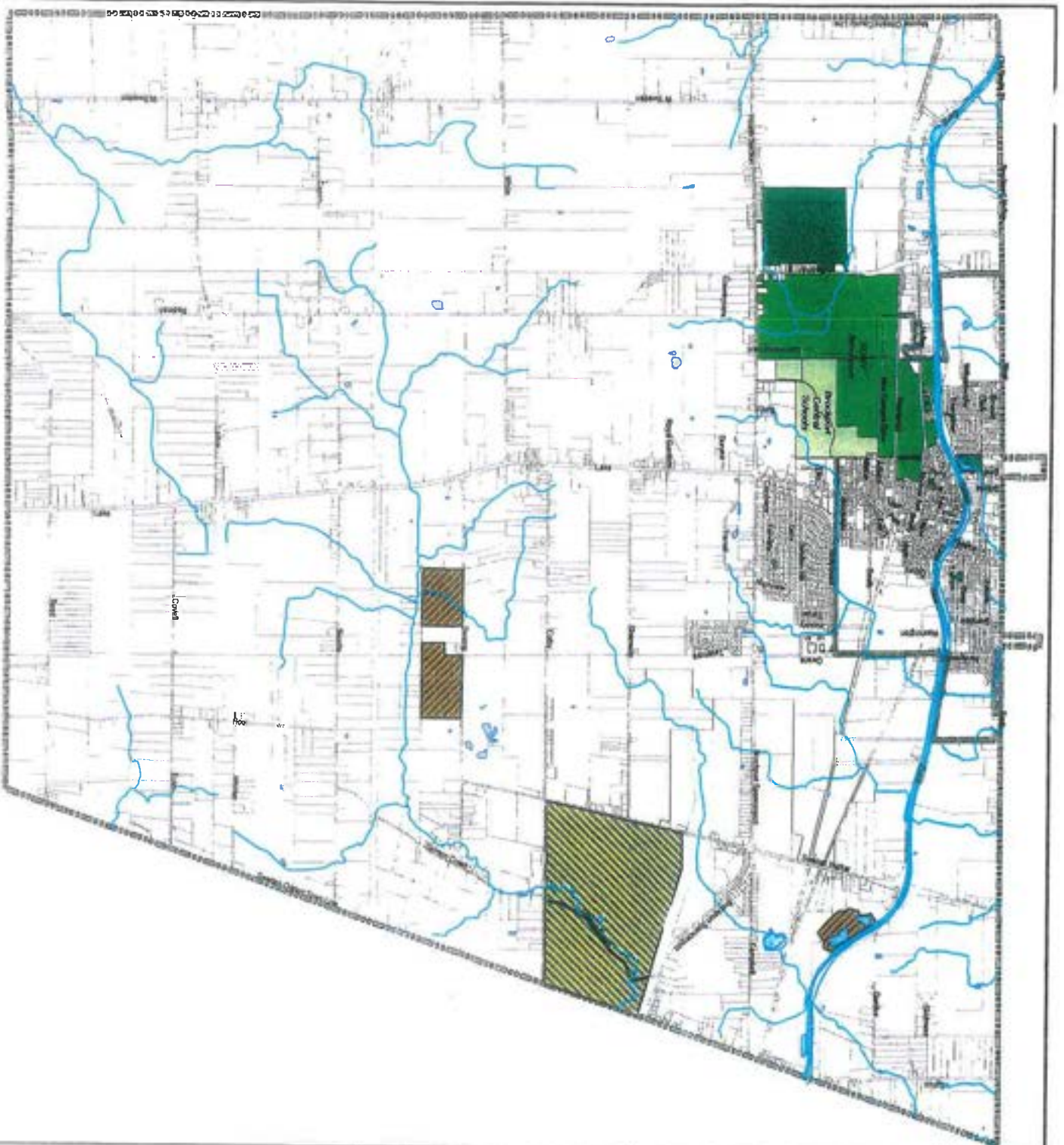


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July 2002



Figure 15



Village of Brockport
Town of Sweden
Monroe County, NY

VILLAGE PARKLAND

Legend

-  Village Parks
-  SUNY Brockport Campus
-  Brockport Central Schools
-  Water Features
-  Parcels

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July 2002

Figure 16




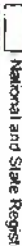





Village of Brockport
Town of Sweden
Monroe County, NY



HISTORIC RESOURCES



Legend

-  Historic Landmarks
-  National and State Register of Historic Places
-  Downtown Historic District
-  Town of Sweden Historic Landmarks
-  Water Features
-  Parcels
-  Town/Village Boundary



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July 2002

Figure 17



Village of Brockport
Town of Sweden
Monroe County, NY



REGIONAL INFORMATION BUREAU









REGIONAL INFORMATION BUREAU OF OLD BRIDGE
PLANNING GROUP

VILLAGE HISTORIC RESOURCES



Legend

-  Historic Landmarks
-  National and State Register of Historic Places
-  Downtown Historic District
-  Water Features
-  Parcels
-  Town Village Boundary

