

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN

Adopted: XX/XX/2022



ACKNOWLEDGMENTS

The creation of this 2022 Comprehensive Plan was made possible due to the joint efforts of the Town Board, the Steering Committee, and our residents. The Steering Committee's contributions of knowledge, leadership, and document review throughout the update process are greatly appreciated and were integral to the drafting of the Plan. The Town also thanks the many residents who invested time and energy into the update by attending public events and providing invaluable input and feedback that shaped the content of the Plan.

Specifically, the Town would like to acknowledge the following entities:

TOWN BOARD

Christa L. Filipowicz, Town Supervisor
Patrick Didas
Allan Hoy
Tom Guarino
Leslie Zink

STEERING COMMITTEE

Conrad Ziarniak	Chris Martin
Joe Perry	Bob Viscardi
Leslie Zink	Ralph Rizzo
Harold Mundy	Nick D'Amuro
John Jackson	Lee Hicks
Leanna Hale	Steve Fros

PLAN PREPARED BY:



ACRONYMS

The acronyms listed below are frequently used planning terms that are referenced throughout the document:

ACS	American Community Survey
CR	County Road
DEC	Department of Environmental Conservation
DOT	Department of Transportation
DPW	Department of Public Works
FLU	Future Land Use
NYS	New York State
SEQR	New York State Environmental Quality Review Act
SWOT	Strengths, Weaknesses, Opportunities, and Threats
US	United States

TABLE OF CONTENTS

<i>Introduction.....</i>	<i>1</i>
<i>Public Input</i>	<i>7</i>
<i>Community Profile.....</i>	<i>9</i>
<i>Our Vision & Goals.....</i>	<i>11</i>
<i>Future Land Use Strategy.....</i>	<i>37</i>
<i>Priority Action Plan</i>	<i>57</i>
<i>Appendix.....</i>	<i>A-1</i>

MAPS

<i>Map 1: Agricultural Districts</i>	<i>4</i>
<i>Map 2: Regional Context.....</i>	<i>12</i>
<i>Map 3: Soil Drainage.....</i>	<i>17</i>
<i>Map 4: Wetlands</i>	<i>19</i>
<i>Map 5: Historic & Recreational Resources</i>	<i>21</i>
<i>Map 6: Existing Land Use.....</i>	<i>23</i>
<i>Map 7: Existing Zoning</i>	<i>25</i>
<i>Map 8: Future Land Use.....</i>	<i>38</i>
<i>Map 9: Agriculture & Open Space Areas</i>	<i>40</i>
<i>Map 10: Rural Residential Areas</i>	<i>42</i>
<i>Map 11: Suburban Residential Areas.....</i>	<i>44</i>
<i>Map 12: Rural Commercial Areas.....</i>	<i>46</i>
<i>Map 13: Hamlet Mixed Use Areas.....</i>	<i>48</i>
<i>Map 14: Industrial and Mixed Use Office Areas</i>	<i>50</i>
<i>Map 15: Design Principle Areas.....</i>	<i>52</i>



CLARKSON

ESTABLISHED APRIL 2, 1819
AS PART OF MURRAY.
NAMED FOR GENERAL MATTHEW
CLARKSON, EARLY LAND OWNER
AND BRIGIDIER GENERAL, NEW
YORK STATE MILITIA.
CLARKSON CONGREGATIONAL
CHURCH OLDEST RURAL CHURCH
STRUCTURE IN MONROE COUNTY.
BUILT 1825.

ERECTED BY THE
COUNTY OF MONROE
1976

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN

INTRODUCTION

THE COMPREHENSIVE PLAN

Consistent with New York State Municipal Law, comprehensive planning equips municipalities with a blueprint necessary for meeting the current and future needs of the community. Without a well-considered planning process, communities risk a greater number of unintended consequences of unrestricted development. Planning helps municipalities to avoid reactionary decision-making by taking the steps necessary to guide investment.

Through numerous regional collaborations and local planning projects, the Town of Clarkson has committed to understanding the changing needs and desires of the community, and orienting the Town towards achieving the community's goals and vision. One example of such initiatives is this document, the 2021 Comprehensive Plan, which is an update to the Town's previous 2005 Comprehensive Plan. The 2021 Comprehensive Plan abides by NYS Town Law Article 16 Section 272-A: Town Comprehensive Plan.

Ultimately, the Comprehensive Plan aims to lay the groundwork for achieving the community's vision. It identifies the community's existing conditions and goals and establishes the Town's policy framework and community development strategies. Through the Comprehensive Plan, community leaders have a foundation upon which they can facilitate community-driven social initiatives and support the specific types of public and private investment that will offer the

most benefit to Town stakeholders. The Plan also informs municipal budgeting and – by expressing a high level of self-awareness – helps the Town remain competitive while applying for grant funding.

Despite the informative nature of the Comprehensive Plan, the Plan should not prevent future decisions that may not align precisely with identified goals and vision. Instead, infrequent deviations from the Plan may be considered acceptable if they are sound in rationale and proven to offer an overall benefit to the community. Likewise, the Comprehensive Plan should not be considered a static document. As additional studies and plans are completed, and more information on the Town is uncovered, the Comprehensive Plan may be amended to reflect changing trends and developments.

PLANNING HORIZON

The planning horizon is defined by the length of time for which the Plan is considered relevant and representative of the community. It may also quantify the length of time necessary to implement a majority of the Plan's recommendations. The planning horizon for this comprehensive planning effort is 10 years, or to the year 2032. However, it is recommended that the Town review the information contained in this document every one to two years in order to ensure that it is still relevant and beneficial prior to 2032.

PLANNING PROCESS

The planning process utilized to accomplish the 2022 Comprehensive Plan Update was overseen by the project's Steering Committee. The Steering Committee for the Plan consisted of individuals who volunteered their time and effort to take on this important process. Committee members included community residents, business owners, and stakeholders. The role of the Steering Committee was to provide direction for the Plan and help draft and review documents throughout the process. The general timeline of key milestones associated with the planning process is provided below:

Project Kick-Off Meeting	February 2021
Community Survey	May - June 2021
Draft Community Profile	August 2021
Draft Vision & Goals	September 2021
Draft Future Land Use Strategy	November 2021
Preliminary Plan	December 2021
Public Open House	January 2022*
Committee Public Hearing	January 2022*
SEQR Documentation	February 2022*
Town Board Public Hearing	March 2022*
Town Board Adoption	March 2022*

**Events yet to occur - dates to be finalized.*

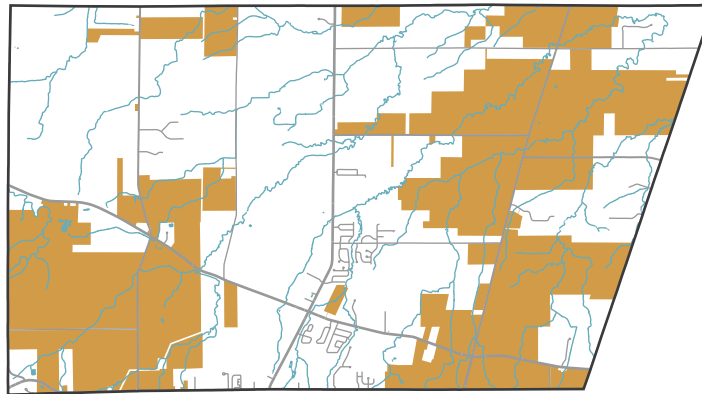
HISTORICAL CONTEXT

The Town of Clarkson was founded in 1819 and named after General Matthew Clarkson, one of four New York City land speculators who purchased a triangular tract of land covering what are now parts of the Towns of Clarkson, Sweden, Hamlin, Bergen, and LeRoy. For the decade prior to its founding, the land comprising the Town of Clarkson was included in the Town of Murray. After being founded, and until 1852, the Town of Clarkson included the land now considered the Town of Hamlin. Clarkson is said to have played a role in the War of 1812 by providing a route and lodging to soldiers on their way to the Niagara frontier. However, the completion of the Erie Canal in 1825 also heavily influenced the Town of Clarkson's early years, as it halted population growth in the Town and resulted in a shift of business out of Clarkson Corners and into the Village of Brockport. Historically, the Town embraced agriculture and related industries, but is now a largely residential community that has managed to preserve and honor its wealth of historic resources.

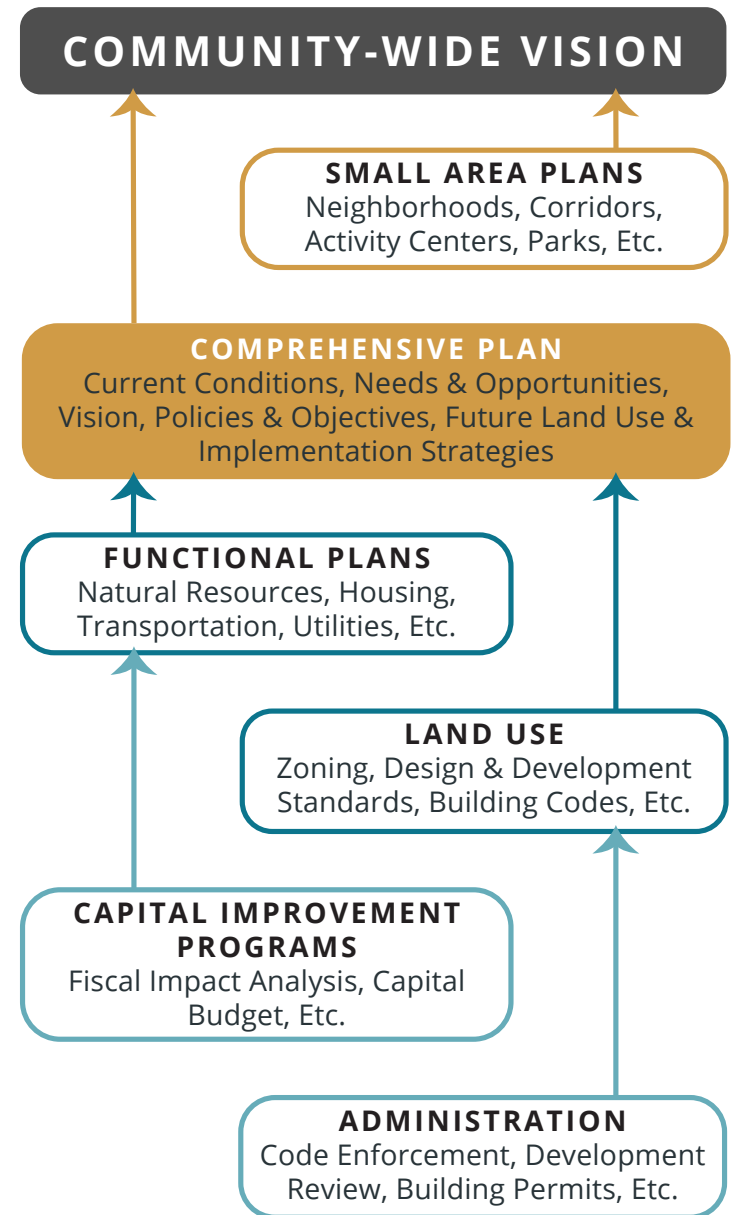


SUPPORTED INITIATIVES

The Comprehensive Plan is realized through a number regulations and smaller planning initiatives. This 2021 Comprehensive Plan intends to reflect the 2016 Monroe County Agricultural District #5 Plan, which was developed in accordance with the NYS Agriculture and Markets Law. It identifies lands within the County that are to be protected and promoted for agricultural use. The 2016 Plan assigned 12.8 square miles of land in Clarkson to agricultural districts, approximately equal to 38% of the Town's total area.



MAP 1: AGRICULTURAL DISTRICTS



SWOT ANALYSIS

During the kick off meeting with the Steering Committee, members participated in a brainstorming exercise to identify the community's strengths, weaknesses, opportunities, and threats (SWOT Analysis). Members were then asked to vote on their top five discussion points. A list of the topics raised in the SWOT Analysis are presented below, as well as the number of votes each topic received by other committee members. These issues and opportunities helped to define the core themes and trends discussed in this Comprehensive Plan Update.

Strengths	Votes
A. Quiet, rural character	◇◇◇◇◇◇◇◇
B. Lots of parks	◇◇
C. Large lot sizes – the housing doesn't feel crowded	◇
D. Lots of open space	◇
E. Low tax rates	◇
F. Easy access to local food	◇
G. National Register Historic District in the center of Town	◇
H. Good schools	
I. Many newer homes	
J. Housing is affordable	
K. Homes that are large enough for families to grow into	
L. Close proximity to the Village of Brockport	
M. Reasonable commute to the City of Rochester	
N. "Best kept secret in Monroe County"	
O. Good location for SUNY Brockport employees to live	

Opportunities	Votes
A. The Town owns a significant amount of underutilized park space	◇◇◇◇◇
B. Many trails	◇◇◇◇◇
C. Agricultural base could be expanded	◇
D. Space to develop housing that aligns with new demand & trends	◇
E. Available space for commercial & industrial development	◇
F. Potential for a more robust pedestrian network	◇
G. Higher quality homes for families to stay in long-term	
H. A mix of housing sizes/types	
I. A lot of fertile land that should be preserved	
J. Proximity to the Erie Canal	
K. Expanded commercial development	
L. Town-owned land assets that may be appropriate for higher uses/development	

Weaknesses	Votes
A. Lack of senior housing	◇◇◇
B. Lack of public water & sewer	◇◇◇
C. Delayed emergency response times	◇◇
D. Lack of bicycle lanes	◇
E. Speeding along Lake Road & Ridge Road	◇
F. Not very walkable	
G. Limited retail businesses	
H. A lot of undeveloped land due to environmental constraints	

Threats	Votes
A. Traffic along 19, 104, Sweden Walker Road, & Redman Road	◇◇◇
B. Potential for loss of fertile land due to solar farm development	◇◇
C. New development could result in a loss of agricultural character	◇
D. Certain types of development, such as car dealerships	◇
E. Development pressure from neighboring Towns	◇
F. Lack of transportation infrastructure for the aging population	
G. Aging infrastructure that is over 50 years old in many cases	
H. Some of the sidewalks are in poor condition	

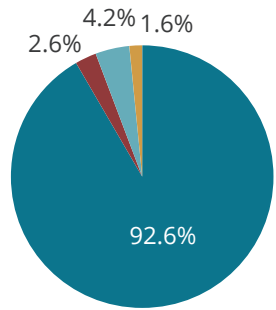
◇ - Indicates the number of Steering Committee member votes on the importance of an item.

INSERT PHOTO

DRAFT: December 13, 2021

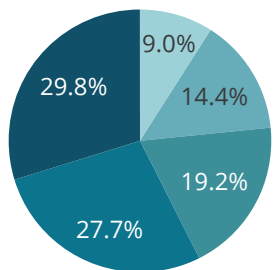
TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN

PUBLIC INPUT

Who Took the Survey?

■ Homeowner in the Town
 ■ Renter in the Town
 ■ Live outside the Town
 ■ Other

NOTE: 12.7% also operated a business in the Town



Years of Residency:

■ 4 or less ■ 20 to 29
 ■ 5 to 9 ■ 30 or more
 ■ 10 to 19

55 Median Age

2.8 Average Household Size

THE COMMUNITY SURVEY

To inform the 2022 Comprehensive Plan, a Community Survey was distributed to collect input from Town residents and stakeholders. The Survey was open from May 13 to June 28, 2021 via SurveyMonkey, an online surveying platform. It was promoted through a newspaper advertisement, a notification on the Town's website, and social media posts.

The purpose of the Survey was to identify key issues and opportunities within the Town and to begin defining the community's vision for future development. The Survey consisted of 26 questions grouped in the following categories: About You; Housing; Commerce & Economic Development; Parks, Recreation, & Open Space; and General Strengths & Weaknesses. Some of the questions mimicked questions from the 2003 Community Survey in order to identify changes in community preferences and concerns over time.

The Survey received 216 responses with a completion rate of 88%. This section summarizes and interprets the responses received. A comprehensive list of the responses is available in the Appendix.



Commerce & Economic Development

Participants felt that restaurants are the most needed retail/commercial/industrial development, followed by bakeries, delicatessens, and neighborhood/corner stores.

They also suggested that the best places to locate new commercial development are at the intersection of West Ridge Rd and Sweden Walker Rd (42.9%) and/or along West Ridge Rd but outside the hamlets (23.6%). 29.3% felt that the Town should not encourage new commercial development, as many explained that there is enough commercial activity nearby and Clarkson should retain its rural character.

In regards to the location of solar facilities, most participants agreed that they should be placed in commercial or industrial areas (39.0%). 36.9% felt that Clarkson should not have large scale solar facilities.

Survey participants agreed that the top four economic development strategies for the Town should be to:

1. Invest in public infrastructure upgrades (61.7%),
2. Preserve open space (57.5%),
3. Invest in technology upgrades (52.3%), and
4. Preserve agricultural lands and prime soils (51.3%)



Housing

Overall, survey participants felt that the amount of entry-level, middle-income, high-end and senior housing were meeting the Town's housing demands. In regards to types of housing structures, participants suggested they would like more single family homes in Clarkson (67.2%), with little support for apartments and townhouses (10.6%).

The most frequently cited housing issues included poor property maintenance, vacant properties, and the large number of apartment buildings.

Parks, Recreation, & Open Space

According to participants, the most frequented parks and recreation amenities are Hafner Park and Seymour Library, with Veterans Park being the least utilized. Participants typically use pavilions, lodges, and playgrounds the most out of park facilities.

When asked which additional parks and recreation and/or cultural opportunities they would like to see more of in Clarkson, participants showed the most support for multi-use trails (53.3%), followed by nature preserves (37.0%) and a dog park (29.4%).

84% of participants agreed that agricultural and open spaces in the Town of Clarkson should be preserved, rather than developed.

General Strengths & Weaknesses

Participants indicated that the most influential factors in their decision to live in Clarkson were the:

1. Small community (know your neighbors),
2. Desire to live near open land, and
3. Being born/raised here.

This aligns with the results of the 2003 Community Survey, in which the most cited reason for choosing to live in Clarkson was desire to live near open space.

