

STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)
COVER SHEET

McLEAN DEVELOPMENT LLC
FINAL ENVIRONMENTAL IMPACT STATEMENT
For
HERITAGE SQUARE - CHANGE OF ZONING APPLICATION

EIS TYPE: *Final Environmental Impact Statement (FEIS)*

PROPOSED ACTION: Change of zone for the Heritage Square project site from R1-2 Residential to B-1 Business.

LOCATION OF ACTION: 4599 & 4687 Redman Road, Town of Sweden, Monroe County, New York.

SEQRA LEAD AGENCY: Town of Sweden Town Board

Contact Person: Karen M. Sweeting
Town Clerk
Town of Sweden
18 State Street
Brockport, New York 14420
(585) 637-2144

PREPARED BY:

<u>Schultz Associates, P.C.</u> Consulting Engineers 4 West Avenue Spencerport, New York 14559	<u>Harras Bloom & Archer LLP</u> 445 Broad Hollow Road Suite 127 Melville, New York 11747
<u>Richard Olson, Esq.</u> 24 West Avenue Spencerport, New York 14559	<u>McLean Development LLC</u> 720 Blue Point Road Holtsville, New York 11742

DEIS ACCEPTED AS COMPLETE BY SEQRA LEAD AGENCY ON: MAY 23, 2006

PREFACE

On May 23, 2006, the Sweden Town Board accepted the DEIS for Heritage Square as complete and the public review and comment period was begun. On July 10, 2006, the comment period concluded.

The following Final Environmental Impact Statement (FEIS) is submitted by the Town Board of the Town of Sweden, and is intended to address all of the comments received by the Town Clerk during the Draft Environmental Impact Statement (DEIS) comment period.

The Final Environmental Impact Statement (FEIS) will consist of the DEIS and this volume of responses to comments. In order to create the FEIS, please follow the instructions below:

- Please replace the DEIS Coversheet (Section 1) with the FEIS Coversheet included with this document.
- Please replace the DEIS Table of Contents (Section 2) with the FEIS Table of Contents included with this document.
- Please replace the DEIS Supporting Information – List of Exhibits (Section 8) with the FEIS Supporting Information – List of Exhibits included with this document.
- Please replace DEIS Exhibit A with FEIS Exhibit A included with this document.
- Please add Exhibits DD through QQ to the FEIS. Copies of these exhibits are included in this document.
- Please add to the FEIS the Addendum to the Environmental Impact Statement (Section 9) included with this document.

1) COVER SHEET

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8) SUPPORTING INFORMATION

List of Exhibits

- A) The Full Environmental Assessment Form completed for Heritage Square (minus exhibits).
- B) Heritage Square Concept Plan.
- C) Portion of the Market Study for Heritage Square, completed by Development Services, Inc.
- D) Heritage Square Location Map: State of New York.
- E) Heritage Square Location Map: County of Monroe & Town of Sweden.
- F) Heritage Square Location Map: Tax Map of parcels involved.
- G) Historic maps of the Heritage Square site.
- H) Phase I Environmental Site Assessment Report, completed by Leader Professional Services, Inc.
- I) Conveyance Maps prepared by Schultz Associates, P.C. for the Heritage Square site.
- J) Satellite imagery of the Heritage Square site.
- K) Site Impact Traffic Evaluation for the proposed Heritage Square, completed by SRF & Associates.
- L) Wetland Delineation Report for Heritage Square, completed by Environmental Resources, LLC.
- M) Elevations of structures proposed for Heritage Square.
- N) Copy of Sweden Town Board 2005 Resolution No. 117 – Ordering a Public Hearing to Rezone Redman Road Parcels (4).
- O) Copy of Sweden Town Board 2005 Resolution No. 73 – SEQR Determination Regarding the Amendments to the Town of Sweden Village of Brockport Comprehensive Plan Update 2002.
- P) Page 5-3 from the Town of Sweden / Village of Brockport Comprehensive Plan – Amended note regarding the Heritage Square site.
- Q) Letter from the New York State Department of Environmental Conservation – Site Visit and Determination.
- R) Letter from the United States Department of the Army, Corps of Engineers – Jurisdictional Determination.
- S) Habitat Evaluation Report, completed by Environmental Resources, LLC.
- T) Letter from the U.S. Fish and Wildlife Service – Listed Species Request.
- U) Existing Conditions Map, produced by Schultz Associates, P.C.
- V) Copy of Sheet #25 from the Monroe County Soil Survey (USDA, 1973).

List of Exhibits (cont.)

- W) Portion of Flood Insurance Rate Map, Community Panel Number 360435 0005 B (FEMA, April 16, 1982).
- X) Copy of Lake Ontario Basin (West) map from the Rochester – Monroe County Metropolitan Area Drainage Study – Phase II (Monroe County Planning Counsel, 1964).
- Y) Map of the Brockport Central School District’s existing facilities.
- Z) Letter from the Superintendent of Schools, Brockport Central School District.
- AA) Information from the Monroe County Sheriff’s office regarding “Zone C”.
- BB) Information from the Brockport Volunteer Fire Department and Ambulance Corps.
- CC) Cultural Resource Analysis of Archaeological Potential and Review of Previously Conducted Cultural Resource Surveys for the Project Site and Vicinity, completed by Jo-Ann McLean Inc., Archaeological Consultants.
- DD) SEQR Notice of Completion: Draft Environmental Impact Statement.
- EE) Copy of Sweden Town Board 2006 Resolution No. 76 – Accepting Draft Environmental Impact Statement as Complete for Public Comment – Heritage Square.
- FF) Copies of received public review and comments letters, as received by the Sweden Town Clerk.
- GG) Report entitled, “Demand for Housing”.
- HH) Storm Water Estimation Models
- II) Copy of Correspondence received from the New York State Department of Transportation.
- JJ) Data from the U.S. Census Bureau, Census 2000.
- KK) Census Transportation Planning Package (CTPP 2000)
- LL) Regional Comparison Study – Rochester, New York Metro Area, completed by the Miami Valley Regional Planning Commission.
- MM) “*The Coming Demand*”, produced by Congress for the New Urbanism.
- NN) “*Higher-Density Development – Myth and Fact*”, by the Urban Land Institute.
- OO) “*Ten Principles for Rebuilding Neighborhood Retail*”, by the Urban Land Institute.
- PP) Copy of the Final Scope for the Draft Environmental Impact Statement.
- QQ) Copy of Sweden Town Board 2006 Resolution No. 138 – Accepting Final Environmental Impact Statement as Complete for Public Comment – Heritage Square.

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**

*A Conditioned Negative Declaration is only valid for Unlisted Actions

Heritage Square Change of Zoning

Name of Action

Town of Sweden - Town Board

Name of Lead Agency

Robert Carges

Print or Type Name of Responsible Officer in Lead Agency

Deputy Supervisor

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

9-27-2005

Date

PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action Heritage Square

Location of Action (include Street Address, Municipality and County) (see Appendix Exhibits #1 & #2)
0, 4599 & 4687 Redman Road and 0 West Canal Road, Town of Sweden, County of Monroe (see Appendix #1 & #2)

Name of Applicant/Sponsor McLean Development, LLC.

Address 720 Blue Point Road

City / PO Holtzville State NY Zip Code 11742

Business Telephone (631) 289-8900

Name of Owner (if different) Eileen Swartout / JGC Hage Reality Inc.

Address 4687 Redman Road / 4661 Commercial Drive

City / PO Brockport / New Hartford State NY/NY Zip Code 14420/13413

Business Telephone (585)637-3573 / (585)261-9459

Description of Action: (see Appendix Exhibits #3, & #4)

- 1.) Rezoning of the following Tax Parcels from R1-2 to B-1:
068.030-0001-013.111
068.030-0001-014.1
068.030-0001-018
068.030-0001-019
- 2.) Site Plan approval for the project. (For a full description of the project, please see the Executive Summary portion of this document.)
This project will have access to all major utilities. Access will be via an proposed four-way intersection at Redman Road and New Campus Drive.
- This project will also complete the main entrance to the Sweden Town Park, as per the park's master plan.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other State College at Brockport
Sweden Town Park

2. Total acreage of project area: 132.2 acres.

APPROXIMATE ACREAGE (see Appendix Exhibit #5)	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	<u>87.8</u> acres	<u>12.2</u> acres
Forested	<u>33.0</u> acres	<u>13.0</u> acres
Agricultural (Includes orchards, cropland, pasture, etc.)	<u>0.0</u> acres	<u>0.0</u> acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	<u>10.0</u> acres	<u>10.0</u> acres
Water Surface Area	<u>0.0</u> acres	<u>16.0</u> acres
Unvegetated (Rock, earth or fill)	<u>0.2</u> acres	<u>0.0</u> acres
Roads, buildings and other paved surfaces	<u>0.2</u> acres	<u>45.0</u> acres
Other (Indicate type) <u>Grass lawns / landscaping</u>	<u>1.0</u> acres	<u>36.0</u> acres

- (see Additional Information Sheet, Part 1, Section A, Item #3 and Appendix Exhibit #6)
3. What is predominant soil type(s) on project site?
 a. Soil drainage: Well drained ___% of site Moderately well drained 75 % of site.
 Poorly drained 25 % of site
 b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? N.A. acres (see 1 NYCRR 370).
4. Are there bedrock outcroppings on project site? Yes No
 a. What is depth to bedrock 6'+ (in feet)
5. Approximate percentage of proposed project site with slopes:
 0-10% 95 % 10- 15% 5 % 15% or greater ___%
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No
8. What is the depth of the water table? 9'+ (in feet)
9. Is site located over a primary, principal, or sole source aquifer? Yes No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area?
 (see Additional Information Sheet, Part 1, Section A, Item #10) Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No
(see Additional Information Sheet, Part 1, Section A, Item #11 and Appendix Exhibit #7)

According to:

A review of area records by a NYSDEC Region 8 biologist and a site assessment performed by certified wildlife biologist.