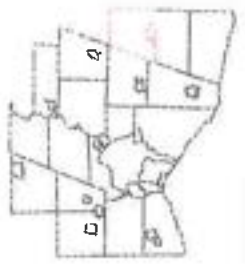


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July 2002

Figure 18



Village of Brockport
Town of Sweden
Monroe County, NY

EXISTING LAND USE

- Legend
- Land Use Classification
- Agriculture
 - Commercial
 - Community Service
 - Industrial
 - Public Services
 - Recreation and Entertainment
 - Residential
 - Vacant Land
 - Wild, Forested, Conservation Land, and Public Parks
 - Water Features
 - Police Shutoff Lines
 - Town/Village Boundaries



July 2002

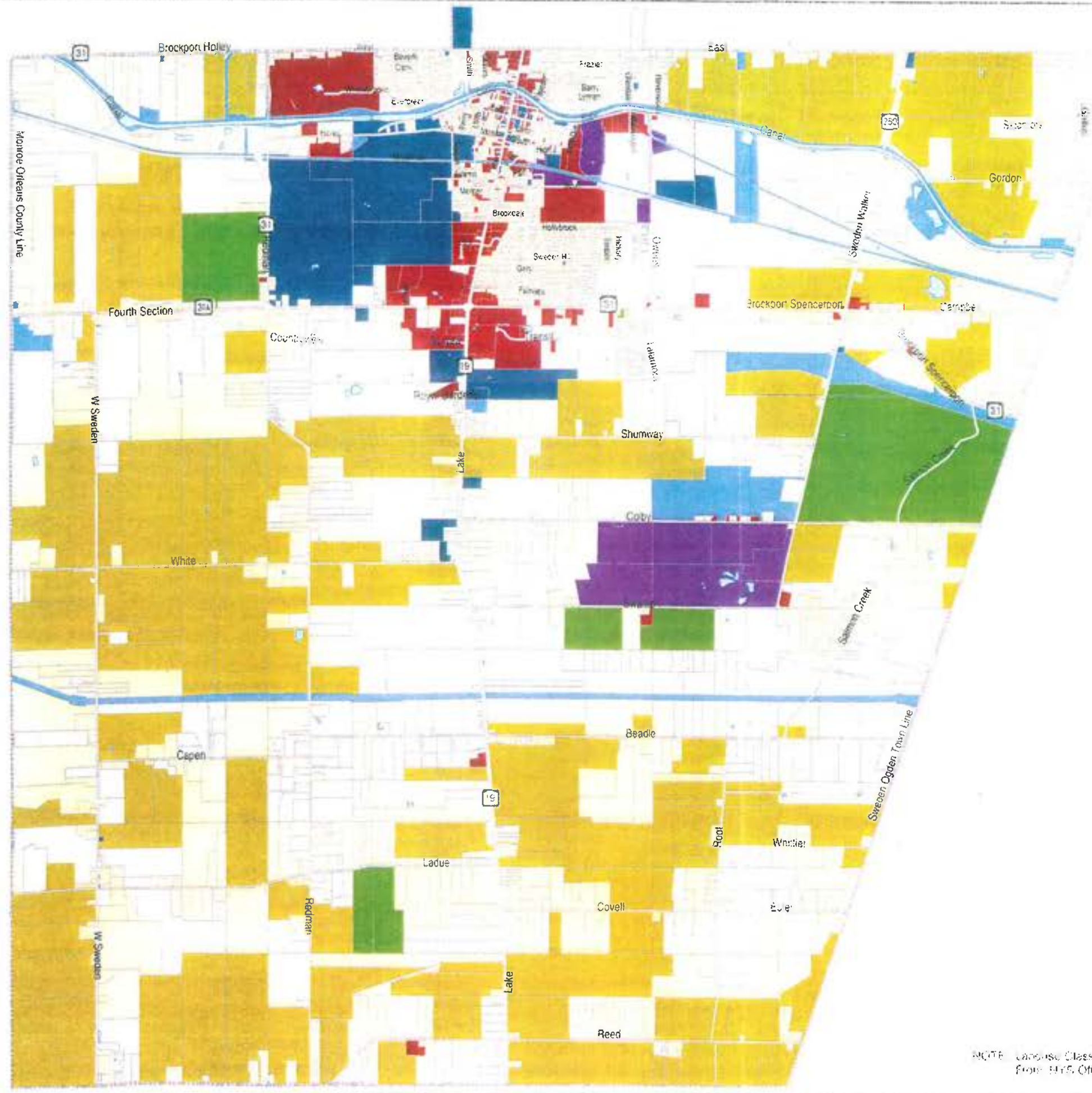
Figure 19



Village of Brockport
Town of Sweden
Monroe County, NY



NOTE: Land Use Classifications and Data from NYS Office of Real Property Services