Survey participants were most concerned about the loss of agricultural land and open space, poor

maintenance of private properties, and poor quality of public infrastructure in Clarkson.

When asked for which municipal actions they would be willing to spend an additional \$50 per year in taxes (an arbitrary number), survey participants were most supportive of:

1. Improving existing parks,
2. Protecting natural features, and
3. Improving roads/highways

On the other hand, participants were opposed to using additional taxes to pay for:

1. Attracting commercial and industrial development,
2. Providing affordable housing, and
3. Improving dog control

This is consistent with the 2003 Community Survey, in which the municipal actions that received the highest level of support were protecting natural features and acquiring parkland/open space.

DRAFT: December 13, 2021



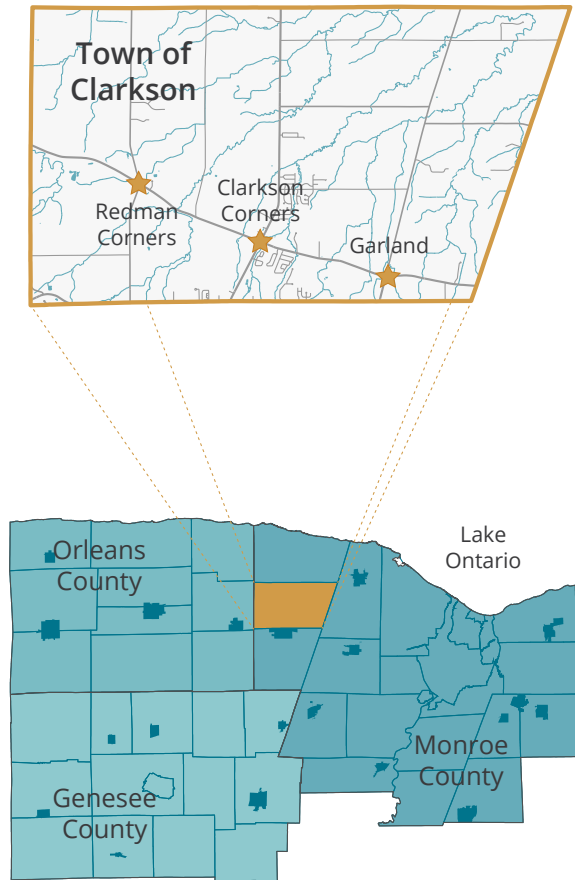
DRAFT: December 13, 2021

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN
COMMUNITY PROFILE

REGIONAL CONTEXT

The Town of Clarkson comprises approximately 33 square miles on the western boundary of Monroe County. It is approximately 4.5 miles north to south and 7.5 miles east to west. Clarkson is bordered by the Town of Hamlin to the north, the Town of Parma to the east, the Town of Sweden and the Village of Brockport to the south, and the Town of Murray (of Orleans County) to the west. Clarkson is also surrounded by numerous significant natural and urban features, including Lake Ontario 15 miles to the north, downtown Rochester 17 miles to the east, the Erie Canal 1 mile to the south, Conesus Lake 30 miles to the south, and Iroquois National Wildlife Refuge 21 miles to the west. The Town of Clarkson includes three hamlets, all of which are located along West Ridge Rd (NYS 104). From west to east, Redman Corners is located at the intersection with Redman Road (CR 236), Clarkson Corners – a historic hamlet – is at the intersection with Lake Rd (NYS 19), and the hamlet of Garland lies at the intersection with Sweden-Walker Rd (NYS 260).

MAP 2: REGIONAL CONTEXT



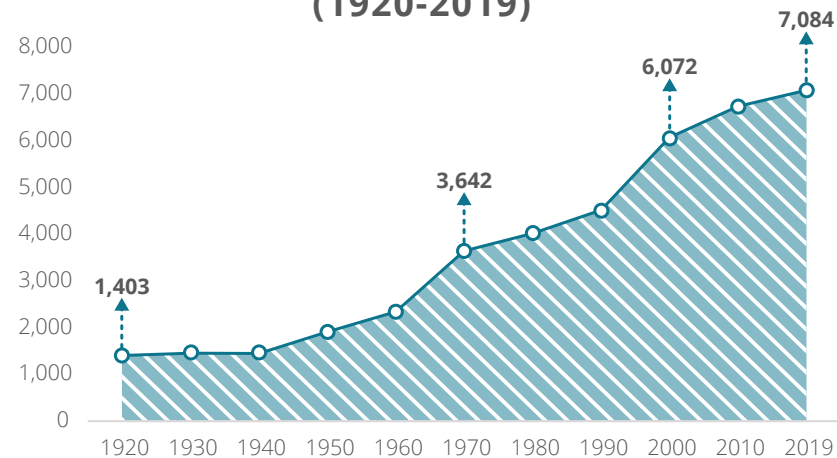
DEMOGRAPHIC & DEVELOPMENT TRENDS

Population & Age

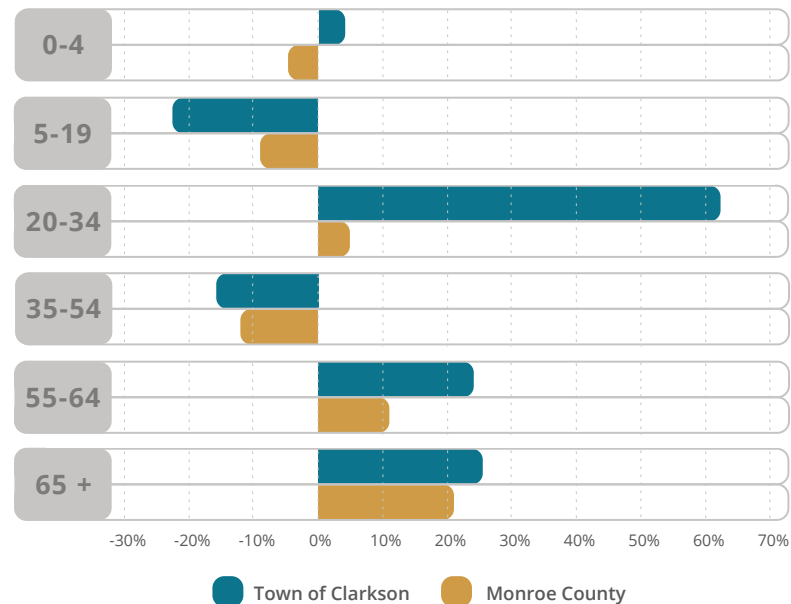
The Town of Clarkson has been and still is a growing community. From 1980 to 2010, Clarkson experienced rapid population growth from 4,016 to 6,736 individuals. While the growth rate in recent years has been lower – 5% between 2010 and 2019 – Clarkson is still growing at a much faster rate than Monroe County at large. Clarkson’s population as of 2019 was 7,084 individuals, equivalent to approximately 1% of the County’s total population. In addition to population growth, the Town is also experiencing growth in housing units, with an 8% increase in the number of housing units from 2010 to 2019, compared to a 2% housing growth rate in Monroe County overall. While Clarkson may have a small population relative to surrounding communities, the Town’s high growth rate both in population and housing units indicates that it has, nevertheless, been very successful in attracting new residents.

Studying the recent changes in age distribution throughout Clarkson also reveals compelling trends. From 2010-2019, the number of young children (less than 5 years) and young adults (20-34 years) in Clarkson grew while the number of older children (5-19 years) and middle aged adults (35-54) declined. These age pairings are often indicative of families with children, and these trends indicate that young

POPULATION CHANGE (1920-2019)



CHANGE IN AGE DISTRIBUTION, 2010-2019



adults are starting families in Clarkson, but then leaving when their children become school-aged. This fluctuation in families into and out of Clarkson could have implications for the Town's school district and job market. The large increase in individuals aged 20-34 may also forecast a demand for young adult and family-oriented amenities.

The trends in age distribution from 2010 to 2019 reveal that older adults across the board (55-64 and 65+ years) are growing in population, suggesting that the Town's population is aging. Clarkson is not

alone in this trend, as the United States population as a whole is currently aging. Recognizing aging populations is particularly important because they often foreshadow an increased demand for senior services and universal design features, such as public transportation, walkable neighborhoods, and senior housing.

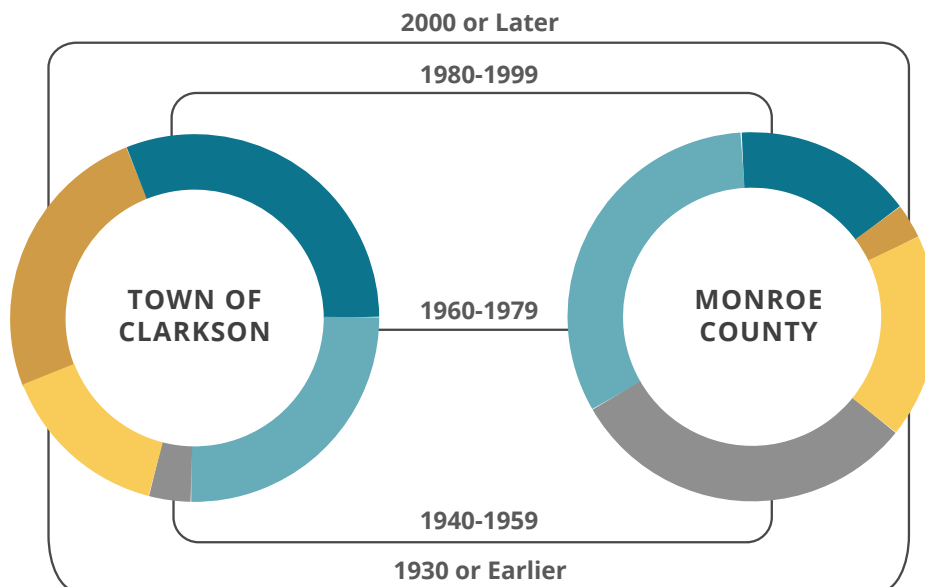
Housing

The age distribution of Clarkson residents is reflected in the Town's household type distribution. Approximately 31% of households include one or more parent with their own child. The prevalence of family-type households exceeds that of Monroe County overall, suggesting again that Clarkson appeals to families with children, perhaps more-so than some of the surrounding communities.

In regards to housing types, the vast majority of homes in Clarkson are single-family homes, followed by large multi-family buildings of 10 or more units. Smaller multifamily housing of two to nine units, and mobile homes are much less common in Clarkson. The low diversity of housing options in Clarkson, particularly the small amount multi-family housing, contradicts national and regional building permit and housing construction trends, which indicate that multi-family housing has been growing in popularity over the past two decades.

The high prevalence of single-family homes is complimented by the high owner-occupancy rate, which was 74% in 2019. Only 26% of Clarkson

HOUSING, YEAR BUILT (2019)



residents are renters, compared to 36% in Monroe County overall.

Following the population and housing growth trends in Clarkson, the Town also has a much younger housing stock than Monroe County at large. Most of Clarkson's housing was built in 1980 or later and the entire housing stock has an extremely low vacancy rate of 2%. Younger housing offers a number of benefits that attract and retain residents, including lower heating and cooling costs, and less frequent and less costly repairs.

The Town's median housing value was \$148,400 as of 2019, which is \$8,000 less than that of Monroe County. Despite this lower median housing value compared to the County, the Town's high occupancy rate and growth in housing units indicate that the housing in Clarkson is still highly desirable.

Economy

By far, the industries most supported by Clarkson residents are the education services, health care, and social assistance industries, which encompass 37% of employed residents. In regards to occupation, most of Clarkson's residents work in management, business, science, and arts, followed by service occupations and sales and office occupations. Overall, Clarkson has a higher median household income than Monroe County – \$65,745 compared to \$60,075. Most households in the Town are within the income ranges of \$50,000 to \$74,999 and \$100,000 or more.



NATURAL RESOURCES

Geology, Soils, & Topography

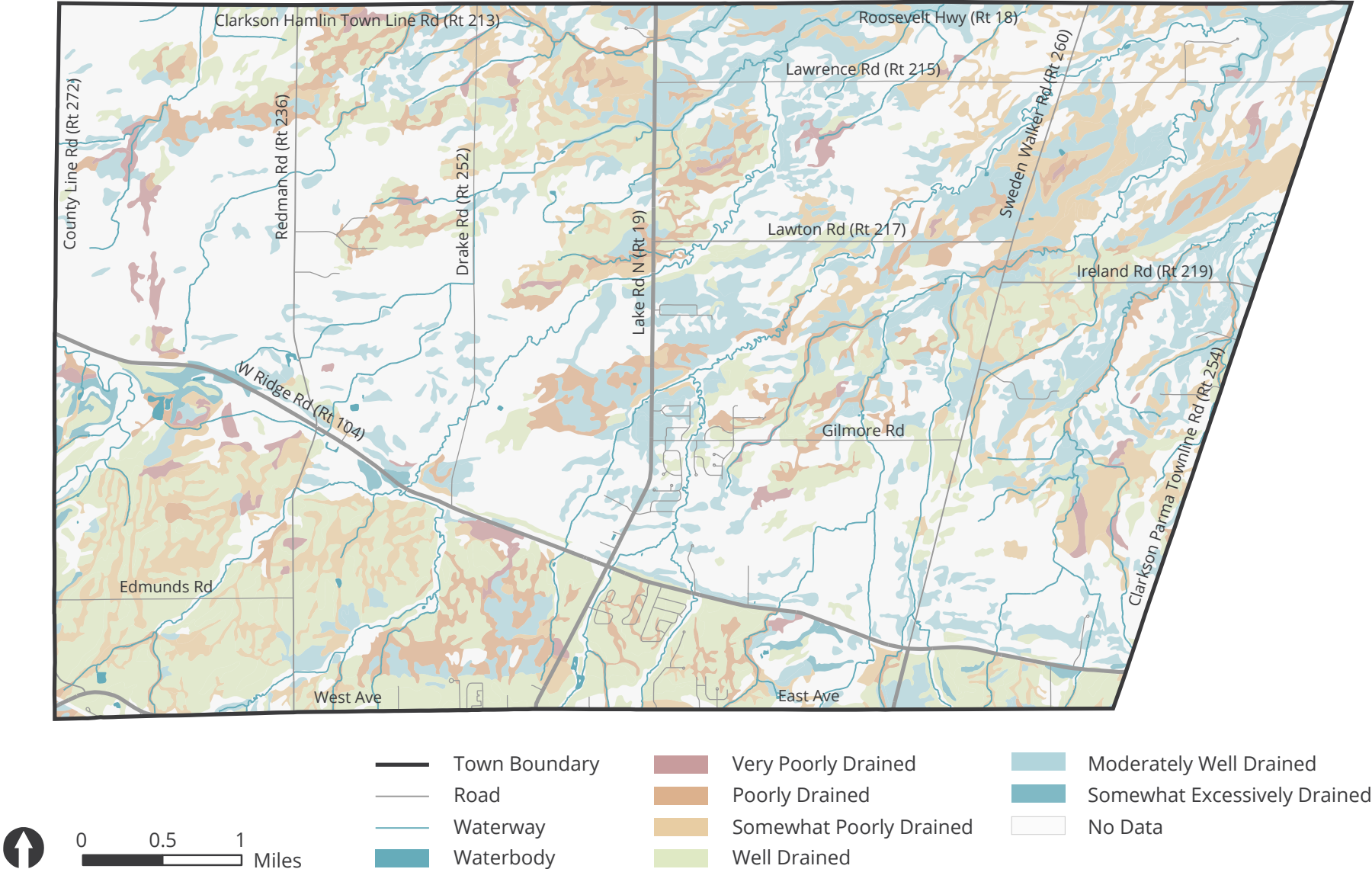
A largely agricultural community, the local geology, soils, and topology play a crucial role in the Town's development and future land use planning. The Town of Clarkson sits atop two types of bedrock: Queenston Formation, which covers almost the entirety of the Town, and Thorold Sandstone, which covers only the southwestern corner of the Town. Clarkson has three types of surficial geologic materials: lacustrine silt and clay stretch across the majority of the Town, till covers the southwestern corner and two patches on the northern and eastern boundaries, and lacustrine beach extends in a ribbon from the middle of the western boundary to the southeastern corner.

Soil drainage patterns vary greatly throughout Clarkson, ranging from very poorly drained to excessively drained. Poorly drained soils may lend to long-term soil saturation and impose challenges to agricultural operations, while excessively drained soils – especially when located on steep slopes – may encourage erosion and hinder construction and development opportunities. The majority of well drained soils are located in the southeastern section of the Town.

While Clarkson is relatively flat, variation in elevation generally trends downward from the southwest to the northeast. The Town of Clarkson has very few steep slopes of 15% or greater percent rise, and most of these steep slopes are concentrated in the northeast and southwest corners of the Town along West Ridge Rd (NYS 104) and waterways. Steep slopes can contribute to scenic vistas, but can also hinder development, which often requires flat surfaces and stable soils.