Identify each species:

N.A. Please see the additional information sheet for further explanation and the Appendix for a report completed in response to this issue.

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

N.A.

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

if yes, explain:

N.A.

14. Does the present site include scenic views known to be important to the community? Yes No

N.A.

15. Streams within or contiguous to project area:

Moorman Creek Tributary #0-125-1-4

a. Name of Stream and name of River to which it is tributary

Moorman Creek

16. Lakes, ponds, wetland areas within or contiguous to project area:

Both State and Federally protected wetlands are present at the site. Please see the additional information sheet for further explanation and the Appendix for a report completed in response to this issue.

(see Additional Information Sheet, Part 1, Section A, Item #16 and Appendix Exhibit #8)

b. Size (in acres):

10 acres total

17. Is the site served by existing public utilities? Yes No (see Additional Information Sheet, Part 1, Section A, Item #17 and Appendix Exhibit #9)
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No (see Appendix Exhibit #10)
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No (see Appendix Exhibit #11)

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor: 132.2 acres.
- b. Project acreage to be developed: 15.0 acres initially; 112.2 acres ultimately.
- c. Project acreage to remain undeveloped: 20.0 acres.
- d. Length of project, in miles: N.A. (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. N.A. %
- f. Number of off-street parking spaces existing N.A.; proposed 950 (for the commercial/retail portion of the project)
- g. Maximum vehicular trips generated per hour: see note (upon completion of project)? (see p.8, Table II of Appendix Exhibit #12)
- h. If residential: Number and type of housing units: (based on current concept plan)
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|------------------------------|-------------|
| Initially | <u>0</u> | <u>0</u> | <u>7 bldg's (75 units)</u> | <u>0</u> |
| Ultimately | <u>61</u> | <u>0</u> | <u>79 bldg's (760 units)</u> | <u>0</u> |
- i. Dimensions (in feet) of largest proposed structure: 35 height; 50 width; 350 length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 1,000 ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A

a. If yes, for what intended purpose is the site being reclaimed?

The site, topsoil, and upper subsoil will be reclaimed for the construction of the project under normal construction practices.

- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 96.0 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: N.A months, (including demolition)

7. If multi-phased:

a. Total number of phases anticipated 25 (number)

b. Anticipated date of commencement phase 1: May month 2006 year, (including demolition)

c. Approximate completion date of final phase: May month 2016 year.

d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction 50; after project is complete 350

10. Number of jobs eliminated by this project 0.

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain: (see Additional Information Sheet, Part 1, Section B, Item # 11 and Appendix Exhibit #13)

The entrance to the Sweden Town Park will be relocated through Heritage Square as per the Town's Park Master Plan. Please see the additional information sheet for a further explanation and the Appendix for a copy of the Town-adopted Park Master Plan.

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount N.A.

b. Name of water body into which effluent will be discharged N.A.

13. Is subsurface liquid waste disposal involved? Yes No Type N.A.

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

N.A.

15. Is project or any portion of project located in a 100 year flood plain? Yes No (see Additional Information Sheet, Part 1, Section B, Item #15 and Appendix Exhibit #9)

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? 125 tons (see Additional Information Sheet, Part 1, Section B, Item #16)

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name Mill Seat; location Town of Riga, Monroe County

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

N.A.

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? N.A. tons/month.

b. If yes, what is the anticipated site life? N.A. years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

(see Additional Information Sheet, Part 1, Section B, Item #20)

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s) (see Additional Information Sheet, Part 1, Section B, Item #21 and Appendix Exhibit #14)

The proposed uses within the Heritage Square project will require standard amounts of electricity and natural gas.

22. If water supply is from wells, indicate pumping capacity N.A. gallons/minute.

23. Total anticipated water usage per day N.A. gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

N.A.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Town Board: Rezoning, Formation of districts	_____
City, Town, Village Planning Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Planning Board: Site Plan	_____
City, Town Zoning Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Zoning Board: Area Variances	_____
City, County Health Department	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Water main, sanitary sewer	_____
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		_____
Other Regional Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	MCDOT: Road access MCWA: Water main MCPW: Sanitary sewer	_____
State Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	NYSDEC: Wetlands NYSDOT: Road access	_____
Federal Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Army Corps of Engineers: Wetlands	_____

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- | | | | |
|--|---|--|---|
| <input checked="" type="checkbox"/> Zoning amendment | <input checked="" type="checkbox"/> Zoning variance | <input type="checkbox"/> New/revision of master plan | <input checked="" type="checkbox"/> Subdivision |
| <input checked="" type="checkbox"/> Site plan | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan | <input type="checkbox"/> Other |

2. What is the zoning classification(s) of the site?

R1-2 Single Family

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

180± single-family residential lots

4. What is the proposed zoning of the site?

B-1 Retail-Commercial

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

344,995 sqft. retail/office/hotel/restaurant/assisted living space; 277 non-age restricted residential units; 832 senior residential units.

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

As per the May 3, 2005 revisions made to the Sweden Comprehensive Plan.

(see Appendix Exhibit #15)

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

North: Railroad, R1-2 Single Family, Barge Canal
South: Sweden Town Park
East: State College of New York at Brockport
West: R1-3S Single-Family; R1-2-Single Family

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

9. If the proposed action is the subdivision of land, how many lots are proposed? N.A.

a. What is the minimum lot size proposed? N.A.

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

Extensions and/or creation of various districts, including but not limited to water and sanitary sewer, will be necessary.

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No (see Additional Information Sheet, Part 1, Section C, Item #16, and Appendix Exhibits #16-19)

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

Please see the additional information sheet for a further explanation and the Appendix for supporting information.

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No
a. If yes, is the existing road network adequate to handle the additional traffic. Yes No (see Appendix Exhibit #12)

Improvements will be made as per the NYSDOT's and the MCDOT's reviews of the traffic study completed by SRF & Associates. Please see the Appendix for a report completed in response to this issue.

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name _____ Date _____

Signature _____

Title _____

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 1—PROJECT INFORMATION

Name of Action: Heritage Square

ADDITIONAL INFORMATION

A. SITE DESCRIPTION

3. What is predominant soil type(s) on the project site?

The predominant soils types are as follows:

- *Cazenovia gravelly loam, 0-3% slope (CgA): Well to moderately well drained soil*
- *Cazenovia gravelly loam, 3-8% slope (CgB): Well to moderately well drained soil*
- *Eel silt loam, 0-2% slope, drained (Ee): Moderately well drained soil*
- *Niagara silt loam, loamy subsoil variant, 0-2% slope (Nr): Somewhat poorly drained*
- *Ovid silt loam, 0-3% slopes (Ov): Somewhat poorly drained*
- *Sun loam, moderately shallow variant, 0-3% slope (St): Poorly to very poorly drained*

The presence of the above soil types at the site was determine by reviewing Sheet #25 from the United States Department of Agriculture publication, "Soil Survey, Monroe County, New York". See Appendix Exhibit #6.

10. Do hunting, fishing, or shell-fishing opportunities presently exist in the project area? Yes No

This area of the Town does include lands suitable for the hunting of game animals such as deer and turkey.

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
 Yes No

The New York State Department of Environmental Conservation (NYSDEC) was contacted in regards to this question. A biologist from Region 8 of the NYSDEC reviewed their records for the site and the surrounding area and concluded that the site may contain one endangered species, Galium concinnum, or "Shining Bedstraw". A wildlife biologist was contracted to conduct a site assessment to determine if shining bedstraw is present at the site. The report entitled "Habitat evaluation for presence of endangered species; proposed Heritage Square Development, Town of Sweden, Monroe County, New York" verifies that no occurrences of shining bedstraw at the site were found. See Appendix Exhibit #7.

16. Lakes, ponds, wetland areas within or contiguous to the project area:

A wetland biologist was contracted to delineate the locations of both State and Federally protected wetlands at the site. The report entitled "Wetland Delineation Report; Heritage Square" verifies the extent of the wetland areas. See Appendix Exhibit #8.

17. Is the site served by existing public utilities? Yes No

a. If **YES**, does sufficient capacity exist to allow connection? Yes No

b. If **YES**, will improvements be necessary to allow connection? Yes No

Reports regarding the existing water, sanitary sewer, and storm sewer facilities and any proposed improvements are included in Appendix Exhibit #9 of this document.

PART 1—PROJECT INFORMATION

Name of Action: Heritage Square

ADDITIONAL INFORMATION (continued)

B. PROJECT DESCRIPTION

11. Will project require relocation of any projects of facilities? Yes No

Included in Appendix Exhibit #13 of this document is a copy of the "Proposed Town of Sweden Recreational Facility Master Plan", which was adopted by the Town on March 27, 2001. This plan indicates that the location of the main entrance into the park is to be on lands to the north of the park itself.

15. Is the project or any portion of the project located in a 100 year flood plain? Yes No

According to FIRM Community-Panel Number 360435 0005 B, produced by the National Flood Insurance Program, no portion of this site is located in a 100-year flood plain. See Appendix Exhibit #9

16. Will the project generate solid waste? Yes No

a. If YES, what is the amount per month? 125 tons

The estimate for the amount of solid waste that will be produced each month was calculated as follows:

*Residential: (1,349 residents) x (3 lbs of wastes/person/day) = 4,047 lbs/day = 61 tons/month
Office/Retail: (192,000 sqft) x (20 lbs of waste/1000 sqft/day) = 3,840 lbs/day = 58 tons/month
Restaurant: 200 lbs/day = 3 tons/month
Hotel: 200 lbs/day = 3 tons/month
TOTAL: 125 tons per month*

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

Since the project site is composed almost entirely of undeveloped land, the operating noise level will undoubtedly exceed the current local ambient noise levels. However, proposed noise levels will be comparable to those produced by other large residential developments.