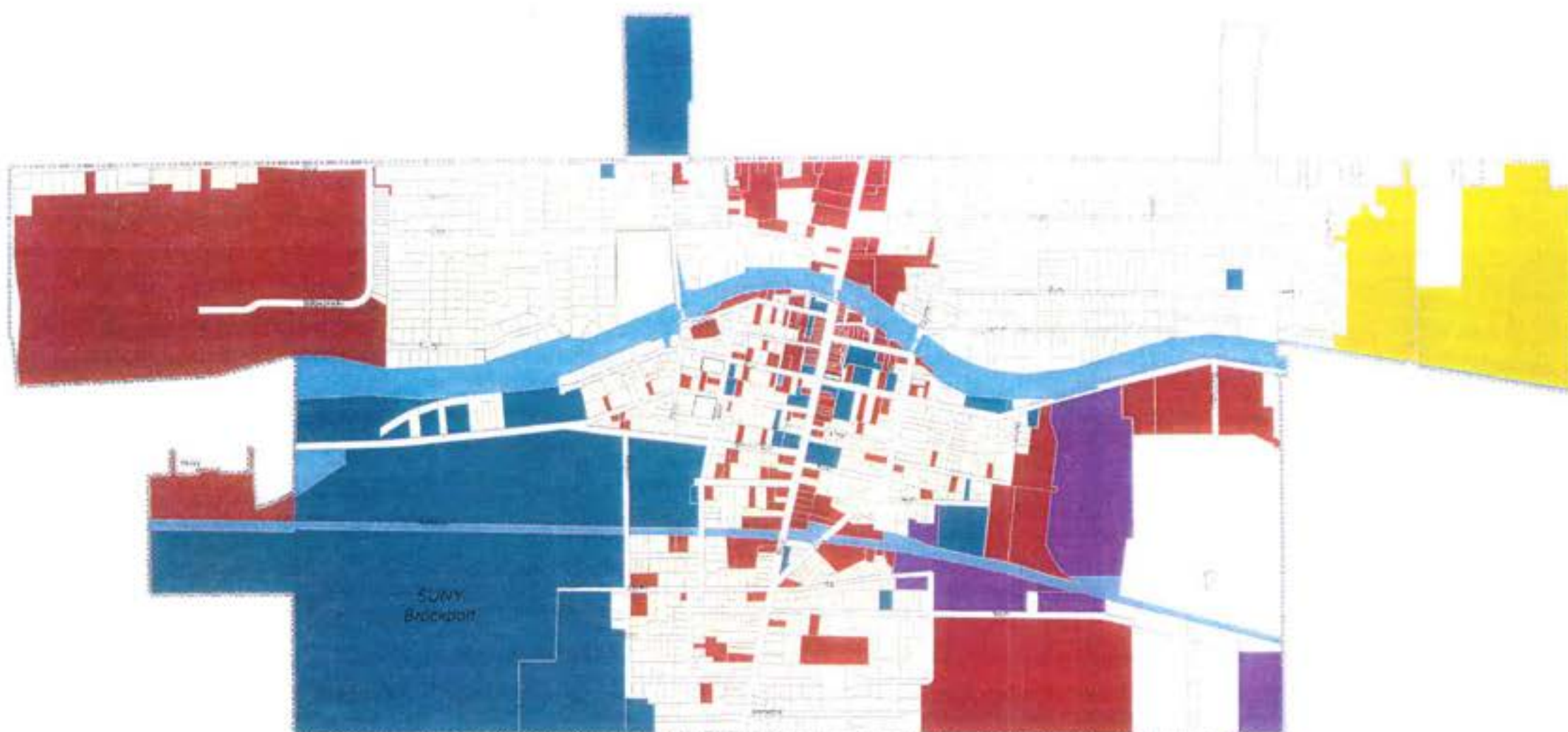


VILLAGE EXISTING LAND USE

Legend

Landuse Classification

- RESIDENTIAL
- COMMERCIAL
- COMMUNITY RECREATION
- INDUSTRIAL
- PUBLIC SERVICES
- RECREATION AND PASTURELAND
- OPEN SPACE
- WETLANDS, WOODLANDS AND PUBLIC PARKS
- Water Features
- Village Boundary