MAP 3. SOIL DRAINAGE

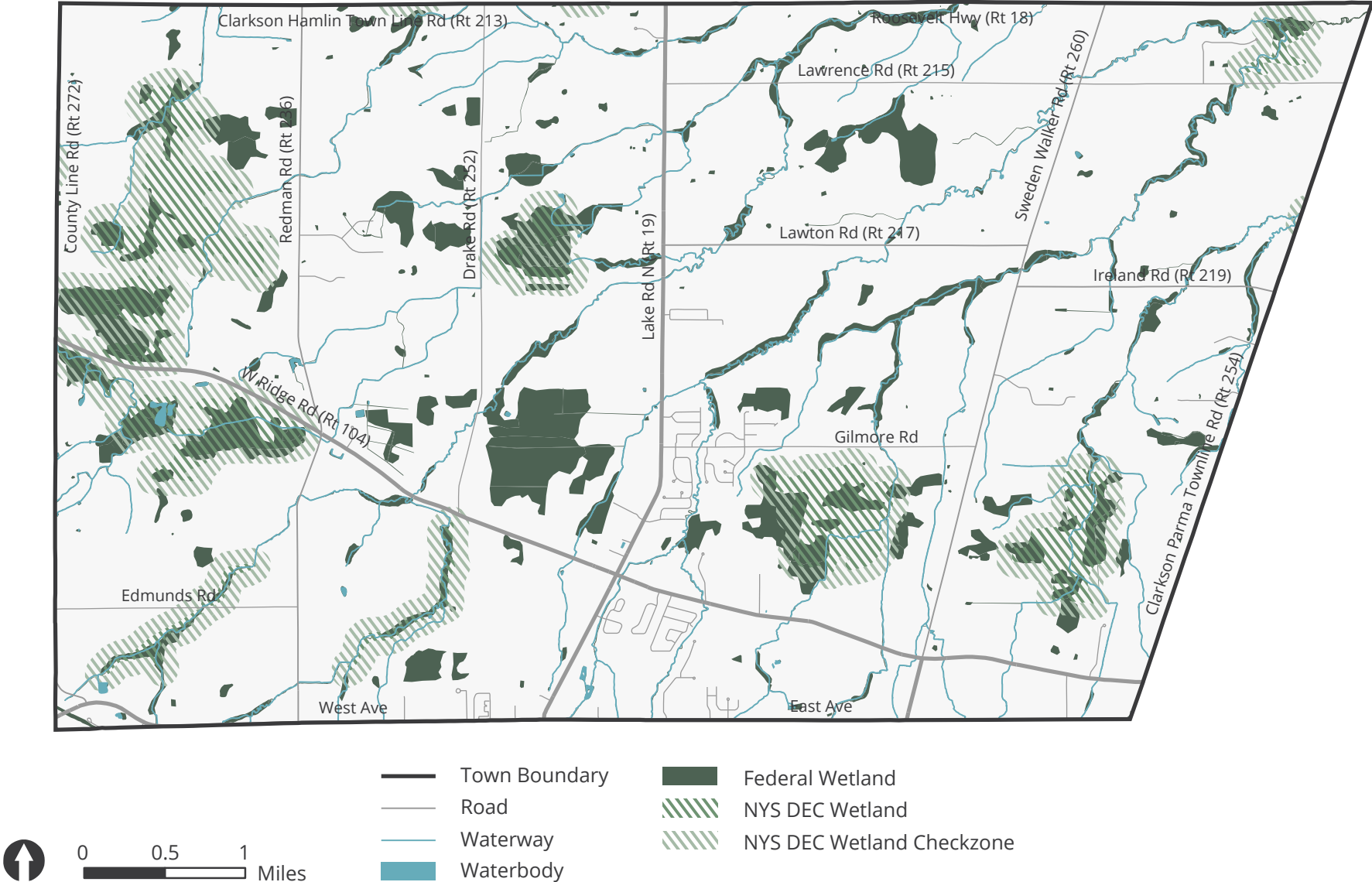




Water Features

The Town of Clarkson is rich in water resources. Although it does not have any large waterbodies within its jurisdiction, there are perennial ponds scattered throughout the Town. Numerous intermittent and perennial streams flow from the southwest to the northeast, following the downward slopes. Clarkson is also covered by a significant number of wetlands, both federally- and state-regulated. While wetlands can restrict development due to building constraints and permitting requirements, they also host a variety of ecological benefits and lend well to nature-based education and recreational activities.

MAP 4. WETLANDS



RECREATIONAL & HISTORIC & RESOURCES

Historic & Archaeological Resources

The entire Town of Clarkson is encompassed by the Western Erie Canal Heritage Area, which is recognized by New York State for its history of pioneering and contributions to social movements. There are also two sites on the National Register of Historic Places. The Clarkson Corners Historic District was listed in the Register in 1994 for its local level of significance. The Clarkson Corners Historic District includes 67 contributing (i.e. historic) and 17 noncontributing (i.e. not historic) buildings and is recognized for being an incorporated 19th century crossroads community that, unlike many other Western New York communities, experienced development prior to the establishment of the Erie Canal. The Enlarged Erie Barge Canal, which only occupies a small area in the southwestern corner of Clarkson, was nominated for the Register by the National Parks Service in 2014.

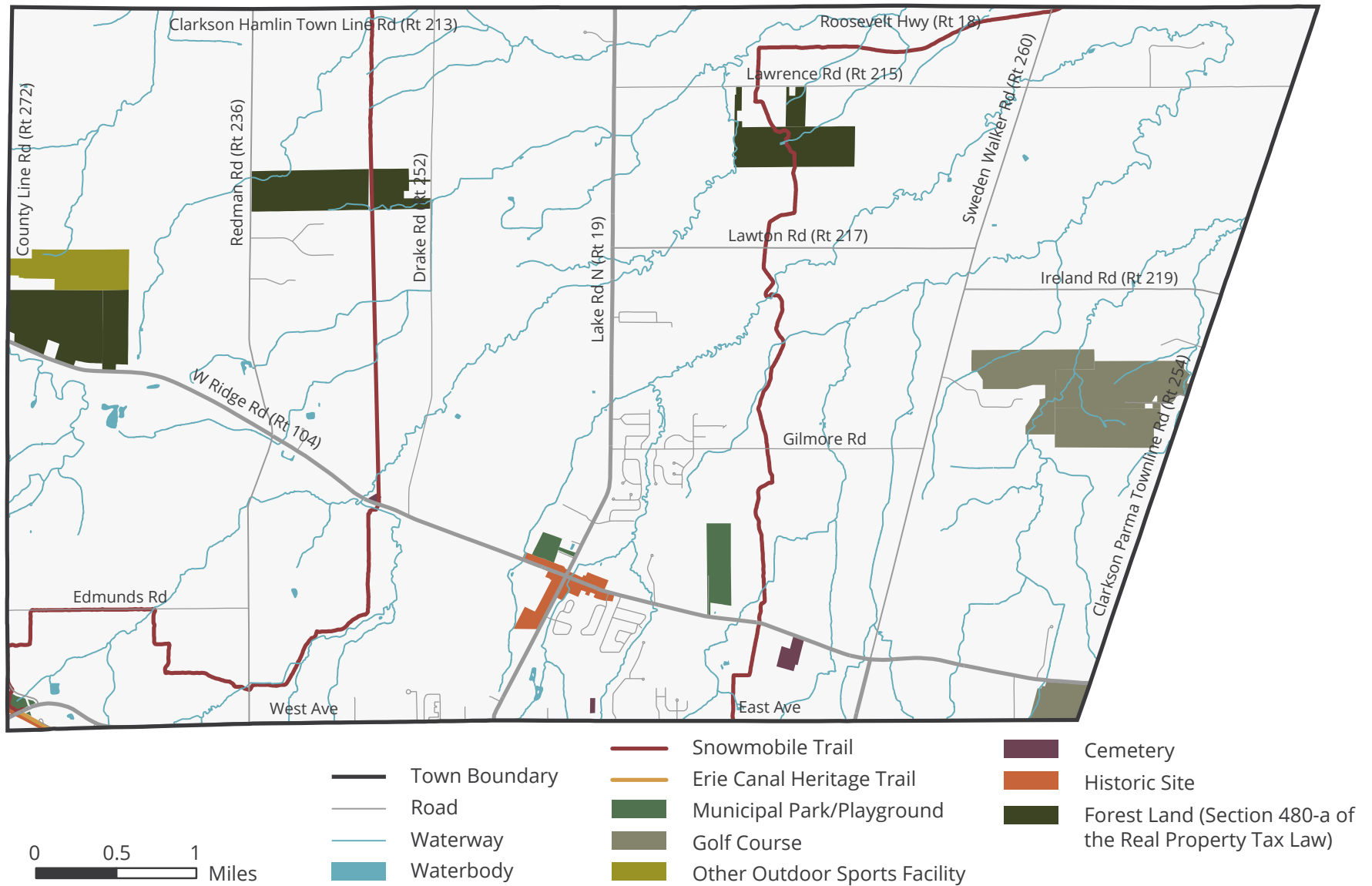
The Town of Clarkson offers educational programming around its historic sites that encourage residents to learn about and explore Clarkson's rich history. In honor of Clarkson's Bicentennial, the Town Historian provided a series of presentations on Clarkson's history at Town Board meetings. The Town also has developed and promotes a Historical Homes Walking Tour, which showcases 15 historic buildings.

Recreational Resources

In addition to Clarkson's numerous historic buildings and the Erie Canal, the Town also has a variety of other recreational resources, most of which offer opportunities for outdoor entertainment. The Town has three parks: Sans Souci Park along the Erie Canal, Hafner Park just north of Clarkson Corners (which also offers a playground), and Clarkson Recreation Park (Kimball Park) to the east of Clarkson Corners. Two snowmobile trails run north to south through the Town, and the Erie Canal Heritage Trail follows the northern edge of the Canal. In joint operation with the Town of Sweden, the Town of Clarkson also maintains the Clarkson-Sweden Recreation Center just south of the Village of Brockport, where residents can use exercise equipment, participate in a variety of sporting events, and attend health and wellness classes. The Seymour Library serves Brockport, Clarkson, and Sweden, and provides a wide range of community programming as well. There are also privately-operated recreation facilities within the Town, including Deerfield Golf & Country Club and Timber Ridge Golf Club.



MAP 5. HISTORIC & RECREATIONAL RESOURCES



LAND USE

TABLE 1. EXISTING LAND USE

LAND USE	NO. OF PARCELS	AREA (ACRES)	COVERAGE
Residential	1,990	7,166	34.6%
Vacant	312	6,772	32.7%
Agricultural	67	4,405	21.2%
No Data	33	817	3.9%
Forests & Parks	11	575	2.8%
Recreation & Entertainment	8	529	2.6%
Commercial	42	208	1.0%
Community Services	28	154	0.7%
Public Services	11	85	0.4%
Industrial	2	11	0.1%
Mixed Use	10	9	0.0%

As of 2020, the Town of Clarkson's most prevalent land use was residential, followed closely by vacant then agricultural land. Residential properties, which cover the largest portion of Clarkson, lack diversity. Almost all residential parcels are low density, single-family and rural residential properties. The vacant parcels in Clarkson, which cover approximately one third the Town's total area, are almost entirely former residential and rural lands (93.6%). Despite the fact that agricultural land covers roughly a fifth of Clarkson's area, most of this land (85.1%) actually is not in active use and was classified as vacant agricultural land. Looking at the spatial distribution of these three land uses in Clarkson, residential, vacant, and agricultural lands are, for the most part, distributed evenly throughout the Town. The

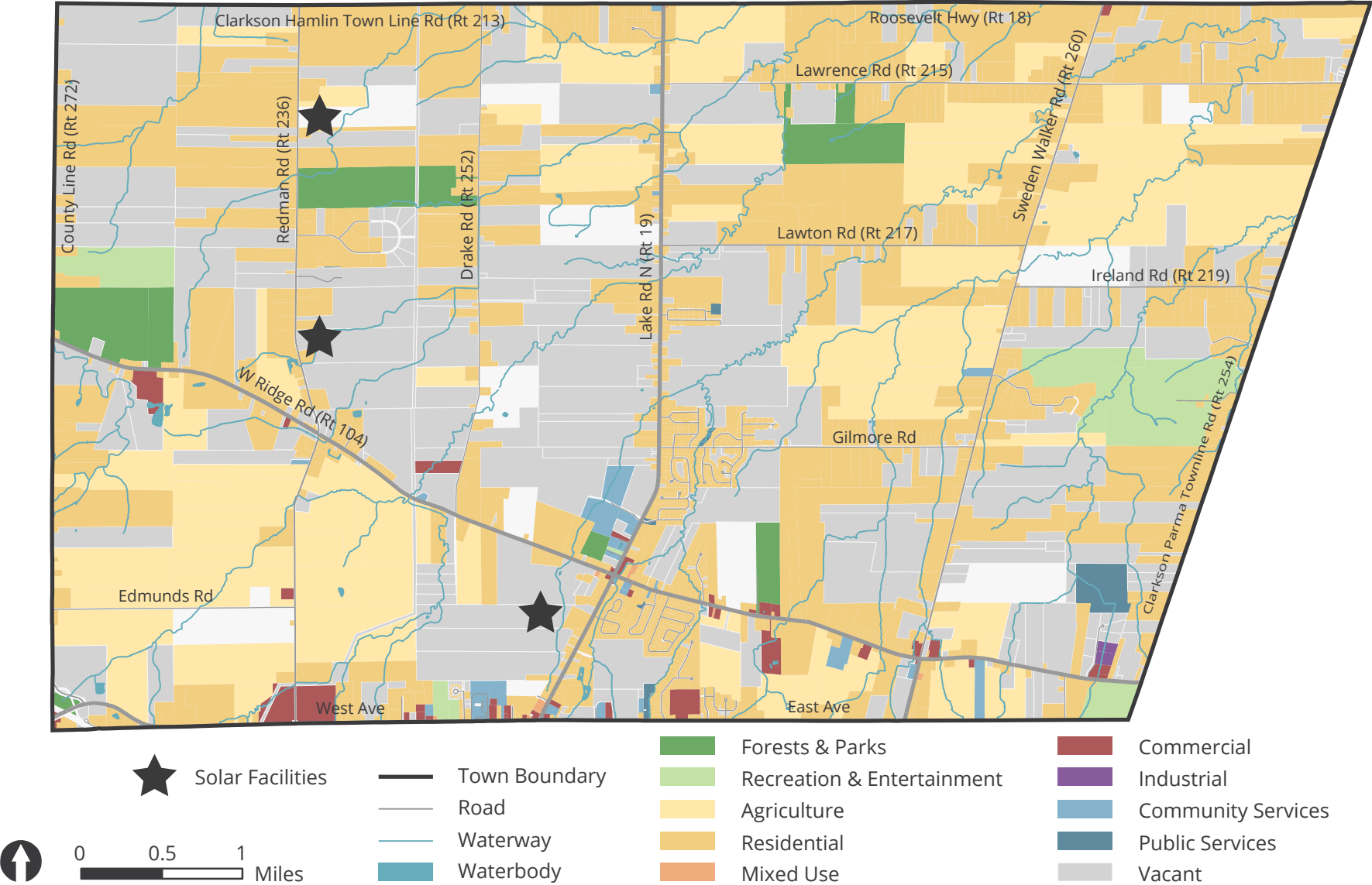
character and distribution of these land uses suggest that residential, vacant, and agricultural land uses in Clarkson are somewhat fluid.

The remaining 11.5% of Clarkson is occupied by a variety of other land uses, including – in order from most to least prevalent – forests and parks, recreation and entertainment, commercial, community services, public services, industrial, and mixed use. All of the parks in Clarkson are municipal parks: Sans Souci by the Erie Canal, Hafner Park just north of the Clarkson Corners Historic District, and Clarkson Recreation Park between the Hamlets of Clarkson Corners and Garland. Other outdoor recreational opportunities include the Deerfield Golf and Country Club, Timber Ridge Golf Club, a playground just north of the Clarkson Corners Historic District, and an outdoor sports facility along County Line Rd.

Commercial parcels are mostly occupied by car sales and service shops, storage facilities, and offices. There are a limited number of other shopping establishments located in the town, such as restaurants, and farm markets. These are concentrated along West Ridge Rd, West Ave and East Ave. Clarkson also has access to a variety of community services, including churches, cemeteries, healthcare facilities, and a library.

Public services include a waste transfer station, water supply facilities, radio and cell towers, and a number of flood control devices. There are currently three solar facilities in the Town, as indicated by the stars on Map 6. The only industrial use within the Town is a food processing plant on Clarkridge Dr.