21. Will project result in an increase in energy use? Yes No

Since the site is currently undeveloped, the completed project will require additional amounts of electricity and natural gas over and above what is currently used by the site. Both the electricity provider (Niagara-Mohawk) and the natural gas provider (Rochester Gas & Electric) have been contacted to ensure that the existing facilities can handle the demands of the proposed project. According to representative from both companies, the existing facilities do have capacity to service the proposed project. See Appendix Exhibit #14.

PART 1—PROJECT INFORMATION

Name of Action: Heritage Square

ADDITIONAL INFORMATION (continued)

C. ZONING AND PLANNING INFORMATION

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No

a. If YES, is existing capacity sufficient to handle projected demand? Yes No

- Recreation: The proposed project site is adjacent to the Town's main park facility. The master plan for this 156-acre park was adopted on March 27, 2001 and includes numerous proposed active and passive recreation uses. The park is currently about a one-third complete. Since the proposed Heritage Square project is primarily a senior residential development, the impact on the existing and future Town Park Facility is expected to be minimal. No additional facilities should be required to meet the needs of this development. See Appendix Exhibit #13.
- Education: The project site is located within the Brockport Central School District. The 2004-2005 student enrollment in the District is 4,645 students. Heritage Square is primarily a senior residential development that will have little impact on District enrollment. An estimate of the number of school-age children that will be present within the development at full buildout is as follows:

Estimated Number of School-Age Children from the Heritage Square Project			
Housing Type	# of Units	# of Children per Unit	# of School Age Children
Apartments	100	0.20	20
Townhouses	75	0.25	19
TOTAL			39

Assuming that all of the school-age children from the development do not relocate to Heritage Square from elsewhere within the Brockport School District, the District should be able to easily accommodate the estimated 39 school-age children, as the increase will be spread out through the estimated 25 phases of the project. See Appendix Exhibit #17.

- Police: The Town of Sweden is policed by the Monroe County Sheriff's Office. The County is divided into three zones, with the Town of Sweden being located within Zone C. Zone C has a total population of approximately 221,100. The Sheriff's Office estimates that it received 59,000 calls to service from Zone C in 2004, or 0.3 calls per resident. The estimated population of the Heritage Square project is 1,276, with this number of residents being reached after the estimated 10-year buildout of the project. The 1,276 additional residents would represent less than a 1% increase in the population of Zone C if the project were to be completed in one phase. It is estimated that 25 phases will be necessary in order to complete the project. At full buildout, Heritage Square will add approximately 383 calls to the total number of calls for Zone C, for an overall Zone call per resident value of 0.3. While the actual number of calls will increase, the increase is very small given the size of Zone C. See Appendix Exhibit #18.
- Fire: The Town of Sweden is located within the Brockport Fire Department's district. The Department services the Towns of Sweden and Clarkson, as well as the Village of Brockport. The total population served by the Department is approximately 19,700. The total number of fire calls in 2004 was 1015, or 0.05 calls per person. It is estimated that the full buildout population of Heritage Square (1,276) would make 63 calls per year. When this number is applied to the district as a whole,

PART 1—PROJECT INFORMATION

Name of Action: Heritage Square

ADDITIONAL INFORMATION (continued)

the result is 0.05 calls per year per resident. In addition, there are no buildings over three stories proposed for the project. The existing Department equipment should be more than adequate to handle a call in the development, considering there are much taller buildings on the SUNY Brockport campus. See Appendix Exhibit #19.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

	1	2	3
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|-------------------------------------|---|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

• Specific land forms:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
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5. Will Proposed Action affect surface or groundwater quality or quantity?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will require a discharge permit. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction or operation causing any contamination of a water supply system. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will adversely affect groundwater. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action would use water in excess of 20,000 gallons per day. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow residential uses in areas without water and/or sewer services. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)
 NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance? (see Additional Information Sheet, Part 2, Item # 12)
 NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

• The permanent foreclosure of a future recreational opportunity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• A major reduction of an open space important to the community.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

• Proposed Action to locate within the CEA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will result in a reduction in the quantity of the resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will result in a reduction in the quality of the resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will impact the use, function or enjoyment of the resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|-------------------------------------|---|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Improvements will need to be made to the intersection of Redman Road and New Campus Drive. The Sweden Town Park main entrance will be rerouted to this intersection. Please see the Appendix for a report completed in response to this issue.

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
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IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

NO YES

- | | | | |
|--|--------------------------|--------------------------|--|
| • Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?

NO YES

Examples that would apply to column 2

- | | | | |
|---|--------------------------|-------------------------------------|---|
| • The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| • The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will conflict with officially adopted plans or goals. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will cause a change in the density of land use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Development will create a demand for additional community services (e.g. schools, police and fire, etc.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or if you Cannot Determine the Magnitude of Impact, Proceed to Part 3

PART 2—PROJECT IMPACTS AND THEIR MAGNITUDE

Name of Action: Heritage Square

ADDITIONAL INFORMATION

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT OF LAND

12. Will the Proposed Action result in a physical change to the project site?

Yes

No

NO YES

No less than four archaeological investigations have been conducted within or adjacent to the vicinity of the project site.

- Phase 1 Cultural Resource Investigation for the proposed Northview Park, 2003, an 80-acre investigation adjacent to the southwestern portion of the current project recovered no prehistoric and no historic artifacts.*
- Phase 1 Cultural Resource Survey for the Redman Road Improvement, 1979 adjacent to the east side of the current project site indicated no evidence of significant historic or prehistoric resources in 153 shovel tests.*
- Phase 1 Archaeological Report for the Town Park Sewer Improvements Project ran along Fourth Section Road south of the current project site. One hundred and fifty shovel tests indicated that no historic or prehistoric artifacts were present.*
- Phase 1 Cultural Resource Investigations for the Proposed Brockport Central School District Bus Garage and Site Work, 2003 tested 40 acres of the current project site. Historic artifact scatter was located in the area of the current house/barn, however, archaeologists considered these finds insignificant and declared that no further work was needed for that project.*

Although four Archaeological Documentary Studies (Phase IA) were conducted and required Phase IB field investigations, none of these investigations have yielded any significant archaeological finds. The archaeological testing on the current project site yielded insignificant historical objects, considered "scatter". We suggest that the balance of the acreage for the current project site is as likely to produce no significant archaeological resources as the several hundred acres already tested in it vicinity.

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

Potentially large impacts have been identified as (1) Impact on land by development of 130 acres for a project, in phases, expected to take more than one year to complete, which has potentially large impact on (2) the growth and character of the community or neighborhood by potentially increasing the population by an amount exceeding five percent, and which has thus far and potentially created (3) public controversy, which is centered on concerns over (a) traffic, and (b) effect on existing businesses in the area. Insufficient information is available upon which to base a projection of the extent to which the impacts may be mitigated. The impacts may be irreversible, may have regional impact, and may not be consistent with the comprehensive plan. Further inquiry is required in the areas noted by the Town Engineer in his memorandum dated August 9, 2005, copy of which is attached, as well as by the Planning Board of the Town of Sweden, as reflected in the minutes of its meeting held August 15, 2005. Additional comments considered to date include those of David Hale, Planning Board member, and of the Conservation Board.

State Environmental Quality Review
POSITIVE DECLARATION
 Notice of Intent to Prepare a Draft EIS
 Determination of Significance

Project Number**Date** September 27, 2005

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Town Board of the Town of Sweden, Monroe County, New York as lead agency, has determined that the proposed action described below may have a significant impact on the environment and that a Draft Environmental Impact Statement will be prepared.

Name of Action:

HERITAGE SQUARE

SEQR Status: Type 1
 Unlisted

Scoping: No Yes If yes, indicate how scoping will be conducted:

Project sponsir shall complete and submit draft scope document. Procedures at 6 NYCRR Sec. 617.8 to be followed.

Description of Action:

Change of zone for 130 acres from R1-2 Residential, to B-1 Business, to include a mixed use consisting of various types of residential uses, assisted living, and business and commercial uses, all subject to certain discrete conditions [SEE ATTACHED], to be located on the west side of Redman Road, running west from Sweden Town Park to the south, and the railroad tracks to the north, in the Town of Sweden, Monroe County, New York.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

4599 and 4687 Redman Road, Sweden, New York
 Town of Sweden
 Monroe County

Reasons Supporting This Determination:

Areas identified in EAF as having potentially large environmental impacts, include: (1) Impact on Land, approximately 130 acres, by a project expected by sponsor to take considerably more than one year to construct; (2) Impact on Growth and Character of the Community or Neighborhood, by a potential for increasing the population of the Town of Sweden by an amount in excess of five percent, with the attendant possible impacts thereof on schools, Town services, and the creation or elimination of employment; (3) Public Controversy, centered to date on traffic concerns and concerns over the extent, if any, of the effect of the project on existing small businesses in the community. In addition, concerns expressed by the Town of Sweden Planning Board include issues as to effect on wetlands, sanitary sewers, visual landscape, cultural resources, noise, roads, traffic patterns and plans for road development, exploration of alternatives, including the use of existing PUD provisions of Town of Sweden Code; phased construction, comparison with uses contemplated in Town's comprehensive plan for the subject parcels.