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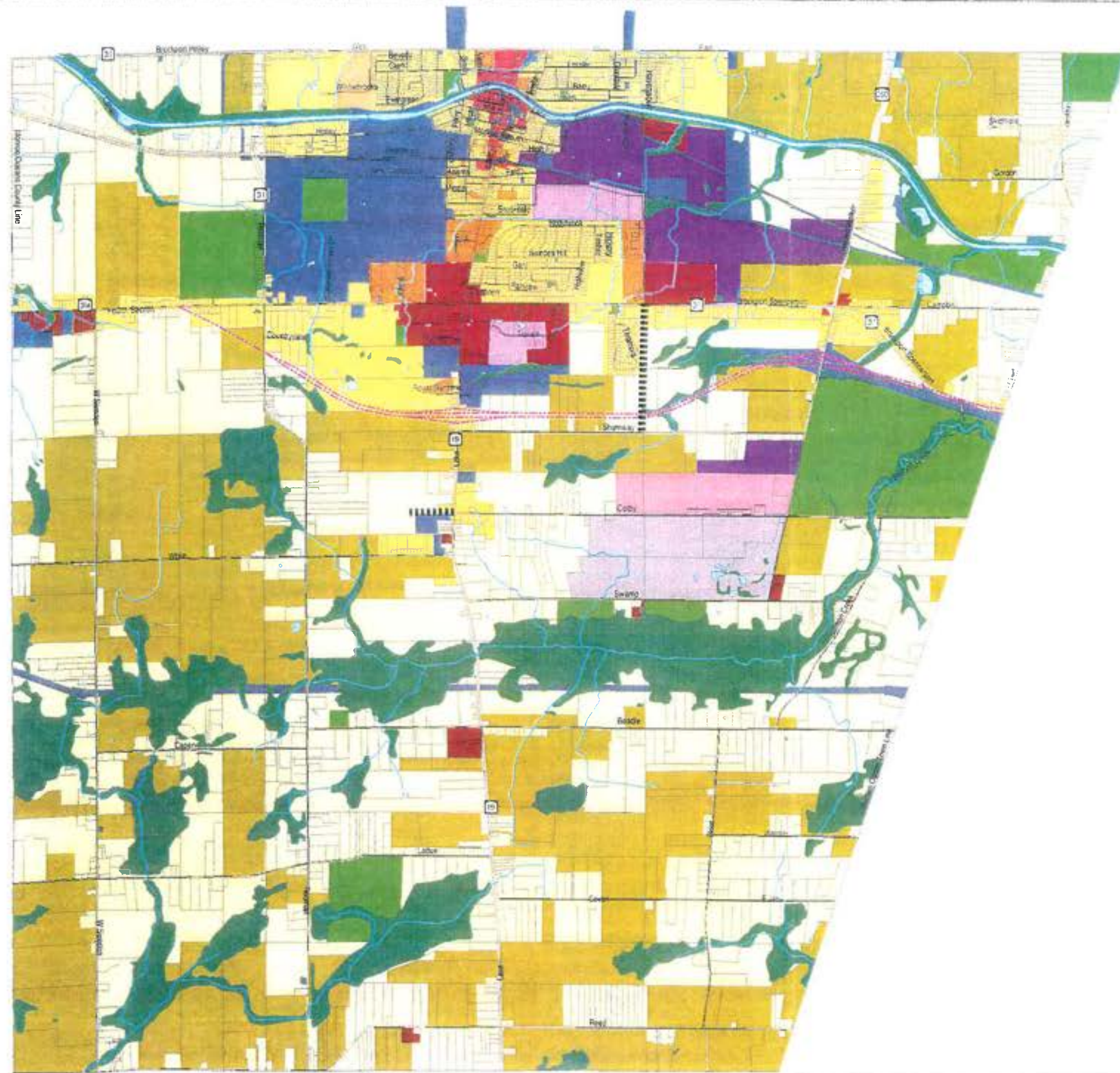
July 2002

Figure 20



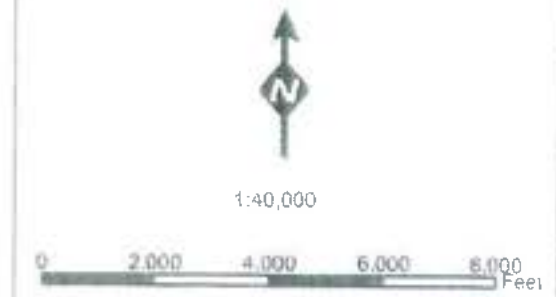
*Village of Brockport
Town of Sweden
Monroe County, NY*





FUTURE LAND USE

- Legend**
- Future Land Use**
- General Business
 - Central Business District
 - Light Industrial
 - Industrial
 - Community Services and Public
 - Rural Residential
 - Medium Density Residential
 - Multi-Family Residential
 - Multi-Family Commercial
 - Recreation, Open Space, Wetlands and Forested Land
 - Retail & Related Business
 - Office
 - Natural Features Conservation Areas
- Proposed Road Extensions
- Preferred Road Extensions
- Water Features
- Roads
- Parcel Boundary Lines
- Town/Village Boundary



July 2002

Figure 21



Village of Brockport
Town of Sweden
Monroe County, NY



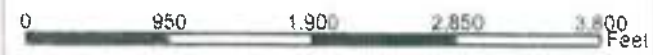
FUTURE VILLAGE LAND USE

Legend

- Future Land Use:
- General Business
 - General Business District
 - Light Industrial
 - Industrial
 - Community Service and Public
 - Agricultural
 - Rural Residential
 - Medium Density Residential
 - Multi-Family Residential
 - Multi-Family / Commercial
 - Recreation, Special Conservation, and Forested Land
 - Alcohol & Related Business
 - Quarry
 - Natural Features Conservation Areas
 - Proposed Road Extensions
 - Planned R.O.S. Extension
 - Water Features
 - Roads
 - Private Boundary Lines
 - Town/Village Boundary