MAP 6. EXISTING LAND USE

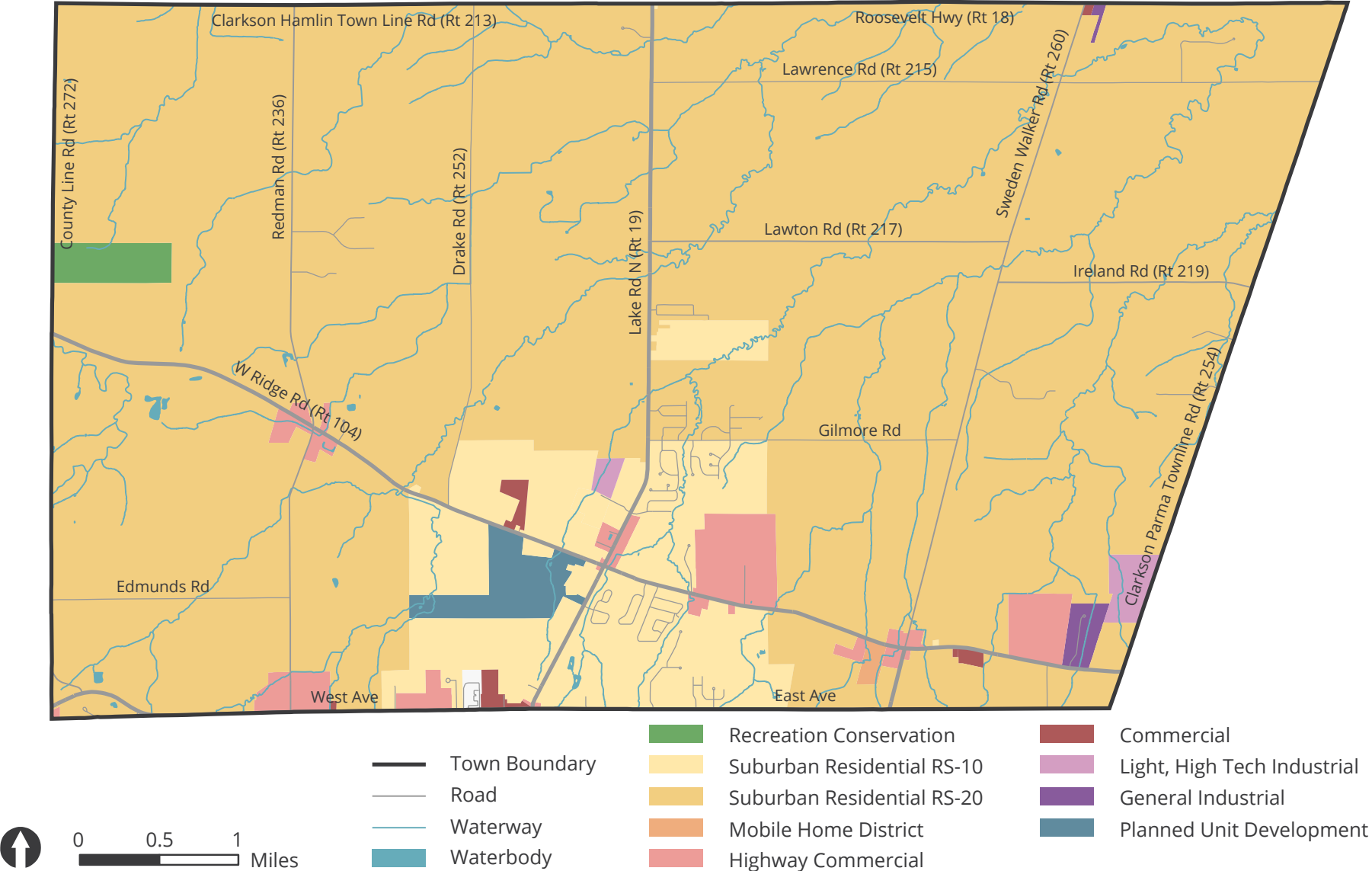


ZONING

The Town of Clarkson's Zoning Code, which was adopted in 1973 and amended on numerous occasions since, regulates the community's built form and allowable land uses. Through its zoning code, the Town of Clarkson has established the following 11 zoning districts:

1. **RECREATION CONSERVATION:** Permits the development of open areas for camping, recreational, or conservation purposes.
2. **SUBURBAN RESIDENTIAL RS-10:** Permits higher density suburban residential development in the Town's center.
3. **SUBURBAN RESIDENTIAL RS-20:** Permits suburban residential development throughout the majority of the Town, but discourages frontage properties on major roads.
4. **MOBILE HOME:** Permits the development of mobile home parks.
5. **RETAIL COMMERCIAL:** Permits the development of low-intensity commercial uses, like offices, restaurants, financial institutions, salons, etc.
6. **HIGHWAY COMMERCIAL:** Permits the development of high-intensity commercial uses, like vehicle service stations, farm equipment dealers, garden stores, etc.
7. **GENERAL INDUSTRIAL:** Permits the development of high-intensity uses that would otherwise conflict with nonindustrial uses, such as warehouses, laboratories, manufacturing, etc.
8. **LIMITED INDUSTRIAL, HIGH TECHNOLOGY MANUFACTURING AND OFFICE PARK:** Permits the development of campus-like environments for office, research, light manufacturing, and similar uses that do not conflict with nonindustrial uses.
9. **PLANNED HIGHWAY DEVELOPMENT:** Permits the planned development of commercial and/or industrial areas along major highways.
10. **CLARKSON HISTORICAL OVERLAY DISTRICT:** Aims to preserve historic structures near the intersection of West Ridge Rd and Lake Rd.
11. **HIGH-DENSITY SINGLE FAMILY RESIDENTIAL DISTRICT (FLOATING):** Aims to support low-maintenance, handicapped-adaptable housing suited for senior citizens.

MAP 7. EXISTING ZONING



DRAFT: December 13, 2021



DRAFT: December 13, 2021

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN
OUR VISION & GOALS

THE FRAMEWORK

In order to be successful, a Town's Comprehensive Plan must be developed and implemented at both a high-level and specific scale. It must address the long- and short-term needs of the community and cover a range of topics. In an effort to accomplish this, the Town's Comprehensive Plan includes a vision, goals, objectives, and action items, as defined to the right.



Vision

A general statement that describes the aspiration of the Town; it is an end towards which all actions are aimed. The vision should not dramatically change over time. Ideally, the vision contained in this plan should be consistent and useful for the 10-year planning horizon.

Goal

A statement of a future condition towards which actions are aimed, of which the scope is much more narrow than the vision. It should support the vision by addressing a particular area or issue facing the community. Goals should be consistent throughout the planning horizon and, ideally, be useful for the 10-year planning horizon.

Objective

A statement of a measurable activity to be accomplished in pursuit of a goal, referring to some specific aspiration that is reasonably attainable by the Town and its partners. The Town might already be undertaking some of the objectives articulated in this Plan; including them helps ensure these efforts are continued until they have been achieved. The typical lifespan of an objective is 6 to 10 years.

Action Item

A specific proposal to accomplish an objective; this could take the form of a project, program, plan, or action by a decision-maker or community leader. Action items can have a lifespan ranging from immediate implementation to 10 years, depending on the type of action.

CLARKSON'S VISION & GOALS

The Town of Clarkson aspires to retain its rural and family-oriented character while accommodating a variety of housing, businesses, light industrial development, parks, and trails. We aim to utilize sustainable development practices to maintain a favorable balance between our distinct agricultural and open spaces and our viable, growing hamlets.

This vision is driven by and will be achieved through the following three goals:

- 1 Preserve Agricultural Resources & Farmland
- 2 Enhance Our Quality of Life & Sense of Place
- 3 Support Sustainable Growth & Development

GOAL 1:

PRESERVE AGRICULTURAL RESOURCES & FARMLAND

Goal Statement

It is the goal of the Town of Clarkson to value, protect, and leverage our agricultural history, land, and resources. Our agricultural industry and family-operated farms and farm shops contribute significantly to the rural community character that our residents and visitors cherish. Our community's farmers support the local economy by producing food and materials, jobs, and scenic and natural resources. We strive to protect and support our valuable agricultural resources through strategic land use and development practices, community programming, and local policies and regulations.



Objectives

- A. Preserve agricultural lands in the Town that have the most productive soils.
- B. Employ and support local and regional policies and regulations that protect prime soils and farmland.
- C. Ensure that Town infrastructure supports farming practices and is well-maintained.
- D. Foster a community understanding of the social and economic significance of agricultural operations.
- E. Leverage the farm-to-table concept to foster demand for local agricultural products.

Action Items

- 1. Conduct a study of regulations and plans, such as Article 25-AA of the Agriculture & Markets Law and the Monroe County Agricultural & Farmland Protection Plan, that can be implemented to protect agricultural resources.
- 2. Expand the role of the Conservation Board to include agricultural preservation.
- 3. Encourage the use of tax abatement programs that incentivize property owners to maintain agricultural land uses.
- 4. Conduct a roadway assessment with the Highway Department to ensure drainage facilities and roadways are suitable for farm equipment.
- 5. Collaborate with entities such as Monroe Community College's Agriculture & Life Sciences Institute and the Cornell Cooperative Extension of Monroe County to raise awareness of local farms and agricultural programming.
- 6. Increase awareness and education of the Town's participation in the Agricultural District program and the benefits & implications of living within close proximity to active farms that may result.
- 7. Consider establishing a cap on solar facility development, and ensure that solar farms are well screened and are not located on prime soils.

GOAL 2:

ENHANCE OUR QUALITY OF LIFE & SENSE OF PLACE

Goal Statement

It is the goal of the Town of Clarkson to ensure the long-term health, wellbeing, and success of the community and to continually improve our residents' quality of life. Moreover, the Town strives to build an attractive and strong community of which residents are proud. The Town already has a number of characteristics that make it unique from its neighbors, including its three hamlets, historical context, small community feel, and abundance of open space. The Clarkson Corners Historic District, listed on the National Register of Historic Places, is a valuable cultural asset that contributes to our community's identity. Leveraging these unique features and building upon our public resources - such as fire and emergency services, faith-based communities, the library, and others - will help to reinforce our community's vigor and sense of place.

We strive to enhance the vitality, appeal, and character of our community by working towards these objectives (on the following page). Future decision-making will take into account the evolving nature of our community to ensure the growth of a livable, welcoming, and prosperous Clarkson.



Objectives

- A. Preserve and highlight the Town's heritage by encouraging new and mixed use developments to reflect the Town's historic character.
- B. Enhance the appeal and vibrancy of the hamlet areas through the development of distinct community centers with a strong sense of place.
- C. Continue to preserve the Clarkson Corners Historic District as a cultural resource and attraction for residents and visitors.
- D. Ensure our provision of public services continue to meet the demands of current and future residents and business owners.
- E. Explore opportunities for community interaction, recreational uses, and parkland.
- F. Maintain and enhance access to community traditions, services, and programming to meet the needs of our residents and foster a sense of togetherness.

Action Items

- 1. Encourage new development to employ architectural designs that reflect the historical nature of the Town.
- 2. Utilize the zoning code to encourage developers to contribute to Clarkson's community character.
- 3. Review and revise the Town code as necessary to ensure property maintenance requirements and enforcement procedures are adequate so that properties are adequately maintained and contributing positively to the Town.
- 4. Develop a trail system for pedestrians and bicyclists and explore opportunities for increasing connections between local parks as well as circulation between residential areas and the hamlets.
- 5. Conduct a pedestrian and bicycle study to determine where roadway and streetscape improvements may be appropriate to improve safety and encourage travel by non-motorists.
- 6. Establish an annual review process for public services and community programming to determine whether or not they are meeting the needs of our residents and businesses.
- 7. Seek out technology upgrades as necessary to better serve residents, businesses, and future investments.

GOAL 3:

SUPPORT SUSTAINABLE GROWTH & DEVELOPMENT

Goal Statement

It is the goal of the Town of Clarkson to protect and preserve our rural environment while capitalizing on existing infrastructure and the presence of our hamlets. The Town recognizes that a number of global and regional concerns - including climate change, resource overconsumption, and large-scale demographic shifts - increase the vulnerability of both current and future generations. Moreover, the Town understands the importance of accommodating the needs of a changing population, particularly as the community ages and residents wish to age in place. We will strive to overcome these challenges by proactively identifying and implementing sustainable development principles. We will embrace low-impact development patterns, provide opportunities for pedestrian and bicycle transportation, and align growth with the availability of public utilities and services. As future conditions unfold, we aim to follow the major tenants of smart growth relevant to our Town environment.



Objectives

- A. Embrace low-impact development techniques to manage stormwater runoff and protect water quality in the Town.
- B. Focus development at existing activity nodes, such as the Hamlets of Redman Corners, Clarkson Corners, and Garland.
- C. Leverage existing public utilities and services to direct future growth patterns.
- D. Encourage the appropriate mixing of residential, civic, and commercial uses throughout the hamlets to support them as centers of civic, economic, and cultural growth.
- E. Diversify the Town's housing options in order to retain existing residents, particularly seniors who desire to age in place, while attracting new residents and younger generations.
- F. Provide opportunities for pedestrian and bicycle connectivity.

Action Items

- 1. Embrace green infrastructure and cluster development through review processes such as site plan review procedures.
- 2. Encourage shared and interconnected parking for non-residential development.
- 3. Locate and size drainage facilities so that they minimize stream disturbances and maximize opportunities for open space preservation.
- 4. Develop a strategy for expanding public water and sewer, sidewalks, and parks in neighborhood residential areas.
- 5. Evaluate each hamlet's zoning to ensure it is conducive to desired types of businesses.
- 6. Establish a Business Advisory Committee that attracts new commercial development that supports daily life for residents.
- 7. Review and revise the Town's residential zoning to ensure it is amenable to current and future housing needs.

DRAFT: December 13, 2021



DRAFT: December 13, 2021

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN

FUTURE LAND USE STRATEGY

MAP 8. FUTURE LAND USE MAP



FUTURE LAND USE SUMMARY

Land use is a defining factor of a municipality that establishes a sense of place and contributes to the character of a community. For example, cities are comprised of dense blocks with a wide variety of uses in close proximity to each other. This development pattern serves to foster a high degree of social interaction and vitality in a compact, pedestrian-friendly environment. By comparison, rural and suburban towns are more spread out and typically have a less diverse range of land uses. Therefore, proactive consideration of the desired density, types, and location of development is essential to ensure that Clarkson continues to grow and evolve in a manner that aligns with the Vision, Goals, and Objectives stated in the previous Chapter.

One of the most important roles that a Comprehensive Plan plays is informing future land use decisions for local governments. The future land use section of this Plan is intended to function as a tool for decision making for future investment in the Town. However, it is not intended to specify distinct boundaries or exact zoning designations. Rather, the purpose of the Future Land Use Map is to identify general categories of land use, and represent the community's preferences regarding the location and character of various types of development in the Town. The exact size and boundaries of the land use classifications may change over time, while remaining consistent with the overall intent of this Plan.

The Future Land Use map should be used by the Town to inform future zoning decisions and other land use regulations, as well as identify needs for community services and capital improvements over the next decade. However, this does not preclude the Town's review boards from making decisions that do not align perfectly with the Future Land Use map, although such decisions should be grounded in well-considered rationale and careful consideration.

Summary of Land Use Categories

There are seven land use categories included in this section, which are briefly summarized below, and described in further detail on the following pages:

Agriculture & Open Space: Land to be used primarily for farming related activities and undeveloped land due to environmental constraints or natural resource conservation.

Rural Residential: Areas with limited large-lot residential development scattered within agricultural land and open space.

Suburban Residential: Traditional suburban residential development consisting of primarily single-family homes of varying square footage and lot sizes.

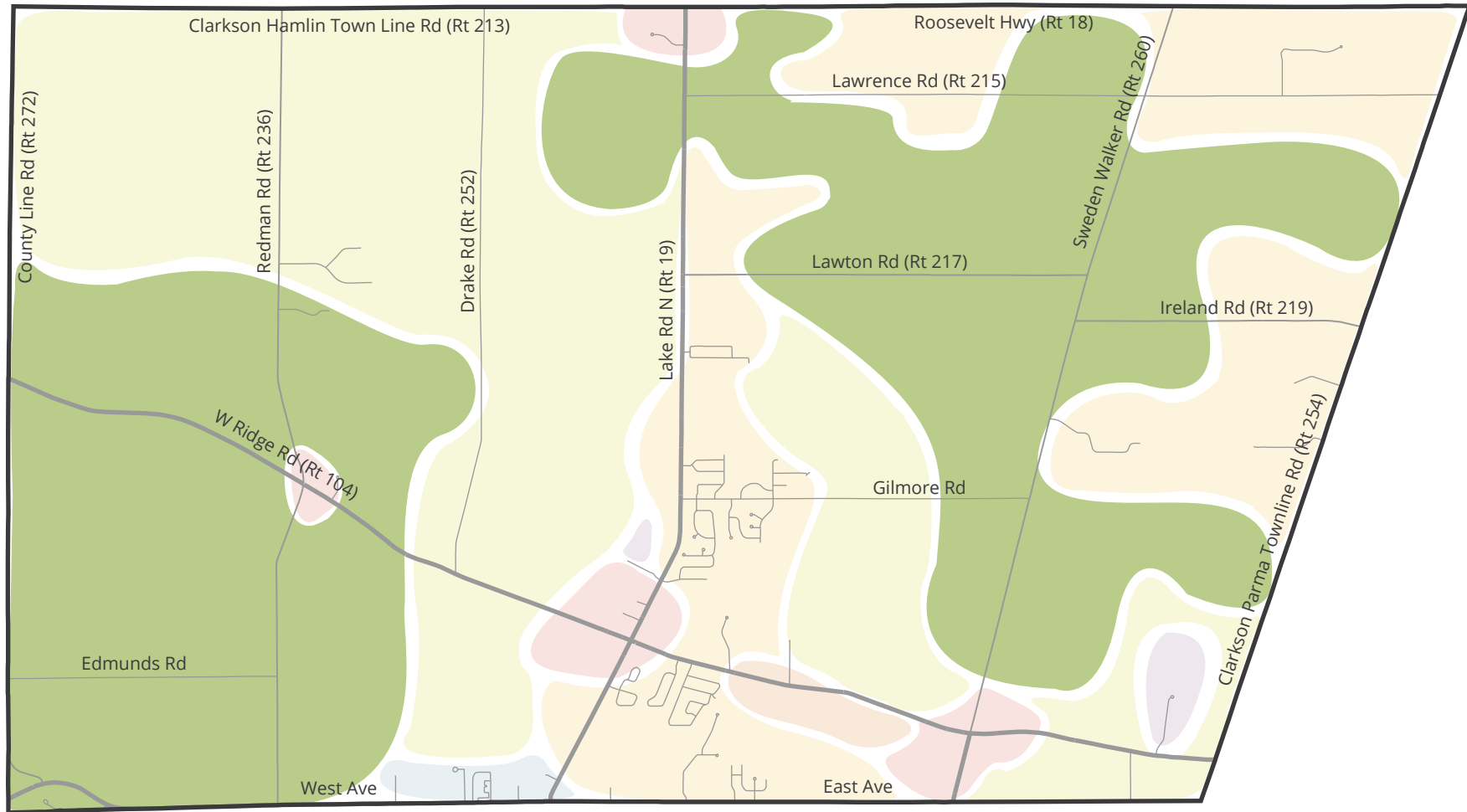
Rural Commercial: Retail and service related uses that cater primarily to agricultural operations and daily needs of residents.

Hamlet Mixed Use: A mix of commercial, residential, and civic uses within a small-scale, traditional rural downtown center.

Industrial: Limited manufacturing, assembly, warehouse, and distribution activities.

Mixed Use Office: A mix of professional office buildings along with multi-family residential development and service businesses.

MAP 9. AGRICULTURE & OPEN SPACE AREAS



0 0.5 1 Miles

- Town Boundary
- Road
- Waterway
- Waterbody

- Agriculture & Open Space
- Rural Residential
- Suburban Residential
- Rural Commercial

- Hamlet Mixed Use
- Industrial
- Mixed Use Office

AGRICULTURE & OPEN SPACE

DESCRIPTION

The Agriculture & Open Space area covers the largest portion of the Town and, for the most part, encompasses properties that are designated as NYS Agricultural Districts or have agricultural tax code designations. NYS Agricultural Districts help keep farmland in agricultural production, and therefore active farming operations within the Agricultural District in Clarkson are anticipated to remain agricultural for the foreseeable future. Non-agricultural development within this FLU area, including residential, is expected to be limited to a high degree.