For Further Information:

Contact Person: Leisa Strabel

Address: Town Hall, 18 State Street, Brockport, NY 14420

Telephone Number: 585-637-7389

A copy of this notice must be sent to:

Department of Environmental Conservation, 50 Wolf Road, Albany, New York 12233-1750

Chief Executive Officer, Town/City/Village of

Any person requesting a copy

All Involved agencies

Applicant (If any)

Environmental Notice Bulletin, Room 538, 50 Wolf Road, Albany, NY 12233-1750

website

HERITAGE SQUARE CONDITIONS

The re-zoning of the property to B-1 is subject to the following conditions:

1. Commercial uses shall not exceed 30% of the total lot area of the Property. The permitted retail uses of the Property include restaurants, assisted living facilities, hotels, stores and shops conducting any legitimate retail business, personal service shops and banks. The balance of the Property shall be development in conformance with the uses permitted in the MR-1 District as set forth in the applicable sections of the Town Code.

2. The portion of the Property to be developed in conformance with the requirements of the MR-1 District shall yield no more than 1,100 units, with no less than 800 of such units restricted to persons 55 years of age or older, and the balance being non-age restricted.

3. No single tenant providing retail consumer goods shall occupy more than 20,000 square feet in a building.

4. The principal access to the Property shall be from Redman Road at a specific location to be determined by the Planning Board. Internal roads located on the property shall connect, at such locations and in such manner as approved by the Planning Board, to the Town of Sweden Park and the Northern subdivision. The applicant shall participate in a road improvement plan, if any, identified by the Town Engineer and the New York State Department of Transportation.

5. Thirty (30%) percent of the Property shall be maintained as open space. Open space shall include all areas of the Property not containing structures, parking areas, or other impervious surfaces. Notwithstanding the foregoing, open space may include gazebos, walking paths, bollards, kiosks and similar aesthetic enhancements to the enjoyment and use of the community.

6. All exterior lighting and illuminated signs of permitted retail uses shall be designed, located, installed and directed in a manner that prevents objectionable light and glare from affecting the use and enjoyment of the residential uses on the Property. The Planning Board will review the lighting plan for each phase of the project to ensure compliance with this condition. Additionally, a landscape plan for each phase shall be submitted to the Planning Board for review and approval.

7. Entryways into the development will be attractively designed with landscaped boulevards or park-like areas identifying all access points.

8. The development should include a hierarchy of roads, including collector roads, local roads and site access drives, with their geometry designed to accommodate the anticipated level of traffic.

9. The Property may be required by the Planning Board to be developed in phases. The phasing of the project shall accommodate the need for orderly development of the mix of permitted uses and the necessity for tenant leases to be consummated prior to the construction of retail structures. The details of the phasing of the Property shall be reviewed and approved by the Planning Board. Applications for approval of site plans for distinct phases shall be permitted.

10. These conditions shall control in the event of a conflict between the provisions of the Town Code and these conditions. Unless specifically addressed by these conditions, the development and use of the property shall be governed by the Town Code and applicable subdivision and site plan regulations.

11. Nothing in these conditions limits in any way the jurisdiction of the Zoning Board of Appeals to hear and grant applications for variances related to the development of the Property.

- WHEREAS, the Town Board has received an application for rezoning of four (4) parcels located on the west side of Redman Road north of the Town Park directly across from the intersection of Redman Road and New Campus Drive, bearing tax lot nos. 068.03-1-13.111; 068.03-1-14.1; 068.03-1-18; and 068.03-1-19; and
- WHEREAS, in connection with said application for rezoning, for a project entitled Heritage Square, the applicant has submitted an Environmental Assessment Form (EAF), Part 1; and
- WHEREAS, the Town Board of the Town of Sweden, has, by Resolution No. 135, dated September 13, 2005, declared itself as Lead Agency for Environmental Review of the Project; and
- WHEREAS, the Town Board has caused Parts 2 and 3 of the EAF to be completed prior to making a determination of significance, as required by 6 NYCRR §617.6; and
- WHEREAS, the Town Board recognizes that the proposed adoption of said rezoning is a Type I Action under the State Environmental Quality Review Act (SEQRA) Regulations, 6 NYCRR §617.4; and
- WHEREAS, based upon a review of the application, the Environmental Assessment Form, Parts 1, 2 and 3; the exhibits annexed thereto; the comments received from the Town of Sweden Planning Board and the Town of Sweden Conservation Board; the Town Board has made a determination as to the environmental significance of the proposed rezoning action; and
- WHEREAS, pursuant to 6 NYCRR §617.7, a Lead Agency is required to make, publish and file its determination.

NOW, THEREFORE, BE IT RESOLVED:

- Sec. 1. That the Sweden Town Board does hereby make a Positive Declaration, as set forth in the completed Positive Declaration form annexed hereto.
- Sec. 2. That pursuant to 6 NYCRR §617.8(b) the applicant is requested to prepare a draft scoping document for the purpose of identifying the scope of the environmental inquiry to be undertaken.
- Sec. 3. That the Town Clerk is authorized and directed to cause the Positive Declaration adopted hereby to be published and filed as required by law, and to cause notice thereof to be given as required by SEQRA Regulations.
- Sec. 4. That this resolution shall take effect immediately.

MOTION for adoption of this resolution by Councilperson Ferris
Seconded by Councilperson Connors

Discussion: Councilperson Windus-Cook wanted to make it clear the purpose of this resolution. Councilperson Connors stated that it begins a lengthy SEQR process. Councilperson Windus-Cook stated that if this project was declared a negative declaration then it shows there is no significant impact to the environment. This project was determined to have a positive declaration so as Lead Agency, the Town of Sweden will receive all the comments and study information relative to any environmental impacts. Councilperson Windus-Cook stated that several Town and County agencies have submitted comments already and the County comments were positive to the project.

VOTE BY ROLL CALL AND RECORD:


Councilperson Carges	<u>Aye</u>
Councilperson Connors	<u>Aye</u>
Councilperson Ferris	<u>Aye</u>
Councilperson Windus-Cook	<u>Aye</u>
Supervisor Lester	<u>Abstain</u>

STATE OF NEW YORK }
COUNTY OF MONROE }
TOWN OF SWEDEN } SS

I, Karen M. Sweeting, Town Clerk of the Town of Sweden, Monroe County, New York, DO HEREBY CERTIFY, that I have compared the foregoing with the original resolution adopted by the Town Board of the Town of Sweden at a meeting of said Board held on the 27th of September 2005, and that the foregoing is a true and correct transcript of said original resolution and of the whole thereof, and that said original resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of said Town Board had due notice of said meeting, and that Robert Carges, Patricia Connors, Thomas Ferris, and Danielle Windus-Cook, Councilpersons, were present at such meeting, and that Nat O. Lester III, Supervisor was also present at the meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Sweden, this 29th day of September 2005.



Karen M. Sweeting, Town Clerk

Fix Spindelman Brovitz & Goldman

A PROFESSIONAL CORPORATION • ATTORNEYS AT LAW

Please Reply to
Rochester Office:
Reuben Ortenberg
295 Woodcliff Drive
Suite 200
Fairport, New York 14450
Telephone: (585) 641-8000
Fax: (585) 641-8080
E-mail: Reuben@fixspin.com

Syracuse Office
5789 Widewaters Parkway
Syracuse, NY 13214
Telephone: (315) 701-0706
Fax: (315) 701-0711

Web Address: www.fixspin.com

May 24, 2006

Schultz Associates, P.C.
Attn: Kris Schultz
129 South Union Street
Spencerport, NY 14559

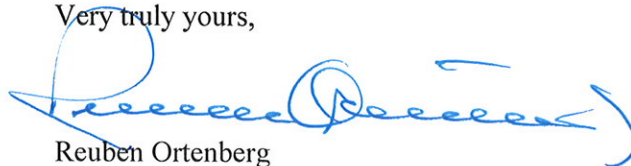
**Re: Heritage Square Rezoning Application
Town of Sweden, New York**

Dear Kris:

This firm has been retained by the Town of Sweden to act as special counsel to assist the Town with the environmental review for the proposed Redman Road Rezoning, known as "Heritage Square", involving 130 acres at the intersection of Redman Road and New Campus Drive. The Town Board of the Town of Sweden acting as Lead Agency for review of the above referenced action under the New York State Environmental Quality Review Act (SEQRA) has accepted the Draft Environmental Impact Statement (DEIS) for purposes of commencing public review.

In accordance with 6 NYCRR 617.9(3) and 6 NYCRR 617.12(b), the Planning Board is required to provide you with a copy of the Notice of Completion for the proposed Heritage Square. To that end, enclosed please find the Notice of Completion for the proposed Heritage Square to be located as noted above in the Town of Sweden, New York.

Very truly yours,



Reuben Ortenberg

RO:ro

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State Environmental Quality Review
Notice of Completion of Draft / Final EIS

Project Number _____

Date: May 23, 2006

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

A Draft or Final (check one) Environmental Impact Statement has been completed and accepted by the Town Board of the Town of Sweden as lead agency, for the proposed action described below.

If a Draft EIS: Comments on the Draft EIS are requested and will be accepted by the contact person until July 10, 2006

Name of Action:

Heritage Square

Description of Action:

Change of Zone for 130 acres (four parcels bearing tax lot nos. 068.03-1-13.111; 068.03-1-14.1; 068.03-1-18; and 068.03-1-19) from R1-2 Residential, to B-1 Business, to include a mixed use consisting of various types of residential uses, assisted living, and business and commercial uses, all subject to certain discrete conditions.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

Located at 4599 and 4687 Redman Road, Town of Sweden, Monroe County, New York, on the west side of Redman Road, north of the Town Park, directly across from the intersection of Redman Road and New Campus Drive, Brockport, New York.

Potential Environmental Impacts:

Potentially large impacts have been identified as (1) impact on land by development of 130 acres for a project, in phases, expected to take more than one year to complete, which has potentially large impact on (2) the growth and character of the community or neighborhood by potentially increasing the population by an amount exceeding five percent, and which has thus far and potentially created (3) public controversy, which is centered on concerns over (a) traffic, and (b) effects on existing business in the area.