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July 2002

Figure 22

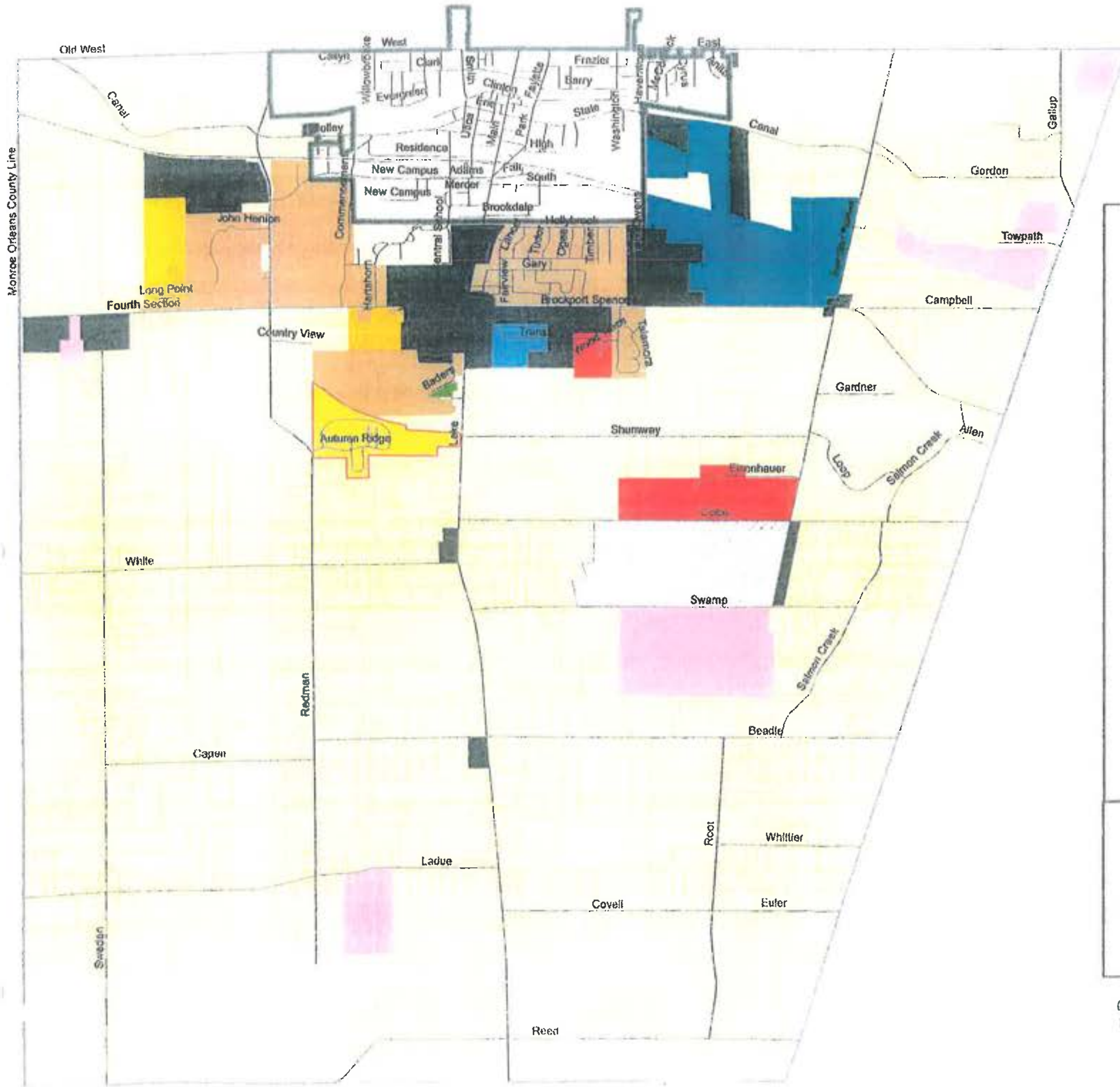


Village of Brockport
Town of Sweden
Monroe County, NY















EXISTING ZONING

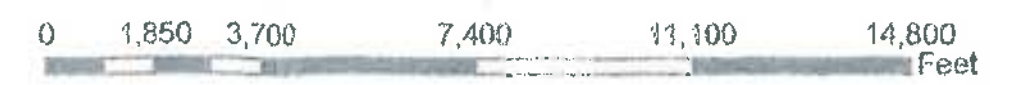
Town of Sweden
Monroe County, NY



Town of Sweden Zoning

-  ONE-FAMILY RESIDENTIAL R1-2
-  ONE-FAMILY RESIDENTIAL R1-2S
-  ONE-FAMILY RESIDENTIAL R1-2*
-  ONE-FAMILY RESIDENTIAL R1-3S
-  MULTIPLE RESIDENCE MR-1
-  INCENTIVE-MIXED USE
-  RETAIL-COMMERCIAL B-1
-  AIRPORT-COMMERCIAL PARK B-2
-  RECREATION-COMMERCIAL B-3
-  HEAVY INDUSTRIAL I-1
-  LIGHT INDUSTRIAL I-2
-  INDUSTRIAL EXCAVATION I-3