The most frequent response to the question “What are your main concerns in Clarkson?” in the Community Survey was “Loss of Agricultural Lands.” Therefore, the intent of the Agriculture & Open Space FLU area is to conserve and support active farming operations; these operations not only uplift the Town economically, but also contribute to the Town’s cherished rural character. By protecting these agricultural and open spaces, this FLU Area will also serve to protect the Town’s natural resources, including streams, forests, wetlands, and prime soils.

The Town should continue to limit the number of non-agricultural uses established in this area and direct development away from areas with prime agricultural soils. This can be accomplished by limiting flag lots and ensuring minimum lot size requirements permit the subdivision of land into developable lots along the road frontage; facilitating the preservation of good farmland that would otherwise be absorbed in a deep, narrow lot. It should be noted, however, that any such preservation based land use regulations must recognize and balance the owner’s right to develop their property.

Currently, these areas are zoned Suburban Residential (RS-20), which allows for single-family residential development with at least 20,000 square foot lots. The continued residential development in this area would result in loss of rural character and agricultural land in the Town. The Town should consider developing a Agricultural or Agricultural/Residential District to ensure the preservation of farms and open space in these areas.

KEY CHARACTERISTICS

- Total coverage: 7,837 acres
- Number of properties: 39%
- Vacancy rate: 19.5%*
- Average parcel size: 21.4 acres
- Concentrated around NYS Agricultural Districts and existing agricultural uses
- Primary uses include farmland, agricultural operations, and natural and scenic open space

*Vacancy Rate is defined as the % of acreage of vacant parcels as defined by the New York State Department of Taxation & Finance.

The photo at right shows an example of a flag lot, which may absorb prime agricultural land in the Town.

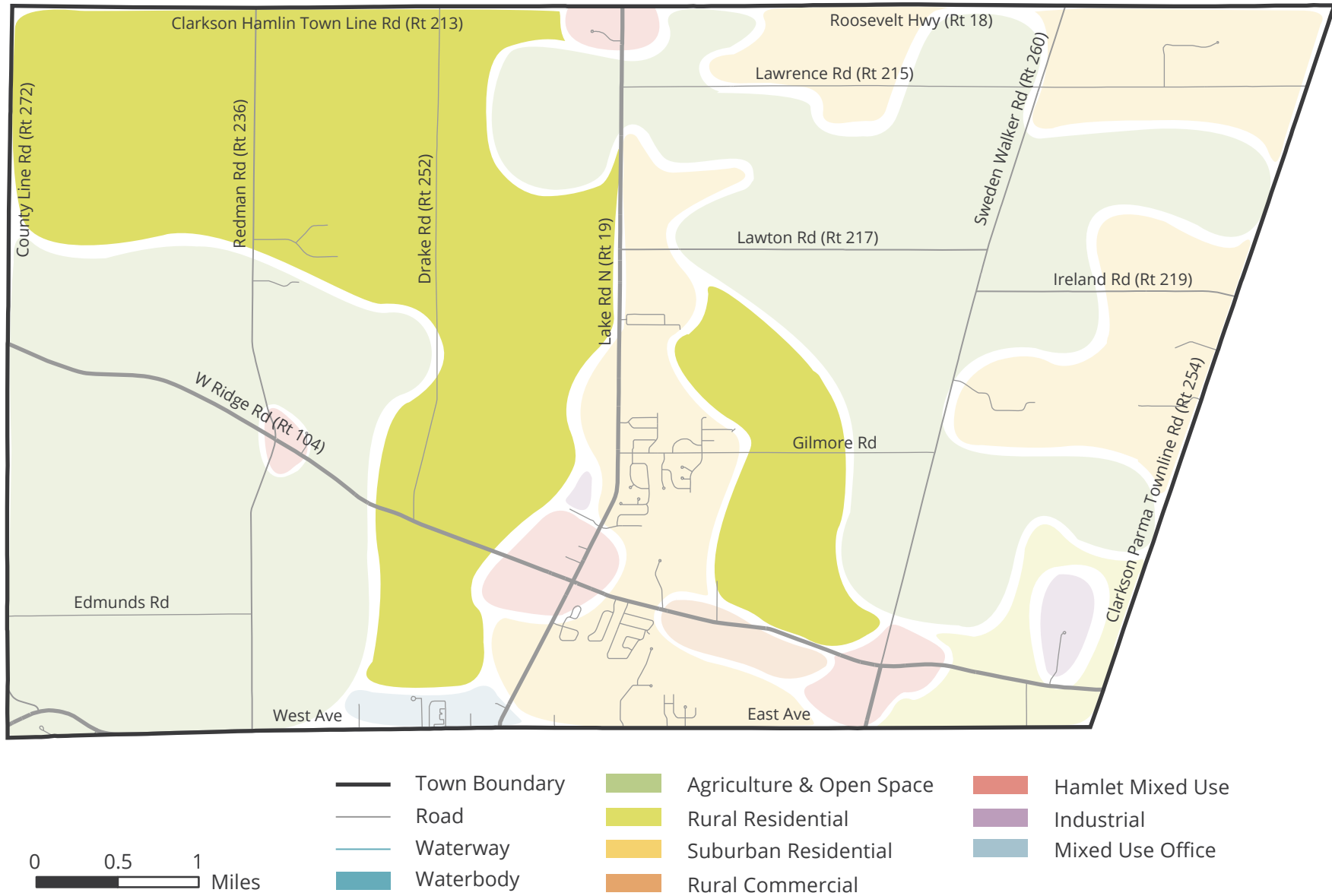


Land Rush Now

TO BE ENCOURAGED



MAP 10. RURAL RESIDENTIAL AREAS



RURAL RESIDENTIAL

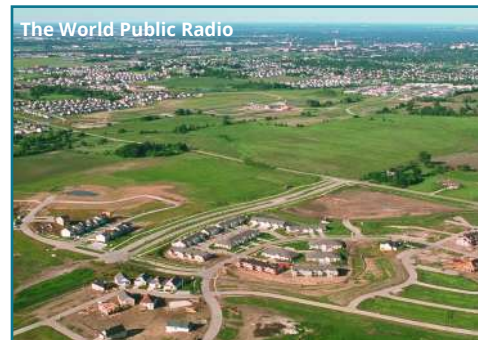
DESCRIPTION

The Rural Residential area includes a mixture of low density housing, agricultural uses, and open spaces. The majority of properties within this area are classified as rural or single-family residential homes and are located on large lots (average size of 20.2 acres). Of particular interest in this area is the high vacancy rate (27.4%), which suggests that there is an ample amount of land available for residential development. Given the Town's desire to maintain its rural character, special attention should be given to these areas to ensure that future development does not detract from such character. The intent of this area is to maintain and leverage the Town's highly desirable and defining rural living options, while maintaining open spaces and active farming operations in these areas. As teleworking has grown in popularity in recent years due to the COVID-19 pandemic, many individuals have the opportunity to live in their choice environment; in many cases, this has resulted in the movement of people from urban centers to rural areas. Through the preservation of the Rural Residential area, the Town of Clarkson aims to preserve its rural quality and maintain and attract residents by offering low density housing options.

The primary zoning designation in these areas is Suburban Residential (RS-20), which has a minimum lot size of 20,000 square feet. The Town may consider increasing the lot size of this District, or adding a new zoning district with a larger minimum lot size (such as 1 acre), to continue to facilitate rural residential development while ensuring that the rural character of these areas is maintained into the future.

KEY CHARACTERISTICS

- Total coverage: 6,484 acres
- % of Town Acreage : 33%
- Vacancy rate: 27.4%
- Average parcel size: 20.2 acres
- Concentrated around low density housing
- Primary uses include low density residential, agricultural, and open space

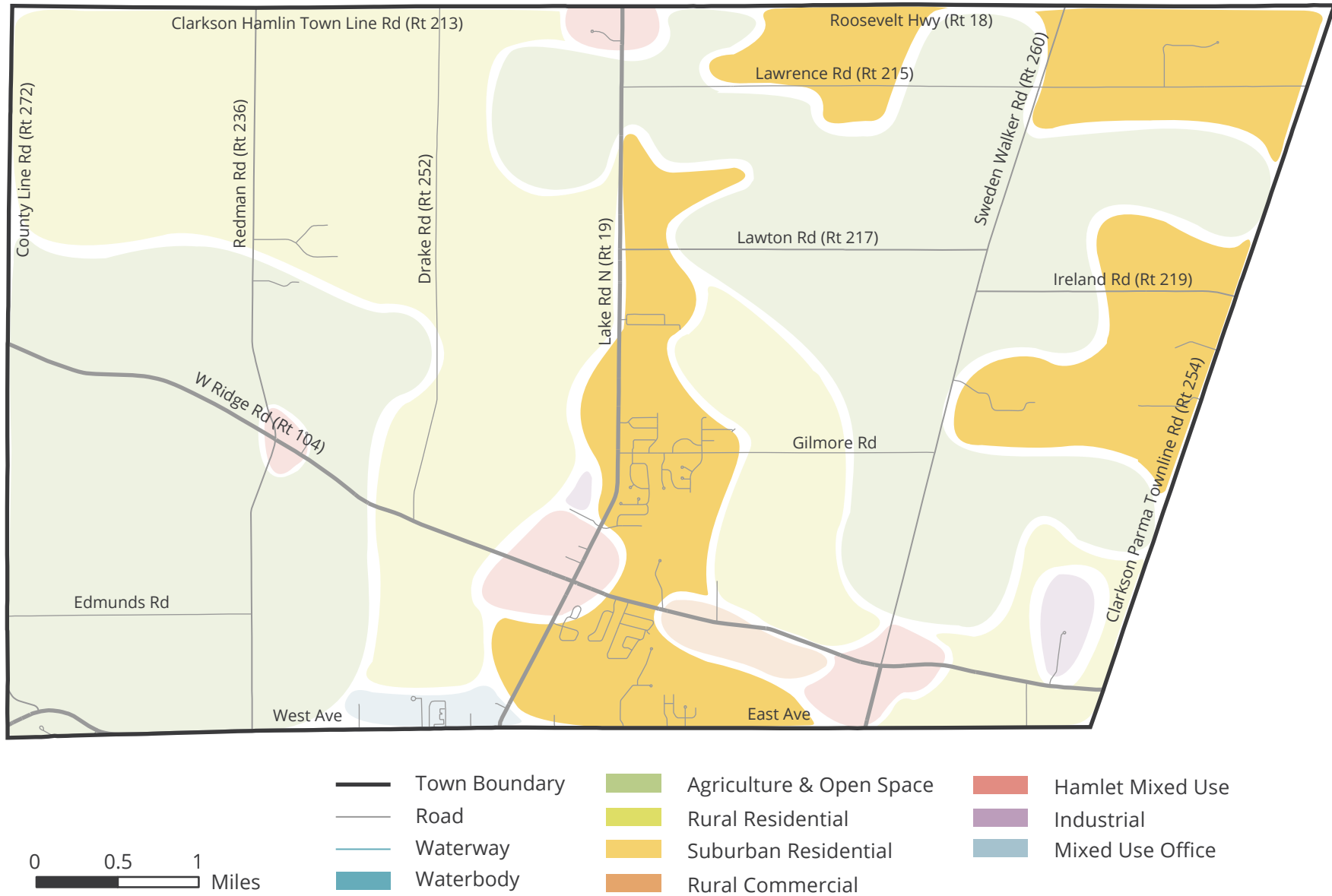


TO BE AVOIDED



TO BE ENCOURAGED

MAP 11. SUBURBAN RESIDENTIAL AREAS



SUBURBAN RESIDENTIAL

DESCRIPTION

While the Suburban Residential area covers 6.2 square miles of the Town, it includes the largest quantity of individual properties (1,355). The vast majority of these properties are classified as residential, with 97.8% of occupied residences being rural or single-family and 2.2% being single-family with an apartment, two-family, multi-family, or apartments. The lot sizes vary greatly within this area (with an average of 3.2 acres), lending to a variety of housing and neighborhood types.

The intent of this area is to provide residential opportunities that accommodate individuals and families of varying incomes, lifestyles, and housing preferences. A significant portion of these areas have existing sewer service, and thus are appropriate for further residential development. The results of the community survey also indicated a need for more senior housing, which should be accommodated in this area. By supporting appropriate residential subdivisions within this area, the Town of Clarkson can continue to ensure local housing needs are being met. In order to preserve existing natural resources and limit sprawl, opportunities for clustered development should be sought out, particularly during the planning of residential subdivisions.

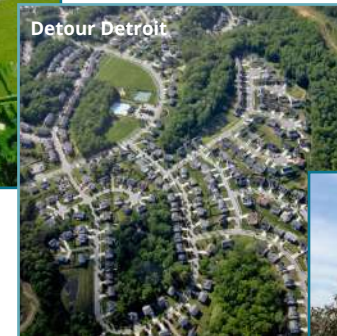
These area are currently primarily zoning Suburban Residential (RS-10 & RS-20). Both Districts currently only permit single-family units by right; with RS-20 specially permitting two-family units, and RS-10 specially permitting two- and multi-family units. The Town should consider revising these districts to expressly permit two-family units to increase access to affordable housing in the Town, and should review the zoning map to ensure that the allocation of these districts still reflects desired residential development patterns for the future.

KEY CHARACTERISTICS

- Total coverage: 3,966 acres
- % of Town Acreage : 20%
- Vacancy rate: 6.6%
- Average parcel size: 3.2 acres
- Concentrated around mid-density housing and subdivisions
- Primary use is residential (at varying densities), with very little commercial, agricultural, and open space

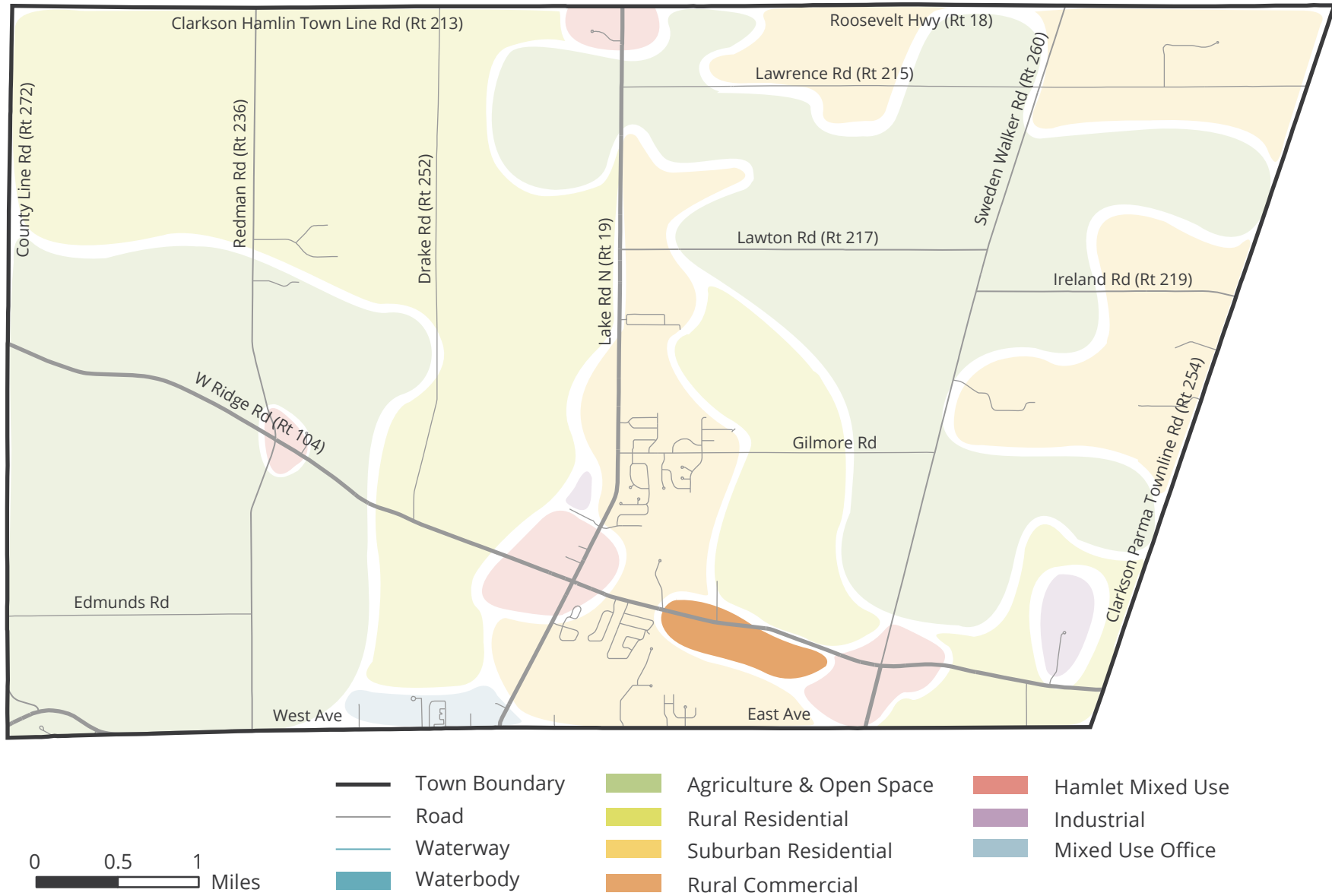


TO BE AVOIDED



TO BE ENCOURAGED

MAP 12. RURAL COMMERCIAL AREAS



RURAL COMMERCIAL

DESCRIPTION

Ridge Road is a significant arterial roadway within the Town, Monroe County, and beyond. Given this, much of the commercial development that has occurred within the Town has been located along this corridor; consisting of a variety of businesses such as farm equipment dealers, auto repair and sales, restaurants, and antique stores. This type of development has been relatively limited, and thus has not had significant effects on the rural character of the Town. However, should commercial development continue to occur haphazardly along this corridor, the cumulative impact may foster increased traffic conflicts and congestion.

To avoid this, the Town intends to limit such future development to a concentrated area of Ridge Road. As mentioned in the Town's 2005 Comprehensive Plan, "the largest and most developed rural commercial area is located midway between Lake Road and Sweden-Walker Road." Therefore, future commercial development that is not of a character or scale that fits within the context of the Hamlets should be located within this segment of Ridge Road. This future land use area should accommodate a wide variety of commercial uses, but limit uses that detract from the character of the Town such as (but not limited to) outdoor storage areas, temporary storage facilities, or franchise fast-food restaurants. Additionally, big-box retail stores are not anticipated to be accommodated within this area.