A copy of the Draft / Final EIS may be obtained from:

Contact Person: Karen Sweeting, Town Clerk

Address: 18 State Street, Brockport, New York 14420

Telephone Number: 585-637-2144

A copy of this notice must be sent to:

Department of Environmental Conservation, 625 Broadway, Albany, New York 12233-1750

Chief Executive Officer, Town/~~City/Village~~ of Sweden

Any person who has requested a copy of the Draft / Final EIS

Any other involved agencies

Environmental Notice Bulletin, 625 Broadway, Albany, NY 12233-1750

Copies of the Draft/Final EIS must be distributed according to 6NYCRR 617.12(b).

WHEREAS, the project sponsor, McLean Development, LLC, has applied for a change of zone, for purposes of a mixed-use project to be known as HERITAGE SQUARE, of four parcels located on the west side of Redman Road north of the Town Park directly across from the intersection of Redman Road and New Campus Drive, bearing tax lot numbers 068.03-1-13.111; 068.03-1-14.1; 068.03-1-18; and 068.03-1-19; and

WHEREAS, this Board, the Lead Agency, issued a Positive Declaration on or about September 26, 2005, pursuant to the State Environmental Quality Review Act (SEQRA), and required an Environmental Impact Statement; and

WHEREAS, this Board adopted a Final Scoping Outline by Resolution No. 199, dated December 29, 2005; and

WHEREAS, the project sponsor, McLean Development, LLC, by its consultant, Schultz Associates Engineering & Land Surveyors, P.C., submitted a Draft Environmental Impact Statement (DEIS) on April 24, 2006; and

WHEREAS, upon review of the DEIS, the Town Board is ready to accept the DEIS as complete and ready for public review and comment.

NOW, THEREFORE, BE IT RESOLVED:

Sec. 1. This Board, as Lead Agency under SEQRA, hereby accepts the DEIS for purposes of commencing public review and comment.

Sec. 2. Public comment will be accepted up to the forty-fifth (45th) day after the filing and circulation of the Notice of Completion, per 6 NYCRR §617.9(a)(3)

Sec. 3. This Resolution shall be effective immediately.

MOTION for adoption of this resolution by Councilperson Carges
Seconded by Councilperson Connors

DISCUSSION:

VOTE BY ROLL CALL AND RECORD:

Councilperson Carges	<u>Aye</u>
Councilperson Connors	<u>Aye</u>
Councilperson Ferris	<u>Aye</u>
Councilperson Windus-Cook	<u>Aye</u>
Supervisor Lester	<u>Abstain</u>

Submitted – May 23, 2006

Adopted

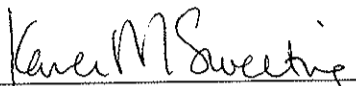
STATE OF NEW YORK]
COUNTY OF MONROE]
TOWN OF SWEDEN] SS

I, Karen M. Sweeting, Town Clerk of the Town of Sweden, Monroe County, New York, DO HEREBY CERTIFY, that I have compared the foregoing with the original resolution adopted by the Town Board of the Town of Sweden at a meeting of said Board held on the 23rd of May 2006, and that the foregoing is a true and correct transcript of

said original resolution and of the whole thereof, and that said original resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of said Town Board had due notice of said meeting, and that Robert Carges, Patricia Connors, Thomas Ferris, and Danielle Windus-Cook, Councilpersons, were present at such meeting, and that Nat O. Lester III, Supervisor was also present at the meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Sweden, this 26th day of May 2006.



Karen M. Sweeting, Town Clerk

Heritage Square, Draft Environmental Impact Statement
Redman Road, Town of Sweden, NY

To: Town Board
From: David Hale, Planning Board
Date: May 8, 2006

I have reviewed the Draft Environmental Impact Statement for its adequacy “with regard to its scope and content for the purpose of commencing public review” (6 NYCRR 617.9 (a) (2)). Comparing the DEIS to the Final Scope (Dec. 29, 2005), I believe that it is. There are, however, a number of points on which the Town Board may wish to request additional or revised information. This might avoid later having a lot of people make the same comments, especially about the demographic and economic assumptions about the project. I will go through the draft in order, referencing the Exhibits as called for. Incidentally, enclosing a copy of the Final Scope (or identifying it more prominently) would facilitate the comparison for those who do not already possess a copy.

Cover sheet: Since this project will have a coordinated review for possible eventual subdivision and site plan approval by the Planning Board (6 NYCRR 617.6 (3)), these approvals should be included in the Proposed Action.

Page 4. Inconsistency in referencing the land: “a 130 acre parcel,” “two separate vendors,” but “four parcels” (p. 23).

Pages 4-5, 8. Senior residents. Since I am such a person, and have been involved with residential projects over many years in several states--first with the previous generation, now with my own—I have acquired a fair amount of experience, from the point of view of the consumer. The DEIS first envisions a development “that will allow seniors to stay in their communities,” then speculates about “1,000 seniors making an average of \$45,000 per year” moving to Sweden. Would this translate to couples making \$90,000 per household? The exhibits do not include any studies indicating that, given population figures and competing facilities now or planned in Monroe County, a market for 585 senior units (p. 33) exists.

Similarly (pp. 5, 33), the project proposes 175 units for “young professionals” who desire “housing options not currently available in the Town.” Again, there is no study indicating that these “young professionals” exist, or exist in sufficient numbers. Many, perhaps most, of the well educated young people moving to Brockport are new faculty and staff at SUNY Brockport. In my experience they (in descending order) purchase existing homes in the Brockport area (four single women in the English Department alone have done this), live in Rochester or Brighton (employment for spouses), or rent houses or apartments in Brockport. Indeed, the frequent lament is that young professionals are leaving upstate New York in very substantial numbers (including my two children).

Heritage Square also proposes to “develop a traditional neighborhood commercial center focusing on serving the needs of our immediate residents” (p. 5). This emerges as

245,500 sq. ft. “Lifestyle Retail Center” successful in areas with median household income of \$84,000 a year and up, in contrast to the \$44,151 in Sweden (pp. 33, 43. Exhibit C). Just how does this translate into a “need” which is not being met (p. 44)? Is a “traditional neighborhood center” bigger than a Wal-Mart Supercenter? As the DEIS also indicates, “people from the more affluent, southeastern suburbs do not tend to travel to destinations west of the Genesee River for shopping or other activities” (p. 43, Exhibit C). I have visited a number of senior communities with commercial facilities for the residents, most recently one in Lennox, Massachusetts. There is a bank office (open two mornings a week) with an ATM, a doctor’s office (again, two mornings a week), a beauty shop, a small card and book shop, and a small convenience store (for those who run out of milk before the next van trip to the supermarket two miles away). There are also substantial common rooms—library, game room, workout room, auditorium, and so on.

Page 9. Revise to include details of the ownership and uses of all four parcels, from, say, 1940 to the present.

Pages 21, 25-26. The negative characterization of PUD ordinances in the Village and Town is irrelevant at best at this point. Since the Comprehensive Plan Committee, in a political compromise, adopted “project specific” language (p. 27, Exhibit P [“PUD Lite”]), we should go with what is, not what might have been, unless this language should be moved to page 49 (Alternatives). Therefore, the Town is left with a request to rezone 130 acres to B1-Commercial, really opening the box to all sorts of possibilities. By contrast, a request with a much smaller Commercial component and a good deal of MR-1, Multiple Residence, might inspire more confidence. Consequently two topics which would have been dealt with under the Town’s PUD Ordinance were omitted from the Scope, and are ignored here. The DEIS speaks of an “estimated 10-year buildout of the project” (p. 39); one would like to have some idea of the phasing, especially what might be the first one or two phases. Also, one would like evidence of whatever sort that the developer has the financial resources to complete the project.

Page 24. The land use directly to the north is the Falls Railroad (correct on p. 8). The description of the commercial on Route 31 should include the north side (Wegmans) and the distances from the Redman Road intersection. The comment about Wal-Mart and Lowe’s is irrelevant because both are more than two miles east of Redman Road and on land which has for decades been zoned commercial or industrial.

**MONROE COUNTY
DEPARTMENT OF TRANSPORTATION**

DEVELOPMENT REVIEW COMMITTEE REPORT

PROJECT: Heritage Square - rezoning DEIS	ATTENTION: Renee Casler
LOCATION: Redman Road	DATE TO PLANNING: May 10, 2006
TOWN: Sweden	DRC #: SW06-5Z
OWNER: JGC Hage Realty	LOG IN DATE: 5/5/06
ENGINEER: Schultz Associates	ENGINEER FAX #: 349-3751 - <i>Arie Schultz</i>
MCDOT CONTACT: Henry Herdzik	# OF PAGES IN THIS FAX: 2

GENERAL COMMENTS:

1. We previously reviewed the traffic report in this DEIS and sent a response letter dated September 13, 2005 giving our comments to Craig McAllister, Planning Board Chair. Please include this letter in the exhibits for this DEIS. (B)

See the following page for copy of letter.



Department of Transportation
Monroe County, New York

Maggie Brooks
County Executive

Terrence J. Rice, P.E.
Director

September 13, 2005

Craig McAllister, Planning Board Chairman
Town of Sweden
18 State St.
Brockport, NY 14420

Re: Heritage Square- Redman Road – Town of Sweden – Traffic Impact Report

Dear Mr. McAllister,

We have completed our review of the traffic impact report provided in the Full Environmental Assessment Form for the above referenced project and have the following comments.

This section of Redman Road is in the process of a jurisdictional change which would place it under the jurisdiction of NYSDOT as early as 2006. Therefore, this report and all the recommended mitigation on Redman Road will need to be reviewed and approved by NYSDOT at that time.