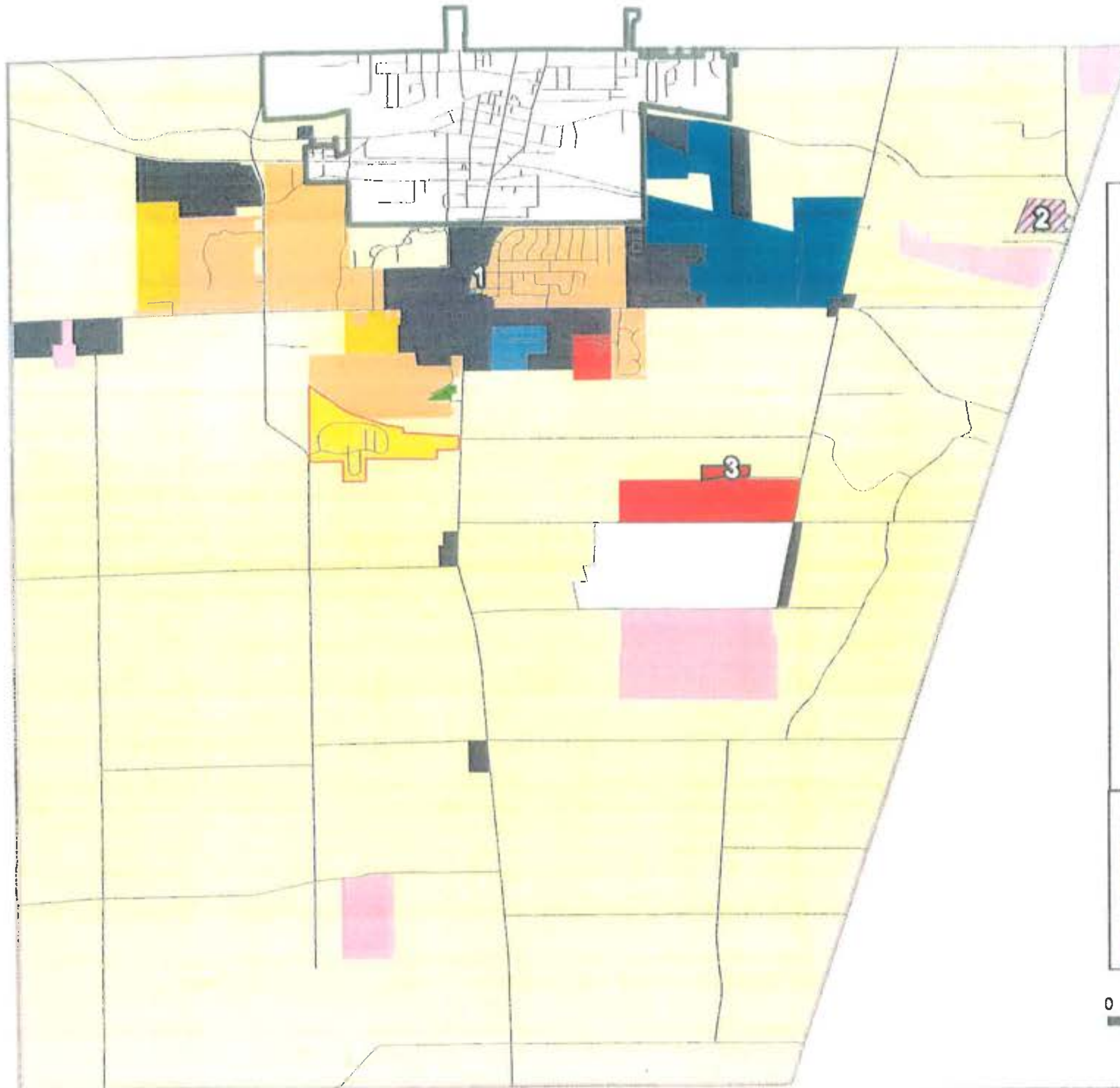
-  Town of Sweden
-  Village of Bkpt.



Map Date: November 9, 2015 1:38,500

FUTURE ZONING MAP

Town of Sweden
Monroe County, NY

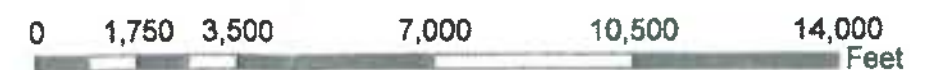


Town of Sweden Zoning

- ONE-FAMILY RESIDENTIAL R1-2
- ONE-FAMILY RESIDENTIAL R1-2S
- ONE-FAMILY RESIDENTIAL R1-2*
- ONE-FAMILY RESIDENTIAL R1-3S
- MULTIPLE RESIDENCE MR-1
- INCENTIVE-MIXED USE
- RETAIL-COMMERCIAL B-1
- AIRPORT-COMMERCIAL PARK B-2
- RECREATION-COMMERCIAL B-3
- HEAVY INDUSTRIAL I-1
- LIGHT INDUSTRIAL I-2
- INDUSTRIAL EXCAVATION I-3