As mentioned in the 2005 Plan, new development should reflect rural design principles, including clustered low-density development, preservation of existing perimeter vegetation, and use of natural forms and materials. Currently, this area is zoned both Highway Commercial (HC), as well as Suburban Residential (RS-20). The Town should review the Highway Commercial District to ensure it aligns with the desired types of development in this area, and review the District's boundaries in this area to align with the FLU Map.

KEY CHARACTERISTICS

- Total coverage: 177 acres
- % of Town Acreage : 1%
- Vacancy rate: 8.8%
- Average parcel size: 5.6 acres
- Located along Ridge Road between Lake Road (Route 19) and Sweden-Walker Road.
- Low-density commercial development with clustered buildings to manage access.
- Development should be sited based on site topography, existing vegetation, and drainage, and utilize screening to preserve rural character.

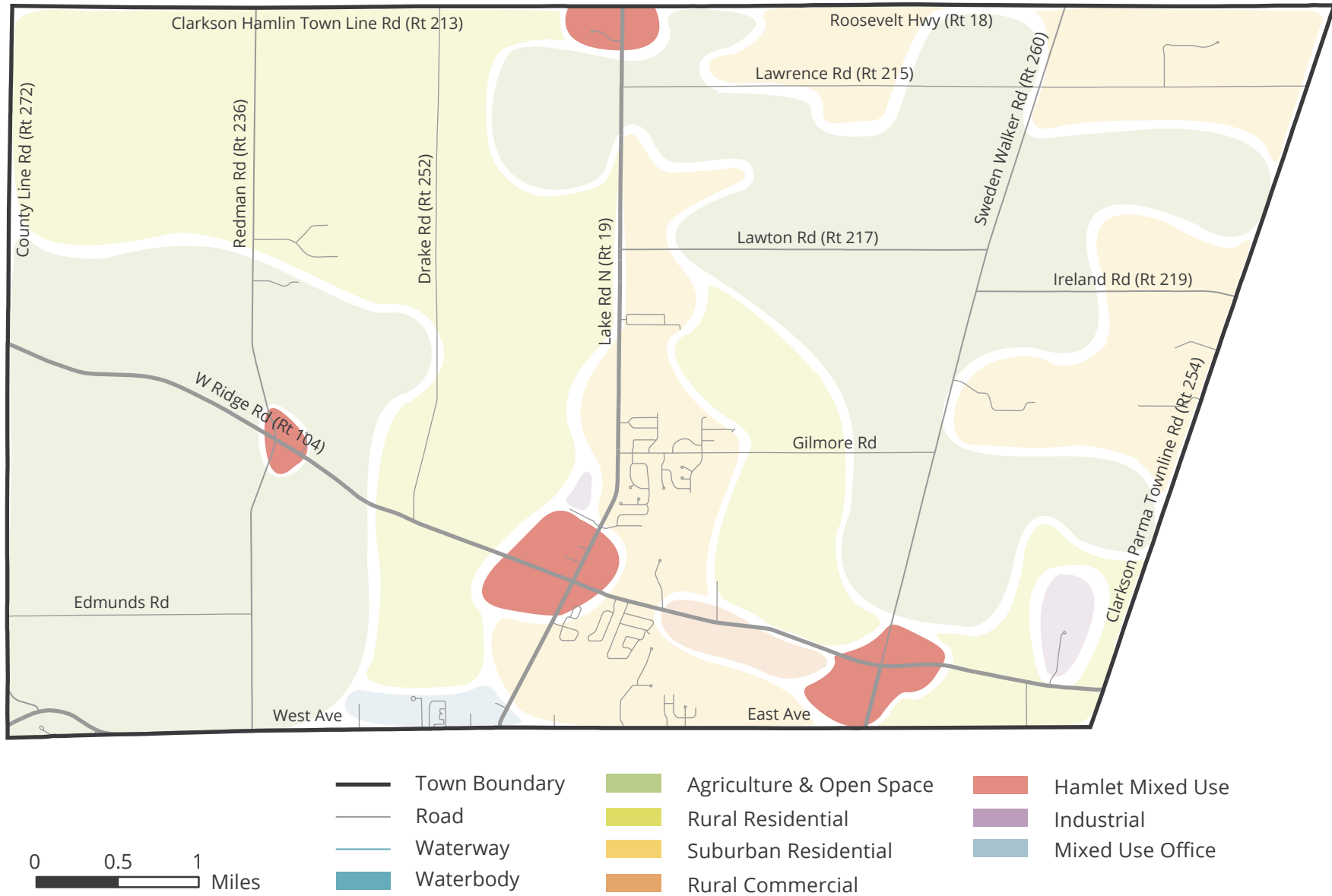


TO BE AVOIDED



TO BE ENCOURAGED

MAP 13. HAMLET MIXED USE AREAS



HAMLET MIXED USE

DESCRIPTION

The Town has identified four Hamlet areas where the majority of future development should occur. Clustering development in these areas has several benefits, including promoting vibrant activity centers, preserving historic building stock, and preserving open space in other areas of Clarkson. Each of these hamlet centers differ in terms of existing development and public utility availability. However, each location should accommodate a wide variety of development including commercial, civic, and residential uses to create vibrant mixed-use economic centers where residents and visitors are invited to spend time and access many different goods and services. Any such development should be of an appropriate scale and should utilize appropriate design and materials to complement the historic development patterns. In addition, these areas should incorporate streetscaping elements such as street trees, pedestrian-scale lighting, street furniture, and pedestrian facilities to help foster a sense of a community center and to add visual appeal. Parking should not front the street, and should be shared where feasible.

The Clarkson Corners Hamlet is the most prominent development center of the Town, and should be the priority location for any new development. Garland (located at the intersection of Ridge Road and Sweden-Walker Road), also retains some of its historic building stock and is another node of commercial activity for the Town. Redman Corners at the corner of Ridge Road and Redman Road, has been identified as a potential Hamlet center; another natural location for future clustered development along Ridge Road although there is limited development there currently. These three areas are currently primarily zoned Highway Commercial (HC), which does not currently support the desired mixed use, concentrated development pattern of a Hamlet. The Town has also recognized the opportunity for mixed-use pedestrian-scaled development that builds off existing commercial development that current exists in Hamlin directly north of this area. This area is currently zoned Suburban Residential (RS-20). The Town should consider developing a Hamlet District to better align the zoning in these areas with the desired character of the Hamlets with a focus on pedestrian-scaled development.

KEY CHARACTERISTICS

- Total coverage: 580 acres
- % of Town Acreage : 3%
- Vacancy rate: 10.7%
- Average parcel size: 2.3 acres
- Located along Ridge Rd at the intersections of Sweden-Walker Rd, Lake Rd, and Redman Rd, as well as at the Hamlin Town Line on Lake Rd.
- Development should respect historic building design and materials, and should foster walkable mixed-use environments.

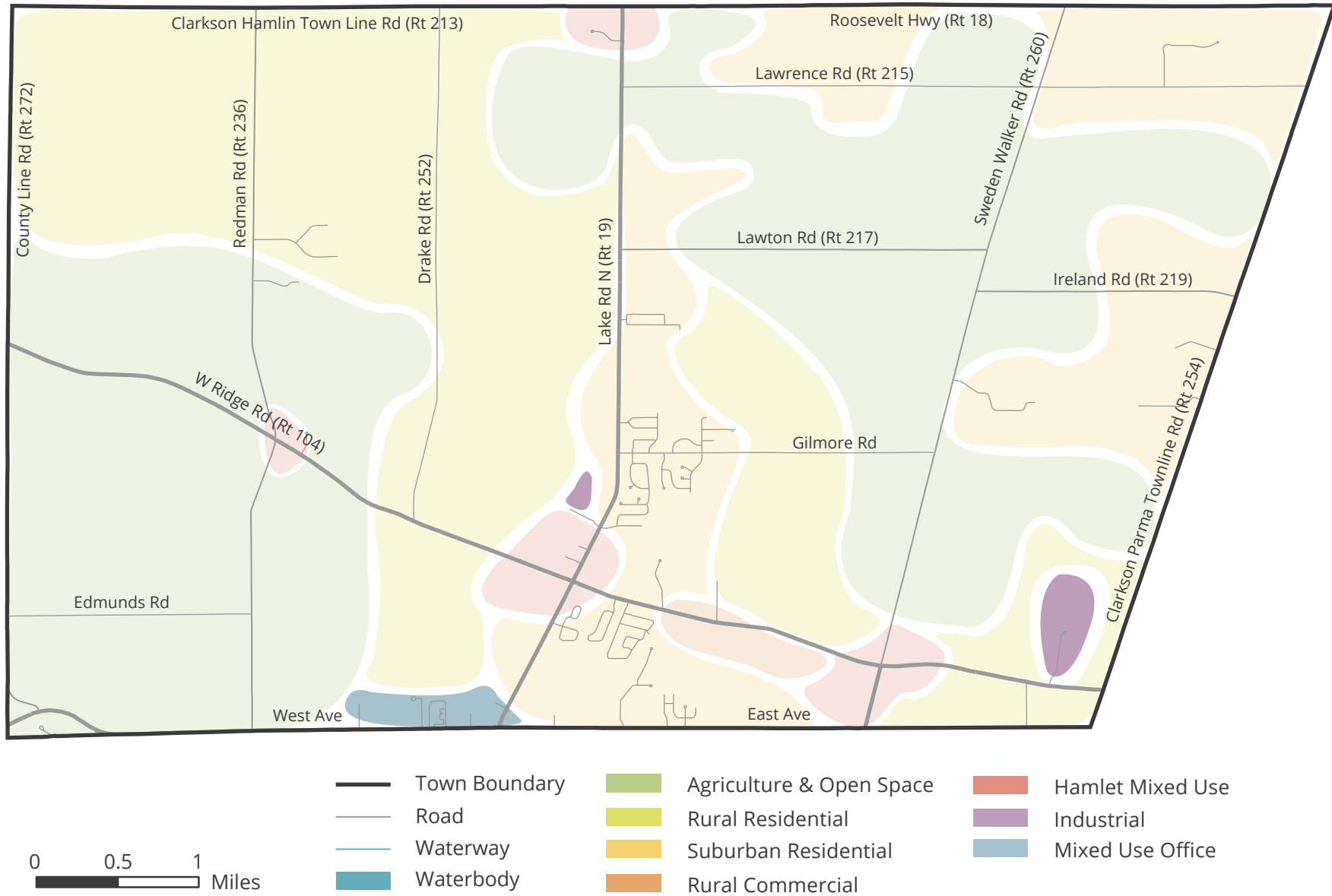


TO BE AVOIDED



TO BE ENCOURAGED

MAP 14. INDUSTRIAL AND MIXED USE OFFICE AREAS



INDUSTRIAL

DESCRIPTION

There are two small areas of the Town designated as the Industrial future land use area: one along Clarkridge Drive off of Ridge Road west of the intersection with Clarkson Parma Townline Road, and another just north of Clarkson Corners. These areas are zoned as General Industrial (GI) and Limited Industrial, High Technology Manufacturing and Office Park (LHO) in the Town's Zoning Code. Currently, the area off of Ridge Road has an auto dealership, a sheet metal fabricator, and a food processing manufacturer. In addition, there are radio towers located to the north of Clarkridge Drive. The area north of Clarkson Corners is currently occupied by Lifetime Assistance. Given the existing industrial uses, this area is well-suited for continued industrial development. Any industrial development should be well designed. Office components should be placed closest to the public rights-of-way. The visual exposure of large metal buildings typically associated with industrial uses should be limited. Landscaping and buffering requirements are also recommended. The Town should also be cognizant of any adverse impacts to adjacent residential areas when reviewing any potential industrial development.

KEY CHARACTERISTICS

- Total coverage: 197 acres
- % of Town Acreage : 1%
- Vacancy rate: 52.6%
- Average parcel size: 10.8 acres



MIXED USE OFFICE

DESCRIPTION

The portion of West Ave at the Brockport Village Line from Lake Road to Sunset Center Lane is designated as Mixed Use Office. This area is largely developed, and consists primarily of a mix of medical facilities, financial institutions, and multi-family residential development. It is envisioned that the current land uses should remain as such into the future.

Currently, this area is zoned primarily as Retail Commercial (C) or Highway Commercial (HC). The Highway Commercial District currently permits a wide variety of commercial development, including vehicle service and repair and gas stations. The Town should consider the creation of a separate professional office district if there is not a desire for a wider range of commercial development in this location.

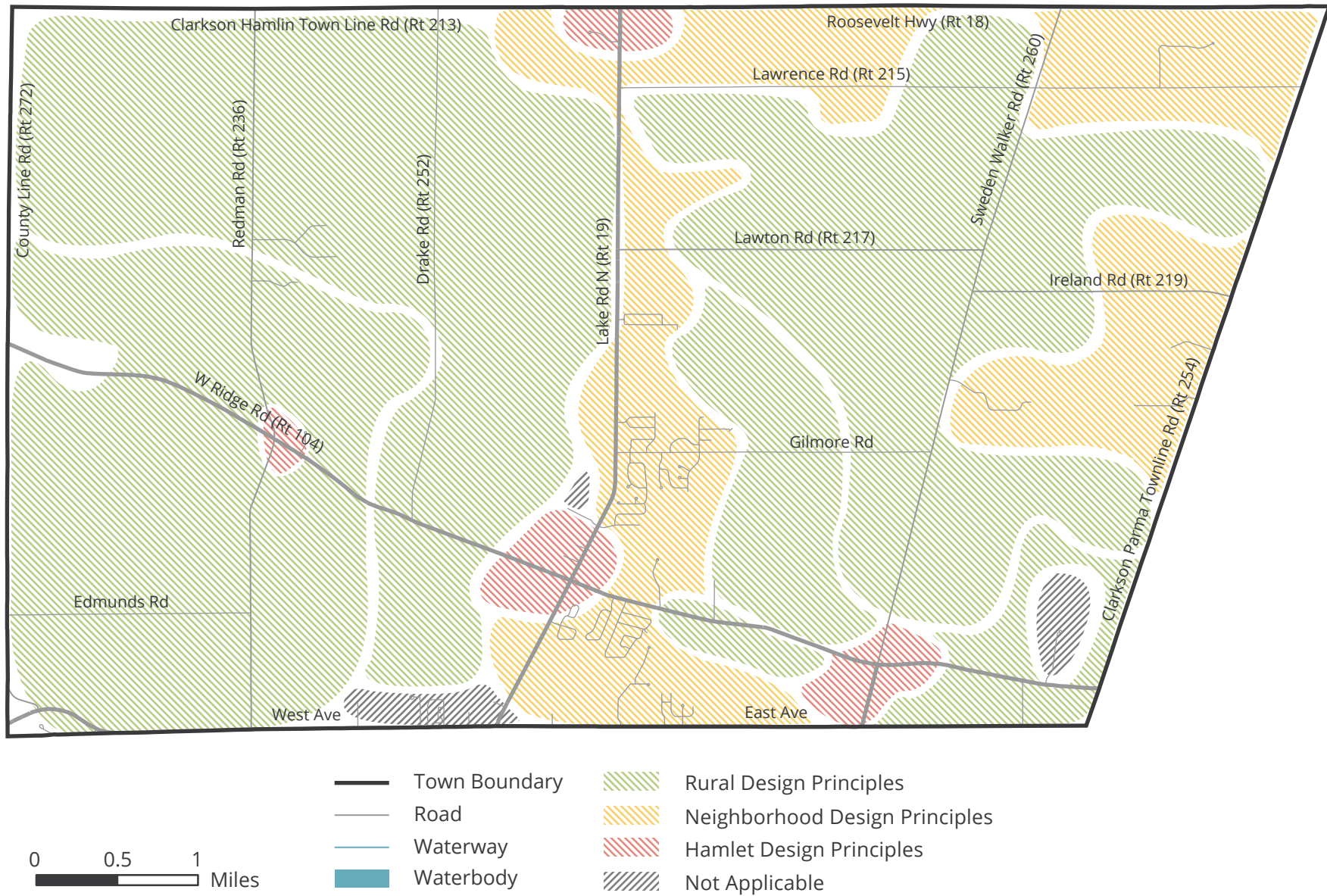
Local regulations should include building and site design requirements that result in visually appealing developments, which may include minimum landscaping standards and architectural guidelines for new structures. Given the proximity to the Village of Brockport, the Town should also encourage site development that promotes connectivity both on-site and between adjacent uses.

KEY CHARACTERISTICS

- Total coverage: 148 acres
- % of Town Acreage : < 1%
- Vacancy rate: 52.6%
- Average parcel size: 2.1 acres



MAP 15. DESIGN PRINCIPLE AREAS



DESIGN PRINCIPLES

In addition to considering the appropriate types of development and the appropriate density for such uses in the various Future Land Use Map designations, it is also important that the Town considers the design components for the various forms of investment that the Town may experience in the future. The 2005 Plan outlined design principles for the Hamlets, neighborhoods, and rural areas. These principles are still valuable to consider when reviewing development proposals in Clarkson, and thus were incorporated into the updated Plan. The purpose of each set of design principles is identified below:

Hamlet Design Principles: Fostering walkable and bicycle vibrant activity centers that supports mixed-use development and a sense of a community center.

Neighborhood Design Principles:

Supporting new residential development that retains traditional design patterns and creates connectivity between homes and nearby development.

Rural Design Principles:

Preserving natural features and the bucolic appearance of areas of low density development.

The Town should consider building upon these principles through the development of Design Guidelines within the Town's Zoning Code. Doing so would provide a stronger tool for supporting high-

quality design within the Hamlets and neighborhoods, while ensuring the preservation of rural character in low-density development areas.

The intent of these guidelines would be to ensure future investment includes high-quality building and site design treatments consistent with the preferred character and visual quality of the Town. Furthermore, the provision of these guidelines would help to promote innovative and appropriate design solutions when undertaking changes, modifications, or reuse of buildings and properties, as well as direct the style of new or infill development.