We concur with the recommended mitigation described in the report including the possibility of a roundabout at the Heritage Square – Campus Drive intersection. However consideration should be given to not closing the town park access on Redman Road until such time as the signal is warranted and installed for the Heritage Square access. We are aware of possible modifications to the lane configuration of Redman Road at Holley Street by NYSDOT. In light of this we would suggest that additional consideration be given to changing the striping of the four lane section of Redman Road between the new access and Holley Street to a 3 lane section with a two way left turn lane or just one lane in each direction.

If you have any questions, or require additional information, please call Henry Herdzik or me.

Sincerely,

A handwritten signature in cursive script that reads "Timothy P. Freiler".

Timothy P. Freiler, P.E.
Associate Engineer
TPF/hh

cc: T. Rice
J. Pond
S. Ferranti, SRF & Associates
L. Sherman, NYSDOT
file ✓

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TO: Pat Laber, Schultz Associates

COPY: Town Board

FROM: Jim Oberst

DATE: May 11, 2006

MRB GROUP PROJECT NO: 193374

RE: HERITAGE SQUARE DEIS REVIEW

The following comments have been generated based on the Draft Environmental Impact Statement submitted by Schultz Associates on April 21, 2006. In general, the review comments of March 13, 2006 have been addressed, however additional information or clarification is required on the following:

GENERAL

1. The final scoping document should be included as part of the DEIS as a reference for those reviewing this report.

DRAINAGE

1. Provide a copy of the HydroCad Model referenced on page 15 of the DEIS, so that the pre-developed conditions, post-developed conditions, and the storage requirements summarized in the report can be further evaluated. (CN, times of concentration, etc) .
2. Since the outfall elevations of the stormwater management facilities will be based on flood stage elevations of the receiving waters, has preliminary flood stage information for Moorman Creek been compiled to date?

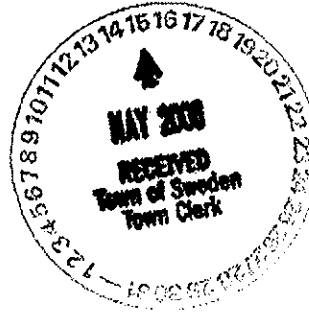
SANITARY SEWER

1. The DEIS states that when the existing pump station was designed in 2002, the Town of Sweden required the station be sized to accommodate the full build-out of this property. Full build-out under the current R 1-2 Residential Zoning District would yield approx. 180 single family homes x 4 people/home x 100gal/per/day = 72,000gal/day water use. Heritage Square proposes an estimated 265,000 gal/day water use. The impact of this additional flow on the pump station and sewers will need to be evaluated versus the remaining capacity that needs to be reserved for Town and other development needs.
2. It does not appear that peaking factors were used in the evaluation of the existing station and downstream gravity lines. Please advise.

SITE IMPACT TRAFFIC EVALUATION

- 1 The intersections within the project study area, except Route 31-31A/Redman Rd are noted to adequately accommodate the full development conditions, with the recommended mitigation measures in place. A discussion on potential alternatives to improve the level of service (currently at level F) at the Route 31-31A/Redman Road intersection should be added to the DEIS.

To: Town Board
From: William Hertweck - Planning Board
Re: Heritage Square - Draft
Environmental Impact Statement
Date: May 13, 2006



After reviewing the Draft Environment Impact Statement, I would like to comment on the waste water distribution system.

During the 1960's, the State University College at Brockport went through a tremendous building program. The expansion of the college required the upgrading of their sanitary sewer system. The college sewer system was tied into the village of Brockport's system. What is the feasibility of connecting the proposed Heritage Square sewer system into the college or Village of Brockport system?

The present sewer system on Holley Street does not extend beyond the village line. The town residents, on the west end of Holley Street, are on septic systems. What is the feasibility of Heritage Square extending their sewer system to Holley Street and tie into the village system? This might gain some support from residents in the area for the Heritage Square project. Incidentally, some residents on Holley Street have their waste wash water draining into the storm water system.

The whole area south and west of the Heritage Square project seems to be at higher elevations. The highest elevation on the Swartout property seems to be at about New Campus Drive (elevation 576). To the east, the elevations drop to 550 and eventually drops to 499 and less to the north.

It would be an ideal time for the college, the town, and the village to work together on issues that affect all the residents in this area.

Copies to board



SUNY BROCKPORT
Vice President for Administration and Finance



May 23, 2006

Ms. Karen M. Sweeting
Town Clerk
Town of Sweden
18 State Street
Brockport, NY 14420

Dear Ms. Sweeting:

Thank you for inviting comments from the SUNY College at Brockport for the proposed rezoning on Redman Road that would allow the development of Heritage Square. As an interested state agency and adjacent land owner, we have reviewed the Draft Environmental Impact Statement (DEIS) and all of its Exhibits with great interest.

We believe the increase in nearby housing, hotel and retail opportunities may have a favorable impact on our campus community and our neighbor, the Town of Sweden. However, we have very serious concerns regarding significant traffic increases and potentially reduced safety on Redman Road because many of our students, faculty and staff use it for campus access. It is important that these issues be fully addressed and substantial mitigating strategies are included in the Heritage Square plans before the implementation of this project begins. We feel that it is very important to be proactive in regards to these issues, rather than waiting until they become more problematic as the Heritage Square project moves forward. In this manner, unnecessary risks to our college constituencies would be avoided. Some specific recommendations and comments regarding traffic and other items are attached.

In recent years, the SUNY Brockport main entrance has moved to the west side of our campus. Traffic entering the campus from both Route 31 and Redman Road has steadily increased. These entrances are also heavily used by the adjacent Brockport Central School District. The very few selected traffic study days (3) conducted for this DEIS cannot be considered fully representative of traffic conditions. This study only used one weekday afternoon, and it did not include our student traffic peak periods (See DEIS Exhibit K). It is essential that morning rush hour and all student traffic peak periods be evaluated in order to have a valid traffic study sample.

An on site observation of actual driving practices should be undertaken to more fully understand the nature of the traffic situation. This should include the use of shoulders as de facto turn lanes; line of sight clearance problems; actual speeds; volume of traffic "cutting through" the College campus; and various vehicle types, including a large number of school busses. Further, documented driving abilities of a student population and the proposed senior population are not considered as parameters in the DEIS, but they have real world implications.

Ms. Karen M. Sweeting

May 23, 2006

Page -2-

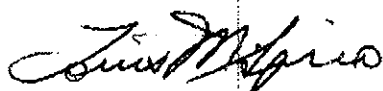
Although recognized in the DEIS, the pending adverse traffic impacts from the two proposed new, nearby development projects already in progress have not been adequately resolved nor are they fully incorporated into this plan with an acceptable solution. Traffic for the Town's park has not been included in the calculations. We fully agree with the findings of Exhibit K that the combination of traffic from all three developments coupled with general west side future growth will degrade traffic safety and quality for Redman Road and its intersections. Counter to the implications of Exhibit K and the summary section 3) A) iii), we firmly believe that full resolution of poor traffic conditions cannot be left for resolution after the commencement of construction of Heritage Square without adversely impacting the SUNY Brockport community and probably the proposed development itself. More extensive and proactive mitigation measures are needed.

SUNY Brockport is already experiencing an unacceptable amount of traffic "cutting through" our campus using New Campus Drive and Commencement Drive to avoid the already poor Route 31/Redman Road intersection. Because of this situation, we are already evaluating such actions as one way traffic and traffic calming practices (such as speed bumps and/or stop signs) on these roads. Campus roads are not designed, maintained or intended for such traffic volumes. More importantly, this is unsafe for our campus community, Brockport Central School District students, and any athletes or guests using our parking lots and sports fields. The new road system for the proposed Heritage Square development with its main entrance directly across from New Campus Drive on Redman Road also includes adding traffic from the Town of Sweden's park and the Northrup Subdivision. This will certainly create untenable traffic problems on SUNY Brockport roads.

Finally, while we have insufficient information to fully address the impacts of the proposed Route 531 extension, we feel confident that if the project becomes a reality, more traffic than ever will approach the campus from the west and be traversing through the Redman Road/Route 31 intersection to our Redman Road entrance.

Thank you for allowing us to comment. We look forward to a continued dialogue on the resolution of our concerns as the project moves forward. We do request to be notified of future meetings, hearings, votes and opportunities to comment.

Sincerely,



Louis M. Spiro
Vice President for Administration and Finance

LMS/jem
Attachment

CC: Nat O. Lester III

**Heritage Square DEIS Recommendations and Comments
By SUNY Brockport, May 2006**

1. See cover letter for a summary of the primary concerns regarding traffic impacts to the campus. See 7) B) iii) and Exhibit K.
2. For compatibility with the surrounding environment and integration of Heritage Square with the surrounding area, a sizable setback from Redman Road, with appropriate plantings, should be prescribed. See 3) A) ii) and 4) C) xiii). Also section 5) K).
3. There has been no official discussion with SUNY Brockport about a recreation trail on New Campus Drive. There are no plans for such a project and there are no existing sidewalks. Traffic concerns mentioned in the cover letter are also a consideration. See 3) A) iii).
4. References to "College Drive" found in 4) C) i) actually refer to New Campus Drive.
5. Many of the mitigation options found on page 15 should be implemented as part of the first phase of the project. This is particularly the case for turning lanes on Redman Road for both north and south traffic, as well as a traffic light or round-about at New Campus Drive. Also see exhibit K.
6. To allow for future Route 31 impacts and other increases in traffic volume, a sizable setback from Redman Road should be prescribed. See exhibit K.
7. SUNY Brockport is evaluating obtaining water from MCWA from the west side of our campus at Redman Road. Our water, currently obtained from the Village of Brockport, already comes initially from MCWA. We would request affirmation that pipe sizing would take into account this possibility, and any other development on Redman Road. Our high rise residential buildings present a unique fire fighting requirement. See 4) C) ix) and 4) E).
8. Section 5) F) indicates no telephone system improvements are anticipated. Verizon has not been contacted to confirm this. SUNY Brockport would object to overhead lines at the entrance to its campus.
9. The need for Cable TV or data line infrastructure such as Time Warner's Road Runner is not addressed. Again, SUNY Brockport would object to overhead lines at the entrance to its campus.
10. Exhibit C, memo #1 indicates that the Wegmans/Chase-Pitkin Plaza is fully leased. This needs to be updated.
11. Exhibit C, memo #3 indicates that SUNY Brockport "would make" its athletic facilities available to guests. This should be corrected to read "would consider making."