ZONING CHANGES

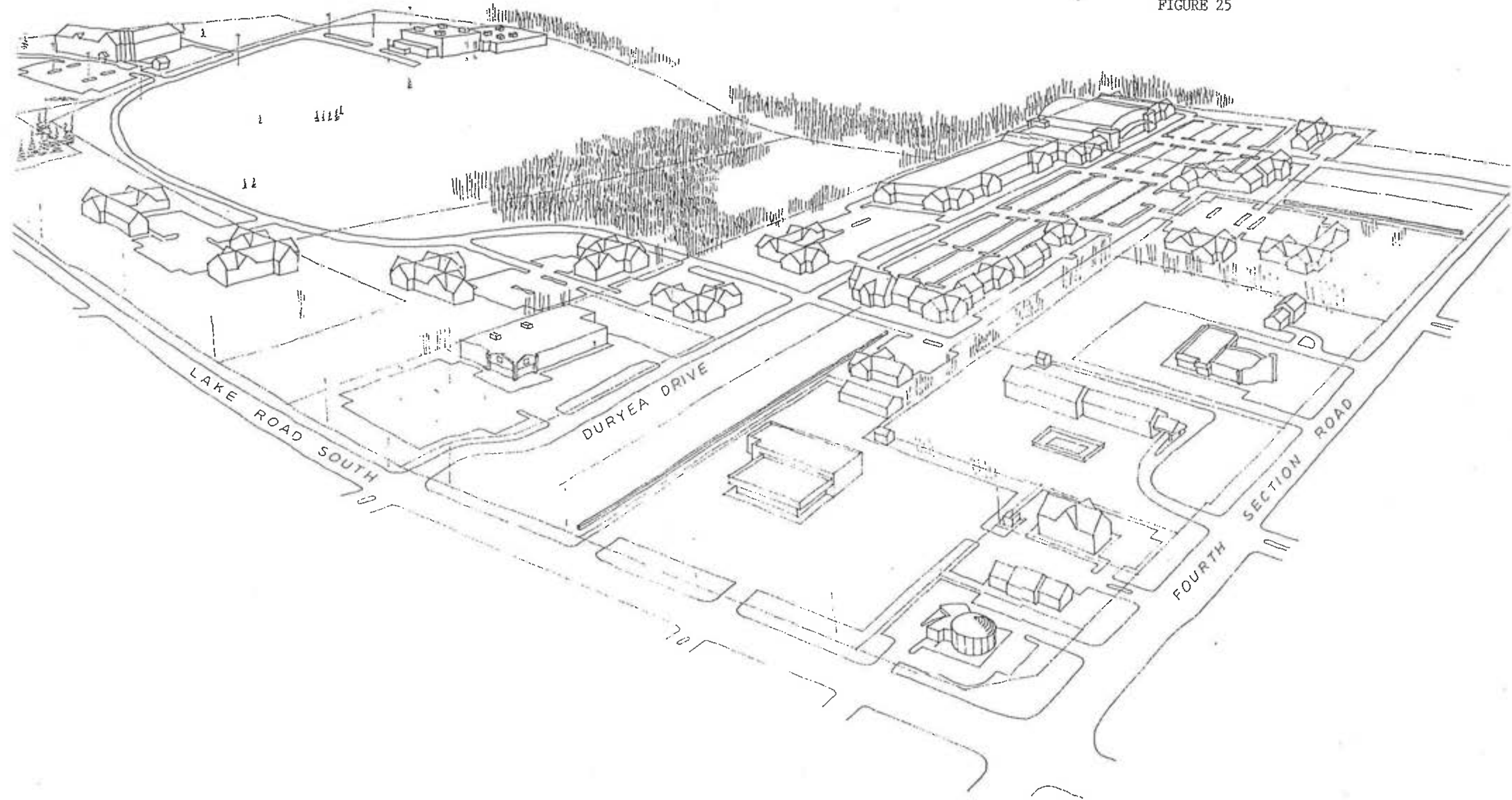
- 1 ~~R1-2 to B-1 (Retail Commercial)~~ *Remove (2019 amendment)*
- 2 B-3 to R1-2 (One-family Residential)
- 3 Currently B-2 (Airport-Commercial Pk)



Map Date: October 1, 2015 1:38,500







Figure 24

Concept Drawing of Area Around Aldi's
FIGURE 25



TRANSPORTATION PLAN

Legend

-  Proposed Road Extensions
-  Proposed Extension of Rt 531
-  Roads
-  Railroad
-  Water Features
-  Town/Village Boundaries