The map on the previous page depicts where each of these sets of design principles should be applied throughout the Town based on their Future Land Use area designation. The design principles that apply to each Future Land Use area is as followings:

Hamlet Design Principles:

- Hamlet Mixed Use

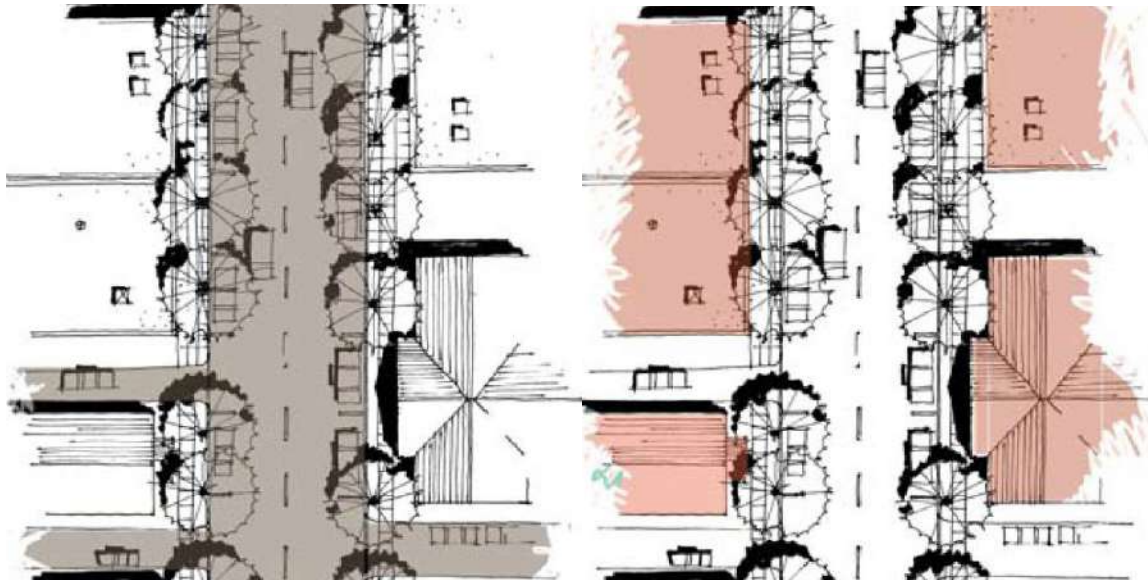
Neighborhood Design Principles:

- Suburban Residential

Rural Design Principles

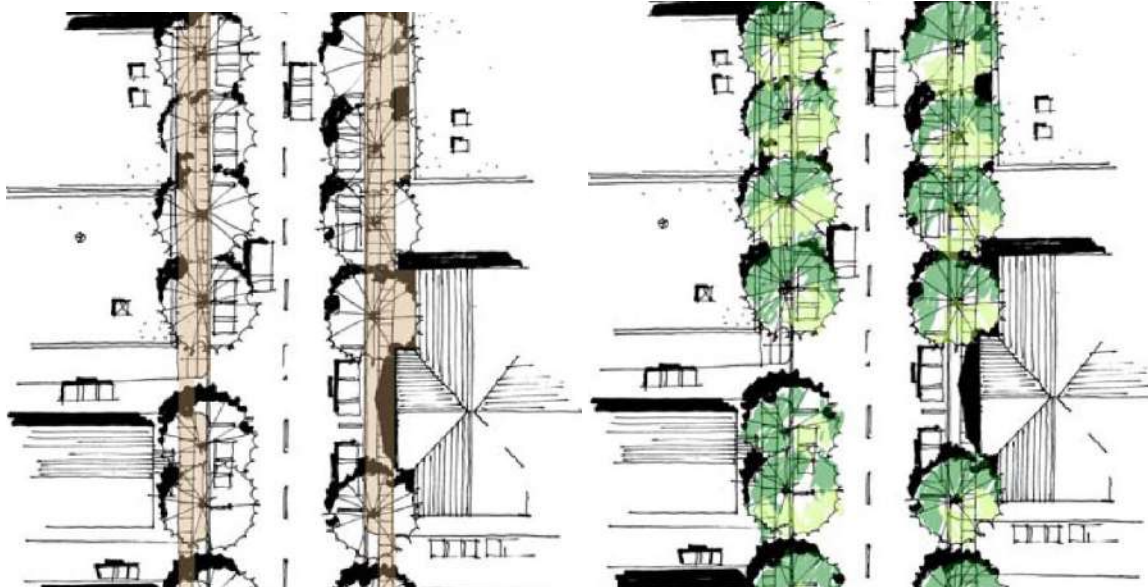
- Agriculture and Open Space
- Rural Residential
- Rural Commercial

It should be noted that Mixed Use Office and Industrial do not have any applicable design principles.



STREETS

BUILDINGS



SIDEWALKS

STREET TREES

HAMLET DESIGN PRINCIPLES

Areas designated for hamlet character are distinguished by multi-story buildings along the historic build-to line, sidewalks, street trees, streetlights, shared access points, and rear parking. The goal of hamlet guidelines is to create attractive, pedestrian-friendly streetscapes.

Streets and Sidewalks

- Five-foot sidewalks
- Enhanced crosswalk treatments
- Six-foot tree lawn with curbs, street trees, and pedestrian-scale lights
- Minimize number and width of driveways
- Encourage shared access and side or rear parking

Buildings and Vegetation

- Consistent build-to line for each block face
- Two-story building height minimum
- High quality building materials for facades such as brick, masonry, or wood.
- Projecting or building mounted signs
- Linear street trees - type and spacing to frame entrances and signage

NEIGHBORHOOD DESIGN PRINCIPLES

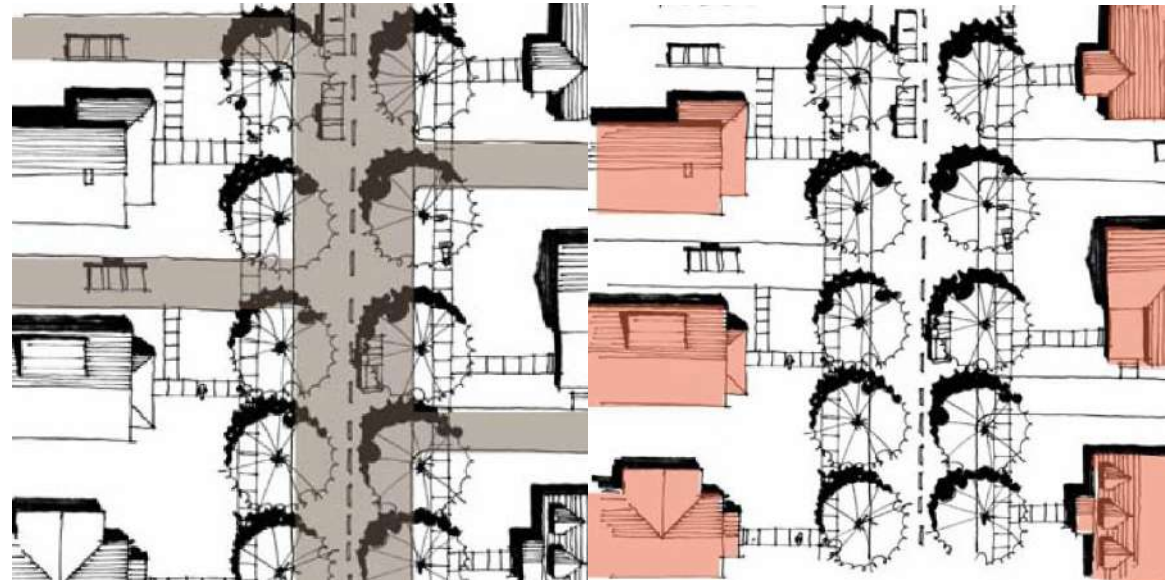
Neighborhood residential areas are distinguished by density and features to support a critical mass of retail and community service uses in nearby hamlet areas. Neighborhood residential areas require public water and sewers, pedestrian and vehicle connections within and between developments, and nearby access to the existing community park, contribution to new neighborhood park(s), or preserved natural features. The following provides more detailed guidelines for the arrangement of circulation systems, structures, and vegetation in neighborhood residential areas.

Streets and Sidewalks

- Block length - 400 to 800 feet
- Five-foot sidewalks
- Six-foot tree lawn

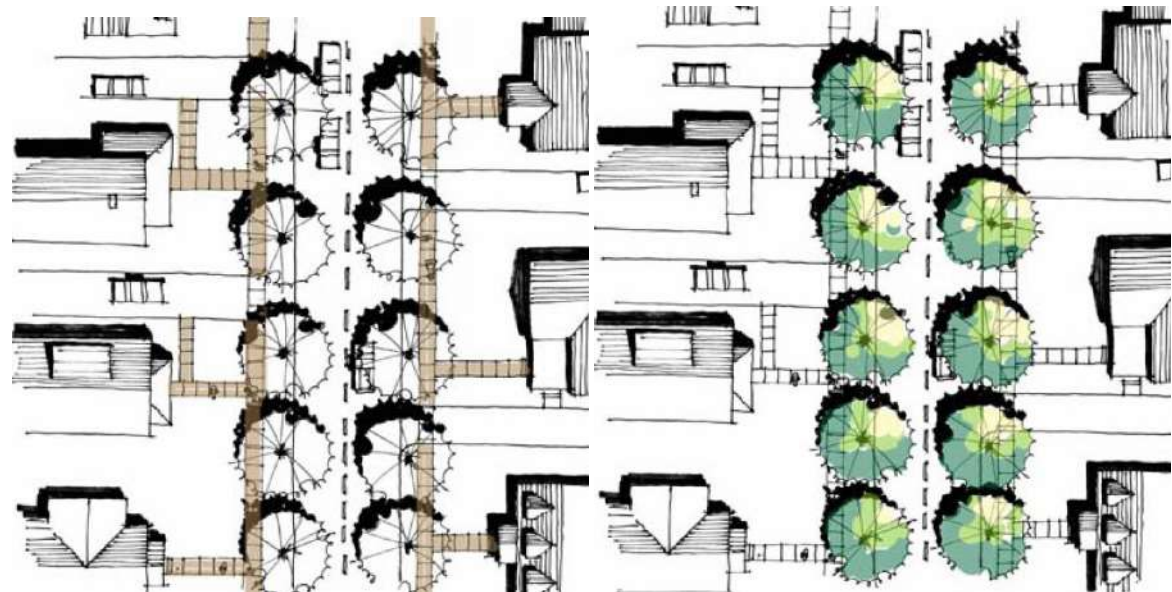
Buildings and Vegetation

- Consistent build-to line for each block face
- Garage to rear of house or behind build-to line
- Linear deciduous shade tree planting with consistent spacing on each block face
- Preserve existing vegetation in stream corridors, floodplains, and wetlands



STREETS

BUILDINGS



SIDEWALKS

STREET TREES

RURAL DESIGN PRINCIPLES

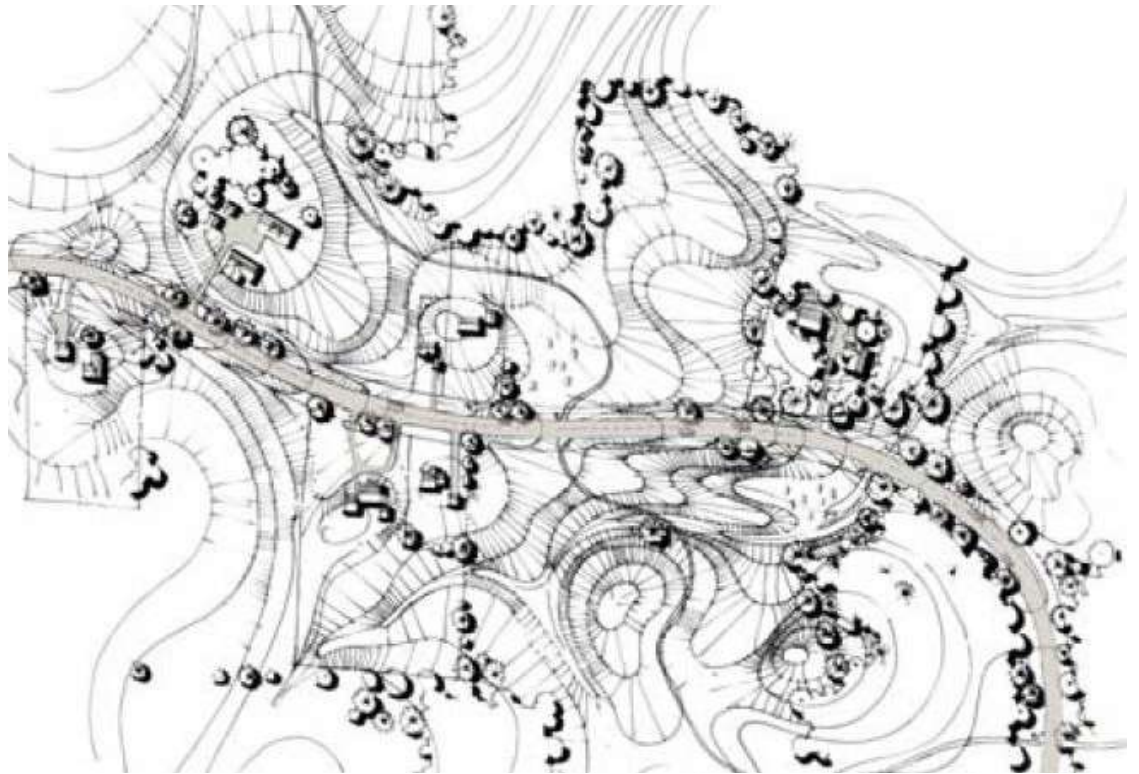
Areas designated for rural character are distinguished by low-density development, varied setbacks and spacing, curvilinear forms, and natural materials. Design elements all relate to the underlying landform, drainage characteristics, and vegetation patterns. The goal of rural character guidelines is to preserve as a dominant visual attribute the natural features of a site and to relate the location and character of development to existing natural forms. The following provides more detailed guidelines for the arrangement of circulation, vegetation, and structures to preserve natural features and retain rural character.

Landform

- Maintain natural vegetation along stream corridors and wetlands
- Encourage regional stormwater management to retain the ecological and visual integrity of hydrologic systems
- Grade disturbed areas to rounded landforms with finished proportions 5-foot horizontal run to 1-foot vertical rise
- Orient buildings to natural features
- Arrange road alignment and vegetation to hide and frame views

Roads, Driveways, and Trails

- Curvilinear form both horizontal and vertical that follows natural character of land
- Turf or paved road shoulder, no curbing
- Drainage swales parallel to road
- Stone or asphalt trail surface located along road or to rear of lots
- Rural commercial areas - screened side or rear parking with shared access

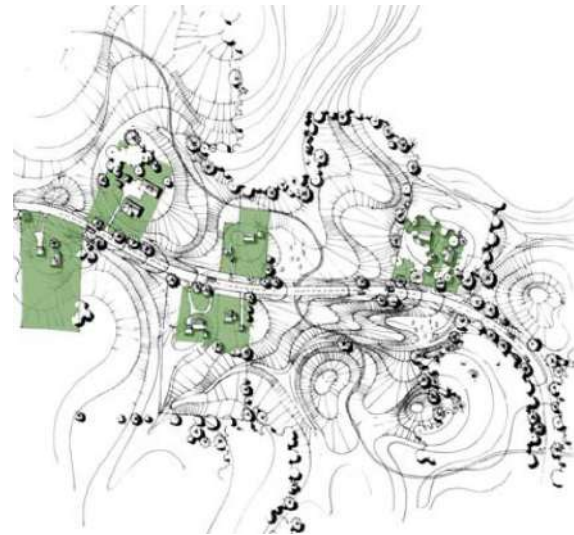


Vegetation

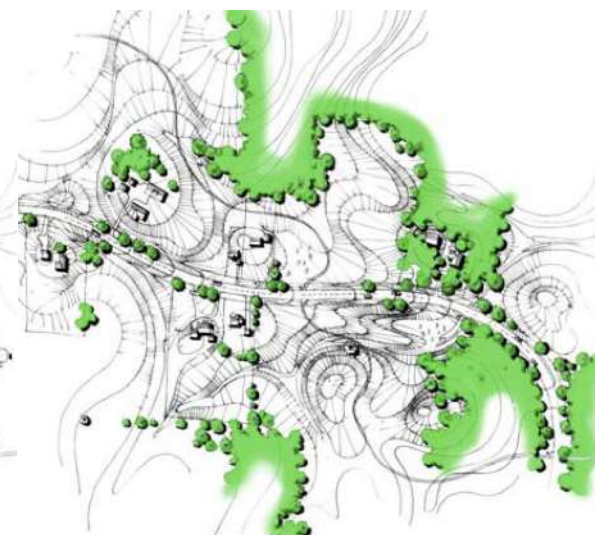
- Preserve existing vegetation
- Use vegetation to hide or frame views from roads and adjacent uses
- Cluster planted vegetation and include variety of species and forms
- Employ species and spacing that reflect landform, soil, and hydrology of area

Structures

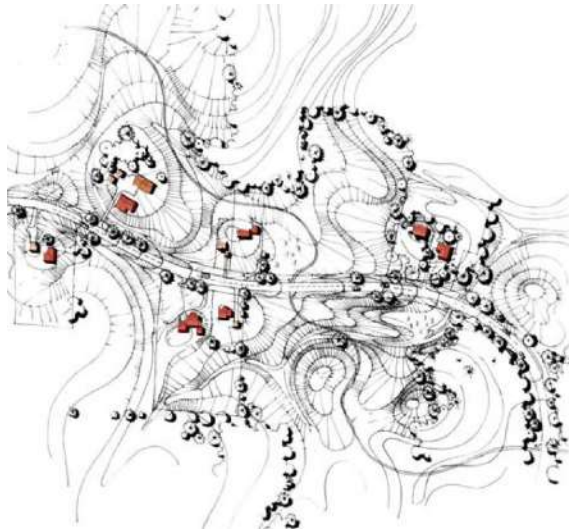
- Maximum 20 percent building coverage
- Use natural building materials
- Vary setback and spacing to respond to existing vegetation and drainage
- Align structures with topographic character of land
- Cluster buildings to preserve views, wetlands, woodlots, and agricultural land
- Use building or ground signs of natural materials in rural commercial areas



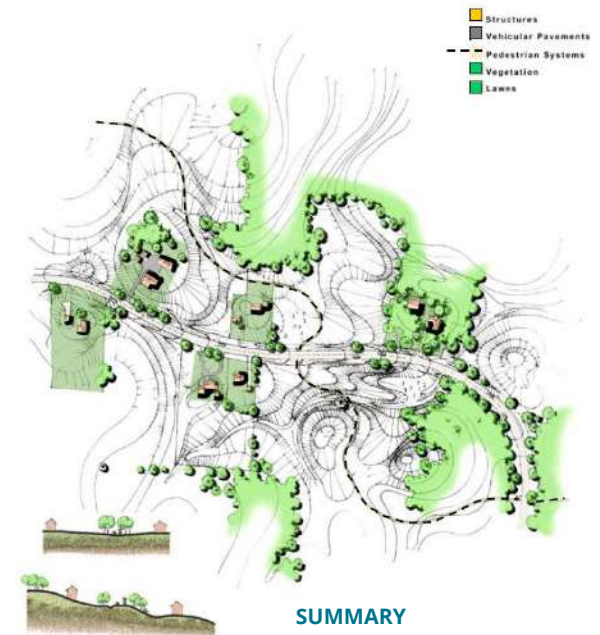
LAWNS



VEGETATION



STRUCTURES



SUMMARY

DRAFT: December 13, 2021



DRAFT: December 13, 2021

TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN
PRIORITY ACTION PLAN



PRIORITY ACTION PLAN

The table on the following page is a list of priority action items as identified by the Steering Committee as part of this Comprehensive Plan Update process. These items include key ideas or catalytic projects that the Committee feels warrant immediate attention from the Town for implementation. That is not to say the other action items listed in this Plan are not important or significant to the future success of the Town. Rather that these action items have been highlighted as a top priority due to their potential for a greater overall positive impact to the community.