12. Exhibit C could be updated to include the proposed and partially funded Special Events Recreation Center to be constructed on campus. More events and demand for hotel services would be generated.
13. It is noted that as the largest adjacent neighbor to the proposed development and area for rezoning, SUNY Brockport was not officially notified by letter for this process as required. This is particularly important for the development of Exhibit K that addresses traffic and future development, as this is the area of largest impact to our campus community. We request formal notification and close coordination in the future.
14. Exhibit K, conclusion #7 indicates modifications to our New Campus Drive will need to be made to provide new turn lanes. This has not been coordinated or discussed with SUNY Brockport. No funding or plans for such changes are currently in place.
15. The conclusions and recommendations of Exhibit K imply a "wait and see" process. Specific milestones for future evaluations and traffic mitigation during the ten-year phased development effort must be included, such that construction is held in abeyance until resolution is obtained. Responsibility for funding and implementation must also be clearly defined.
16. SUNY Brockport is considering the installation of a small wind farm and/or natural gas wells on the west side of our campus along Redman Road.



Department of Planning and Development

Monroe County, New York

Maggie Brooks
County Executive

Terrence G. Slaybaugh
Director

To: Town of Sweden Town Board

From: Rochelle B. Bell, Environmental Planner

Date: May 26, 2006

Subject: Rezone 129.14 acres from R1-2 to B-1
4599; 4687 Redman Road; West Canal Road
MCDP&D Response to Development Review Referral (SW06-5Z)

Review Authority and Response:

General Municipal Law: Section 239-m (Zoning)
 Approval Modification Disapproval Comment No Comment

Section 239-n (Subdivision)
 Approval Modification Disapproval Comment No Comment

County Charter:

Section C5-4.A (Airport)
 Approval Approval with Conditions Disapproval

Section C5-4.C (Advisory Review)
 Approval Modification Disapproval Comment No Comment

Referred to the Development Review Committee (DRC) (If yes, DRC Project Review Report attached):

Yes No

MCDP&D Comments:

The DEIS adequately addresses our concerns related to county-wide and intermunicipal impacts and we have no further comment.

Attachment

cc: Development Review Committee
 Mel Schroeder, Army Corps of Engineers
 McClean Development, LLC
 JGC Hage Realty, Inc.; Eileen Swartout

Post-it® Fax Note	7671	Date	5-26-06	# of pages	2
To	Karen Sweeting	From	Rochelle Bell		
Co./Dept	Sweden	Co.	Monroe Co.		
Phone #		Phone #	753-2034		
Fax #	637-7389	Fax #			

8100 CityPlace • 50 West Main Street • Rochester, New York 14614
 (585) 753-2000 • fax: (585) 753-2028 • www.monroecounty.gov

PROJECT REVIEW REPORT
Monroe County Development Review Committee

May 26, 2006

Subject: Attachment to File #SW06-5Z

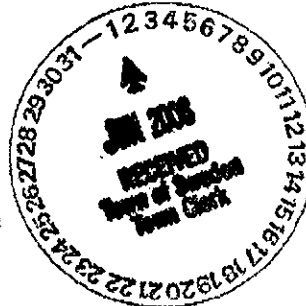
The Monroe County Development Review Committee (DRC) has reviewed the subject application and has identified the following points that require appropriate action **PRIOR TO SUBMISSION OF FINAL PLANS FOR APPROVAL.**

(NOTE: The letter in parentheses following each comment identifies the DRC member listed at the bottom of the page making the comment. Questions should be addressed to the appropriate DRC agency.)

1. We previously reviewed the traffic report in this DEIS and sent a response letter dated September 13, 2005 giving our comments to Craig McAllister, Planning Board Chair. Please include this letter in the exhibits for this DEIS. (B)
2. The following agencies reviewed this project and have no comments. (A)

- (A) - Monroe County Department of Health, David Cross, 753-5455
- (B) - Monroe County Department of Transportation, Henry Nerdzik, 753-7711
- (C) - New York State Department of Transportation, David Goehring, 272-3300
- (D) - New York State Department of Environmental Conservation, Peter Lent, 226-3390

To: Town of Sweden Town Board
From: Town of Sweden ECB
Subject: Kathy Harter, Chairwoman
Subject: Heritage Square DEIS Comments
Date: June 1, 2006



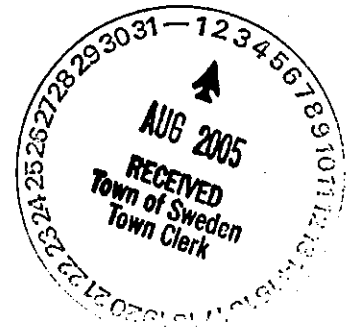
The ECB believes the environmental concerns addressed in our previous comments of August 2, 2005 are still valid and will not repeat them here.

Key Elements to Consider

- **Fragmentation and Impervious Surface**
 - 112.2 acres of the 132.2 acres are to be developed in 25 phases over 10 years → 85% of site is developed.
 - 96 acres of vegetation is to be removed including 20 acres of forest and 76 acres of meadow and brushland.
 - Fragmented contiguous habitats differ substantially in a number of ways including, increased edge habitat, increased predation, increased brood parasitism, moisture gradient changes (usually drier), increased vulnerability, increased insularity (species become more and more separated from other populations), and decreased dispersal success.
 - Habitat is usually first fragmented around the edges, then roads and paths penetrate the interior, new patches are created along these roads or excavation sites and the old habitat has been replaced with a number of deleterious effects for many species. However, rats, house sparrows and pigeons thrive in fragmented habitats.
 - The biodiversity of the meadow, shrub layer and forest will be replaced with 36 acres of lawn and landscaping. This is absurd from an environmental viewpoint -- its diversity is nearly sterile.
 - Toxic runoff into the created water areas and remaining natural resources with this extent of impervious surface and compromised landscape complete with automobile wastes, human activities, fertilizer and lawn chemical use after development is a virtual certainty.
 - This much open water is bound to attract geese, ducks and the displaced wildlife with the consequential waste issues. (We certainly hope Sweden would never endorse disposing of wildlife.)
- **Alternatives considered**
 - Current zoning allows 180 single-family homes and would conserve much more open space, biodiversity, and habitat for wildlife with much less impervious surface.
 - The "smart growth" embraced by McLean Development seems to perhaps best benefit McLean Development.
 - The no action alternative is of course best for the environment.

- The ECB takes exception to the negative implication that this “alternative would result in fallow farmland remaining so in a very visible face of the Town of Sweden.” (p. 6)
- While the ECB recognizes the importance of agricultural land as a natural resource. Fallow agricultural land – fields in succession ranging from meadows to shrub and forestlands are a much greater natural resource environmentally – offering a great range of habitat and diversity of species.
- Fallow farmland is recognized and appreciated by the vast majority of the residents of the Town – as our treasured “rural character.”
- The PUD zoning ordinance would require information absent with this B-1 zoning request DEIS – the Developer’s financial resources to complete the project and phasing details.
- Compliance with the Comprehensive Plan
 - The only conformance with our Comprehensive Plan mentioned is in regard to the statement added to the Comprehensive Plan (pp. 26-27) in response to the Heritage Square rezoning application.
 - “There is a possibility that the developer may be willing to place a boundary of SW-31 and its 100’ buffer...”(p. 27)
 - Note: The developer tried to escape granting the 100’ buffer due to the fragmentation of the SW-31 wetland with development.
 - This should not be a mere possibility at the developer’s discretion, but mandatory. This wetland is the Town’s resource and should not be exploited and degraded as the developer so desires.
 - The ECB comments of August 2, 2005 listed 10 items of non-conformance with the Comprehensive Plan.
- Assumptions
 - There are demographic, economic and income assumptions that are not supported by studies and may not be valid or realistic.
 - There are assumptions about retirees and their desire to be mostly contained within this 130-acre development and/or a 2-mile radius.
 - Perhaps this may apply to the assisted living residents?
 - There are assumptions about the “aging baby boomers” – that are far from the reality of the three “aging baby boomers” on the ECB.
 - There are assumptions about the great need for this high-density “smart growth” development.
 - Other approved developments in the Town that remain undeveloped do not exactly inspire a driving need for high- density development.
- B-1 Zoning
 - 25 phases over 10 years, with phase 1 being functionally dependent on subsequent phases – without details as to what order the 25 phases can occur. (A p 6of 21)
 - Does this give *carte blanche* to the developer for a decade as to what “smart growth” occurs in the Town of Sweden?