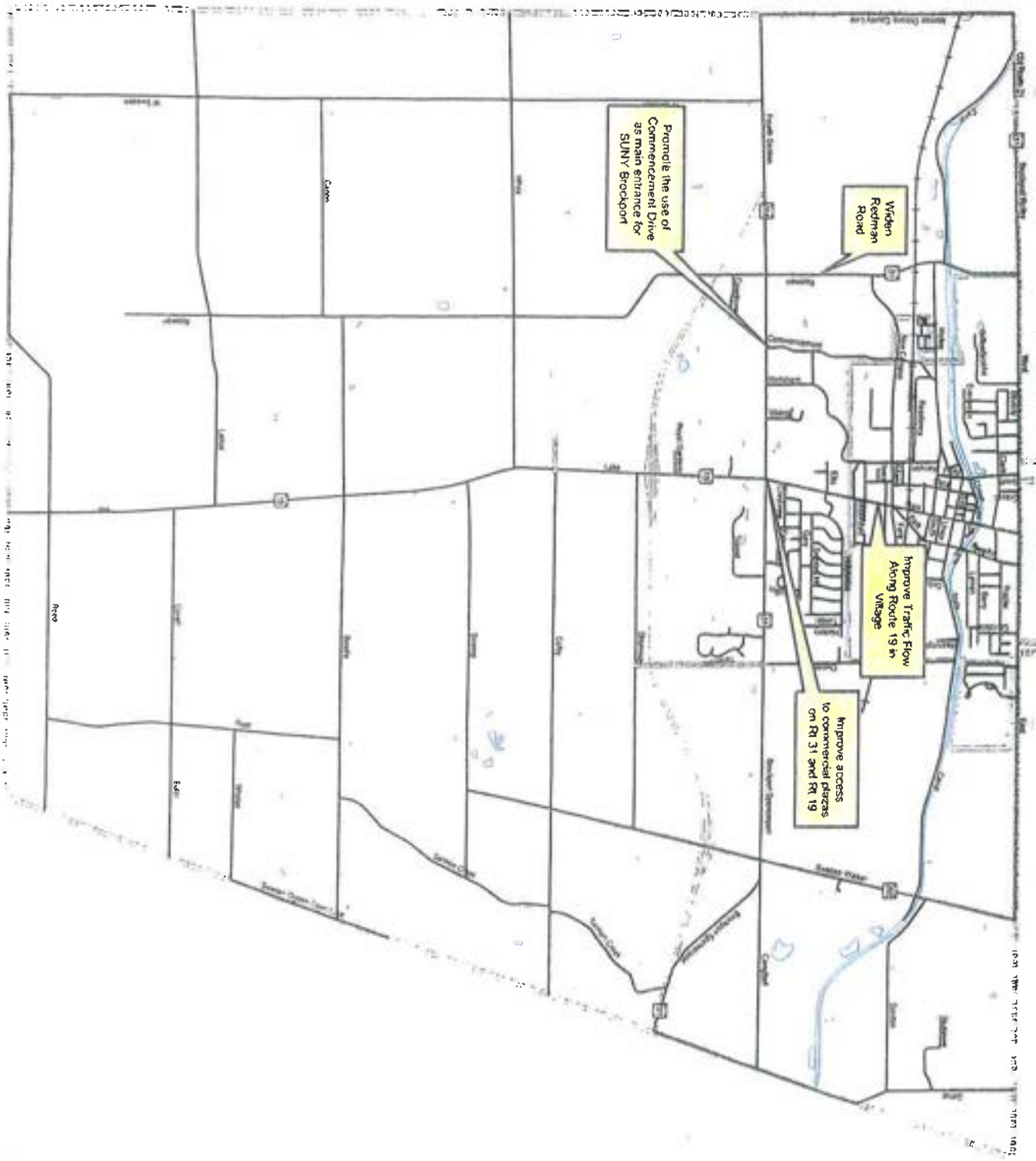
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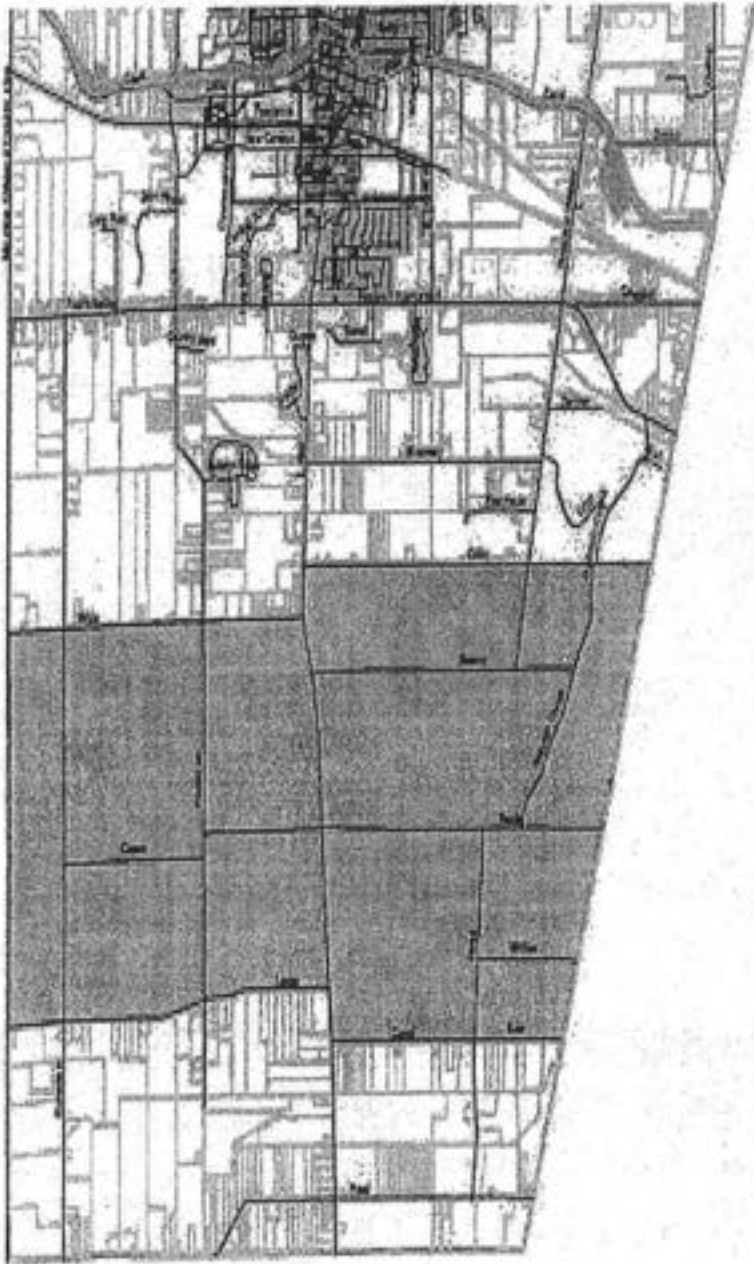


July 2002

Figure 26

Village of Brockport
Town of Sweden
Monroe County, NY





Wind Energy Overlay District
Town Of Sweden

Figure 27