The table is organized by policy area and provides basic information on the priority action items for ease of reference. Each column includes:

- **Goal:** The goal under which the action item can be found in the Vision & Goal Framework.
- **Action Item:** A description of the specified action item as part of the Priority Action Plan.
- **Timeframe:** An estimated timeframe required to complete the action item. Timeframes are meant to describe the estimated time an action will take to complete, not how soon the action item should be accomplished.
- **Cost Estimate:** Cost Estimates are based on order of magnitude, using the symbols below to reflect the following estimated cost ranges:

\$: Under \$10,000	\$\$\$: Over \$100,000
\$\$: Between \$10,000 and \$100,000	NA: No Cost
- **Partner(s):** Any group, agency, organization, or board that the Town may desire to partner with in order to implement the specific action item.

Goal	Action Item	Timeframe	Cost Estimate	Partners
Preserve Agricultural Resources & Farmland	Expand the role of the Conservation Board to include agricultural preservation.	< 1 year	\$	Conservation Board
	Encourage the use of tax abatement programs that incentivize property owners to maintain agricultural land uses.	Ongoing	\$	Cornell Cooperative Extension, MCC Agriculture & Life Sciences Institute
	Consider establishing a cap on solar facility development, and ensure that solar farms are well screened and are not located on prime soils.	Ongoing	\$	Local Commercial Solar Entities (Greenspark, OYA Solar, etc.)
Enhance Our Quality of Life & Sense of Place	Utilize the zoning code to encourage developers to contribute to Clarkson's community character.	Ongoing	\$	Planning Board, Zoning Board of Appeals (ZBA), Architectural Review Board, Conservation Board
	Review and revise the Town code as necessary to ensure property maintenance requirements and enforcement procedures are adequate so that properties are adequately maintained and contributing positively to the Town.	< 1 year	\$	Building Department
	Develop a trail system for pedestrians and bicyclists and explore opportunities for increasing connections between local parks as well as circulation between residential areas and the hamlets.	5 + years	\$\$\$	Monroe County Parks, National Grid, Conservation Board
Support Sustainable Growth & Development	Locate and size drainage facilities so that they minimize stream disturbances and maximize opportunities for open space preservation.	Ongoing	\$	Highway Department
	Evaluate each hamlet's zoning to ensure it is conducive to desired types of businesses.	1-3 years	\$	Planning Board, ZBA, Architectural Review Board

Preserve Agricultural Resources & Farmland

- *Expand the role of the Conservation Board to include agricultural preservation.*

The intent of the Town's current Conservation Board is "to preserve the town's natural environment and control impacts on the surrounding neighborhood, while balancing our Clarkson's need for an economically viable and environmentally sustainable future." The Board reviews application for their potential environmental issues. There is a significant overlap of natural resource conservation and agricultural preservation in working towards maintaining the Town's rural character.

Given the priority of maintaining and supporting active farming operations, Clarkson should expand the Conservation Board's purview to also include advising the Town Board on matters pertaining to the preservation, promotion, and operation of farming activity. This may include overseeing the development of a Farmland Protection Plan which will outline clear strategies for the Town to maintain farming as a viable operation in the coming decades.

The loss of prime agricultural soils may be included in the Conservation Board's review process, as well as the potential impact of development on farming operations. The Board may also act as community advocates for farmers, and help to educate the community on agricultural issues as well as promote resources and tools that local farmers can use to support their operations well into the future.

- *Encourage the use of tax abatement programs that incentivize property owners to maintain agricultural land uses.*

Currently, a majority of farmers within the Town take advantage of Agricultural Assessments through New York State. However, there are several other property and sales tax relief programs for NYS farmers that farmers may not be enrolled in and/or aware of. The Town should work to promote the full suite of programs and policies that support their local farmers, which may include, but are not limited to:

- **Farm Building Exemptions.** Section 483 exempts agricultural buildings from any increase in assessed value based on improvements, and completely exempts some structures from taxation.
- **Farmers' School Tax Credit.** Qualified farmers may receive a state income tax credit for school taxes.
- **Forestland Exemption.** Owners of forestland can receive reductions in their tax assessment if they commit their land to forest crop production.
- **Historic Barns Rehabilitation Tax Credit.** A credit available to individuals and corporations that have restored a barn built prior to 1936.
- **Sales Tax Exemptions.** NYS tax law exempts certain items used in farm production from taxes.
- **Replanted or Expanded Orchards and Vineyards Exemption.** A partial tax exemption for newly replanted or expanded orchard and vineyard land.



- *Consider establishing a cap on solar facility development, and ensure that solar farms are well screened and are not located on prime soils.*

The Town of Clarkson has had numerous solar facilities developed over the past several years. In order to ensure that continued solar farm development does not take away viable agricultural lands, the Town may consider developing a cap on the total acreage that the Town is willing to permit solar development for.

The community survey results indicated that a majority of respondents are in favor of solar development in the Town (63%), but over half of those individuals would only like to see solar facilities within commercial or industrial areas of the Town. This presents a challenge for Clarkson, as there are limited commercial and industrial zones in the Town. Many respondents also emphasized that solar facilities should be well screened, and not detract from the visual appeal of the rural areas of Town.

The Town currently has its own Solar Energy Systems Law (Local Law No. 2-2019), which requires developers to provide vegetative screening (for community solar arrays), and requires the Town Board to consider the potential loss of prime farmland in the community. Currently, the Town undertakes a rezoning process to designate parcels as within the Solar Energy Systems Overlay District. The Town may consider developing additional regulations to reduce the loss of precious farmland, such as a prohibition on solar development within the County Agricultural District.

Enhance Our Quality of Life & Sense of Place

- *Utilize the zoning code to encourage developers to contribute to Clarkson's community character.*

There are several ways that the Town can facilitate investment that enhances the visual appeal and sense of place in Clarkson; particularly in the Hamlet areas. For instance, the Town may consider the adoption of Nonresidential design standards, which require and/or encourage developers to use high-quality building materials, traditional design typologies, and building scale and massing that positively contribute to the Town's character.

In addition, the inclusion of minimum standards for pedestrian-oriented amenities in the development review process can help to minimize the burden on the Town to provide improvements, while also ensuring that the pedestrian network and environment is enhanced with new private investment in the community. There are many ways to implement such standards, such as revising the zoning code to include pedestrian-oriented development language or adopting a Complete Streets Policy and/or Pedestrian Facilities Guidebook.





- *Review and revise the Town code as necessary to ensure property maintenance requirements and enforcement procedures are adequate so that properties are adequately maintained and contributing positively to the Town.*

The condition of Town's residential, commercial, and civic buildings can have a significant impact on a community's health and quality of life. Visually appealing and safe structures can help maintain the Town's economic vitality and provide stability for real estate values.

Developing a proactive code enforcement mechanism will help build residents' confidence that the Town is protecting the monetary investments they've made in their properties and the social investment they've made in their community. Currently, the Town does not have any property maintenance regulations within their Code. The Town should consider the development of local regulations within their Code to provide clear maintenance requirements for property owners. In addition, a checklist may be developed for building inspectors to provide consistency in property maintenance inspections, and to provide a clear list of issues to be improved for property owners.

The Town should also ensure that penalties and fees associated with property maintenance violations are made clear to property owners, and work with the Code Enforcement Officer to enforce such regulations on a regularly scheduled basis.

- *Develop a trail system for pedestrians and bicyclists and explore opportunities for increasing connections between local parks as well as circulation between residential areas and the hamlets.*

One of the key opportunities mentioned during the SWOT analysis performed by the committee was the fact that the Town owns a large amount of park space that is perceived as being underutilized. This park space could benefit from additional programming, as well as connectivity to nearby residential areas, Hamlets, and other parks. The Town may consider the development of a Parks and Open Space Master Plan to create a strategic plan for enhancing these park areas.

The Town has identified the National Grid easement that runs north-south between Redman Road and Drake Road as a potential opportunity for trail development within the Town. In addition to acting as a recreational resource, it would also provide a connection between residential areas to the North and Clarkson Corners, if on-road pedestrian and bicyclists accommodations were provided along Ridge Road as well. The trail could also ultimately connect to the Erie Canal Heritage Trail south of West Ave just west of Redman Road. The Town should consider working with the Town of Sweden to develop this connection. Funding is available for trail development through the NYS Consolidated Funding Application (CFA), such as the Recreational Trails Program (RTP), and the Canalway Grants Program.

Support Sustainable Growth & Development

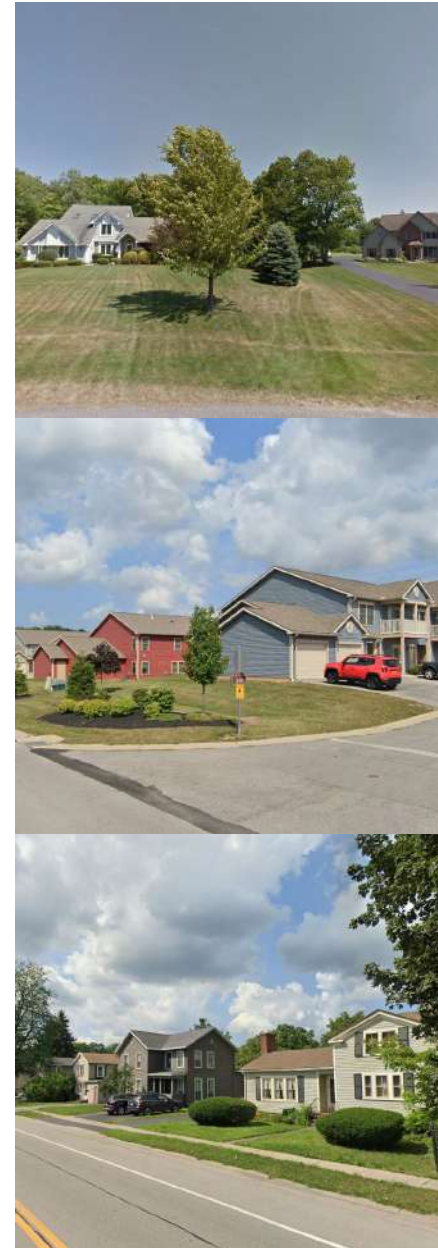
- *Locate and size drainage facilities so that they minimize stream disturbances and maximize opportunities for open space preservation.*

Man-made drainage facilities can have significant impact on stormwater management and water quality. In order to preserve natural water systems, it is important to consider the design of drainage facilities, and consider implementing green infrastructure for stormwater management. These may include bioretention areas (or rain gardens), bio-swales, permeable pavement, and tree planting. All of these strategies reduce stormwater runoff and pollution, both of which can cause stream disturbances and degrade water quality. The NYS Environmental Facilities Corporation has a Green Innovation Grant Program (GIGP) that supports projects that utilize green stormwater infrastructure to improve water quality and mitigate effects of climate change. The Town should consider applying for GIGP funding to reduce their reliance on manmade stormwater management systems.

- *Evaluate each hamlet's zoning to ensure it is conducive to desired types of businesses.*

Currently, the designated Hamlet areas on the Future Land Use Map are primarily zoned Highway Commercial. As it is written now, the intent of this district is “to provide a controlled environment in which more intensive uses which deal in bulk retail merchandise, or businesses or trades which are dependent upon a high volume of traffic for their

trade, can locate.” Given the vision for the future of the Town’s Hamlet areas as walkable, dense areas of development, the designation of these areas as Highway Commercial is in direct conflict with the intent of Hamlet-style development. Therefore, the Town should consider the development of a separate commercial district that directly pertains to the nodal development pattern desired in the Hamlets. Permitted uses in this district would include a wide variety of commercial and residential uses; but uses that typically entail auto-centric development, such as car washes and farm implement dealers (currently permitted within the Highway Commercial District) would be prohibited. The bulk, and density regulations would reflect the development typology supported by Hamlet Design Guidelines presented on page 54.



DRAFT: December 13, 2021



TOWN OF CLARKSON 2022 COMPREHENSIVE PLAN
APPENDIX

REFERENCES

- Microsoft. (2018). USBuildingFootprints [GeoJSON]. Retrieved from github.com/microsoft/USBuildingFootprints
- Monroe County GIS Division. (2021). Clarkson_Zoning [Shapefile]. Rochester: Monroe County GIS Division.
- Monroe County GIS Division. (2021). MC_Parks_Trails [Shapefile]. Rochester: Monroe County GIS Division.
- Monroe County GIS Division. (2021). POI_Areas_of_Interest [Shapefile]. Rochester: Monroe County GIS Division.
- Monroe County Real Property Department. (2021). MC_Parcels [Shapefile]. Rochester: Monroe County Real Property Department.
- NYS Department of Agriculture and Markets. (2017). Agricultural Districts, Monroe County, 2017 [Shapefile]. Retrieved from cugir.library.cornell.edu
- NYS Department of Environmental Conservation. (n.d.). heritageareas12 [Shapefile]. Retrieved from gis.ny.gov
- NYS Department of Environmental Conservation. (2008). New York State Regulatory Freshwater Wetlands for Monroe County [Shapefile]. Retrieved from cugir.library.cornell.edu
- NYS Department of Transportation (2020). NYS Roadway Inventory System [Geodatabase]. Retrieved from gis.ny.gov
- NYS Office of Information Technology Services GPO. (2020). NYS County Boundaries - Shoreline Version [Shapefile]. Retrieved from gis.ny.gov
- NYS Office of Information Technology Services GPO. (2020). NYS City and Town Boundaries [Shapefile]. Retrieved from gis.ny.gov
- NYS Office of Information Technology Services GPO. (2020). NYS Village Boundaries [Shapefile]. Retrieved from gis.ny.gov
- NYS Office of Parks, Recreation, and Historic Preservation. (2018). NYSsnowmobile2018-19 [Shapefile]. Retrieved from gis.ny.gov
- US Census Bureau. (2001). 2000 Decennial Census. Retrieved from data.census.gov
- US Census Bureau. (2011). 2010 Decennial Census. Retrieved from data.census.gov
- US Census Bureau. (2020). 2015-2019 American Community Survey 5-Year Estimates. Retrieved from data.census.gov

- US Census Bureau. (2020). OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018). Retrieved from onthemap.ces.census.gov
- US Department of Agriculture Natural Resources Conservation Service. (2018). Soil Survey Geographic (SSURGO) database for Monroe County, New York [Shapefile]. Retrieved from websoilsurvey.sc.egov.usda.gov
- US Fish and Wildlife Service (2020). NY_Wetlands [Geodatabase]. Retrieved from fws.gov
- US Geological Survey National Geospatial Program. (2020). NHDArea [Geodatabase]. Retrieved from apps.nationalmap.gov
- US Geological Survey National Geospatial Program. (2020). NHDFlowline [Geodatabase]. Retrieved from apps.nationalmap.gov
- US Geological Survey. (1970). Finger Lakes Bedrock Sheet [Shapefile]. Retrieved from [nysm.nysed.gov / research-collections/geology/gis](https://nysm.nysed.gov/research-collections/geology/gis)
- US Geological Survey. (1970). Finger Lakes Surficial Shape [Shapefile]. Retrieved from [nysm.nysed.gov / research-collections/geology/gis](https://nysm.nysed.gov/research-collections/geology/gis)
- US Geological Survey. (1970). Niagara Bedrock Sheet [Shapefile]. Retrieved from [nysm.nysed.gov / research-collections/geology/gis](https://nysm.nysed.gov/research-collections/geology/gis)
- US Geological Survey. (1970). Niagara Surficial Shape [Shapefile]. Retrieved from [nysm.nysed.gov / research-collections/geology/gis](https://nysm.nysed.gov/research-collections/geology/gis)
- US Geological Survey. (2017). USGS 13 arc-second n44w078 1 x 1 degree [Tagged image format]. Retrieved from apps.nationalmap.gov
- US Geological Survey. (2017). USGS 13 arc-second n44w079 1 x 1 degree [Tagged image format]. Retrieved from apps.nationalmap.gov