TO: Town of Sweden Town Board
FROM: Town of Sweden ECB
Kathy A Harter, Chair *KAH 8/2/05*
SUBJECT: Comments and Review of Heritage Square
SEQR Full Environmental Assessment Form
DATE: Public Hearing August 2, 2005



General Concerns that immediately came to mind at ECB Meeting of July 28, 2005:

- Traffic and safety concerns with regard to the Town Park where children are playing being connected to two major developments. At build out children could be exposed to a potential steady stream of traffic while their thoughts are focused on other activities.
- Where is the need for such a massive development in a community with a growth rate of 1.4% according to the 2000 U.S. Census Bureau? (1207 units + 90 units in a hotel + office space, a restaurant, coffee shop, bagel shop and 163,000 square feet of retail space)
 - Especially when we already have approved 215 single-family residential lots in the Northview Subdivision, plus approved the Woods at Sable Ridge and the Village has approved 230 single-family residential lots and 6 commercial office type lots at Remington Woods.
 - Again where is the current need to squander our open-space and natural resources on speculative future needs?
- Heritage Square's mixed-use residential development designed to advance the "smart growth guidelines" is all well and good – but we already have this atmosphere in the Village of Brockport – and many are working to enhance this "community and walking-community concept."
 - This development could potentially be a great liability to the Village.
- Road too close to the Federal Wetlands and impervious surface runoff concerns.
- Fire safety with such density of development and complexity of road design.
- Contour lines indicate massive site disturbance would occur with development – opening the way for exotic species infiltration.
- Habitat fragmentation very apparent.
- "Heritage Square concept aims to develop a minimum of thirty (30%) of the site (40 acres) as parkland, open space and outdoor recreation areas."
 - Sounds great at first glance, however, developed open space speaks volumes to environmental degradation and habitat destruction.
 - This study also defined open space as all area not containing impervious surface – yielding to the conclusion that 70% of the site would be impervious surface.
 - Also tiny strips of lawn area around the various units and commercial developments would be considered part of this "open space." Hardly what one valuing the rural character of the Town considers as open space.
 - The many water areas depicted on this plan look appealing until one realizes they are not pristine blue water areas, but drainage areas for the

70% of the 132 acres that will become impervious surface. Runoffs from impervious surfaces are toxic – affect surface and ground water quality and degrades ecosystems and wildlife habitats.

- Access to Redman Road opposite New Campus Drive at the top of a hill yields a large red flag of concern for safety.
- Air Quality decline with increased traffic and energy use.

Comments on Compliance with the Comprehensive Plan

- Where is the compliance with the Comprehensive plan for this project?
 - To maintain rural and agricultural character of the community
 - Preserve tree and shrub hedgerows
 - Design development to the site and limit the path of development to the most suitable area of the site
 - Maximize the preservation of native and existing vegetation
 - Minimize site disturbance
 - Conservation of open space and environmental protection
 - To improve the environment and protect it from degradation.
 - Protection of natural resources. The Executive Summary states “the project avoids all of the New York State DEC wooded wetlands located along the Southern and Western borders of the site.”
 - The choice of the word “avoids” is very telling – compliance with the Comprehensive Plan would preserve or protect the wetland.
 - The developer is trying to escape granting the 100-foot buffer zone required for all state wetlands by claiming the wetland is less than the 12.4 acres required by State Regulations. The SW 31 wetland in question extends outside of the “site” and is much larger than the delineated area on this project site. It is essential that this wetland not be further fragmented by development. (The SW 31 wetland extends onto the Northview Subdivision and the entire SW 31 wetland is estimated to be 32+ acres.)
- “Require site designs that minimize impacts to the natural environment, impacts of traffic on-site and off-site, erosion, sedimentation and storm water runoff.”
 - Consider 70 % impervious surface.
- “Contain commercial development along Rt. 31 within a specified area.”

Comments on Project Impacts and their Magnitude

- We commend the depth of the study and the *Wetland Delineation Report*. Very valuable environmental information of this section of our Town was supplied and is appreciated.
- The study states that the site is primarily a series of agricultural fields in various stages of vegetative succession. It speaks of deciduous forests on NE and N central areas of the site, wooded wetland areas, a wet meadow, upland areas and hedgerows. The dominant species of each area is noted.

- Site is rich in native species – including Sugar Maple, American Beech, Tulip Tree and Green Ash -- the descendants and diversity of the original virgin forests that once covered the area.
- Site has all the necessities for a rich and abundant wildlife habitat.
- Part 2 answers NO to all of these questions
 - Will proposed action affect surface or ground water quality or quantity?
 - Will proposed action alter drainage flow or patterns or surface water?
 - Will proposed action affect air quality?
 - Will proposed action substantially affect non-threatened or non-endangered species?
 - Will the proposed action affect agricultural land resources?
 - Will proposed action affect aesthetic resources?
 - Will proposed action affect the quantity or quality of existing or future open spaces or recreational opportunities?
 - Will there be objectionable odors, noise, or vibration as a result of the proposed action?
- In response to the Part 2 “NO” answers as stated above consider:
 - The deflection of the analysis to the applicant’s point of view tends to circumvent the intention of the environmental impact assessment, and can be considered to skew or invalidate the conclusions.

Additional Relevant Topical Comments

- The impacts on the Moorman Creek, Salmon Creek and Braddock Bay watersheds should be considered.
- It is reasonable to assume that land use impacts will spread significantly beyond the project boundaries.
- The impact of the proposed development on surrounding hydrology needs to be evaluated.
 - Changes in runoff could occur from: increases in impervious cover, alteration of drainage channels, redistribution of soil materials on site, modifications in topographic elevation and slope during construction, alteration of infiltration capacity from cut and fill and reduction in rainfall interception from vegetational stripping.
- A development of this magnitude is sure to have adverse impacts on the wetlands, forests and wildlife habitat on site.
 - Simply “avoiding” the wetlands and leaving them in their natural condition will not maintain wildlife habitat on the property as the Executive Summary concludes.
 - By altering adjacent land areas, the “avoided” wetland experiences impacts because of modified hydrology, adjacent vegetative cover, patterns of soil materials and topography.
 - The landscape is an integrated mosaic – it never functions as isolated polygons.

- The proposed land use change will impact wetland and upland functions, animal and plant life and subsequent human land use options.
- Environmental fragmentation will be rampant.
- While the site is not currently used for agriculture, it is stated that the site is a series of agricultural fields in various stages of succession. This land could still be viable as an agricultural resource, once developed that potential and resource is gone forever.
- The traffic study area included the intersections with Redman Road and NYS Route 31-31A, Town Park Driveway, New Campus Drive, Canal-Holly Streets and Brockport Holley Road.
 - The range of traffic impacts needs to be broad, not just related to intersections with Redman Road. It is unrealistic to assume the traffic associated with this development will be so restrained.
 - The conclusion that seniors (age 55 +) are afforded discretionary travel without work-related commitments is presumptuous and not totally realistic.
 - Consider that while people are being “downsized” at younger ages, the age to collect social security benefits is increasing. Not too many people in the Town of Sweden are independently wealthy – they do work for a living well beyond the age of 55.
- The quality of life for the existing citizens whose homes were built in this single-family residential neighborhood needs to be considered.
 - The residents of the Town regard the current parcels under consideration as open space, as a scenic vista and as rural character.

The SEQR review is subject to the whole action with all environmental impacts for all phases of development being addressed before development of any given phase can proceed.

- Segmentation is not consistent with SEQR.
- This is important to remember, since the deflection to the applicant’s point of view tends to infer that the gradual phasing in of the project somehow diminishes the ultimate impact of the build out.
- When habitats or ecosystems are compromised and fragmented, valuable natural resources are gone forever – it is a loss of immeasurable value.
- The current zoning protects these natural resources to a much greater extent, even if developed to maximum potential.

July 26,2005

Mr. Nat O. Lester
Town of Sweden Supervisor
18 State Street
Brockport, New York 14420



Dear Mr. Lester,

I am writing this letter to address serious concerns for the rezoning of the Redman Road property, and to also thank you for taking time out of your busy schedule to personally write a letter to me, based on the May 3 public hearing.

There is no doubt that changes are coming to Brockport. It is all around us. The question is what do we want our Victorian, canal-side village to resemble in 5 years, 10, or 25 years? Route 31 and Route 104 are very quickly resembling the early stages of Greece and Henrietta, prior to the days of the shopping mall. Each time one drives down Ridge Road, more homes are boarded up to be demolished for commercial development. What is to stop that in Brockport?

People have moved to this area *because* of its small town charm and open areas. People have come to the town of Sweden *because* of the lack of chain stores and strip malls, *because* it is farming country, because of the lack of 4 lane highways and bright lights of commercial development. It seems that the words quaint, quiet, small town, and charming have become somewhat offensive to people.

The fact that we currently have several vacant business and commercial areas in the village and town... Owens Illinois, KleenBrite, Black and Decker, and that does not include the present Walmart mall, once the new Walmart is constructed, is of grave concern. The current proposal for the Redman Rezoning is nearly 40 acres of potential commercial development. No where in the town of Sweden is there a 'shopping area' that large. The implications of a commercial area of this size on Redman Road is more than significant. It will forever change the climate of this area.

"Bait and switch" - a rather crude term but a reality when given the rezoning of this parcel of land. Once this land is rezoned, and if the present plan fell through,

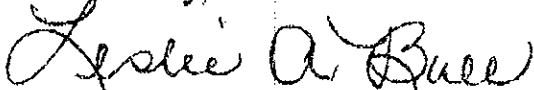
and was resold to another developer, what is there to stop a huge retail area to develop there? A factory?

Development is imminent, that is a given, but the type of development is critical. This property is residential. Please keep it this way. I feel pretty safe in saying that if retail/commercial development and rezoning of this parcel continues, our taxes will not decrease in any way.

We are all concerned with our property values, our resale values. We love and take pride in our homes. We chose to live outside of a subdivision for various reasons. Not everyone is able or desires to live in the implied security of a planned community. We should not be punished with commercial development when this is a rural area.

It is understood that the work and planning you do is difficult. We ask that you consider seriously the above issues with the historic character and unique canalside location, as well as the rural atmosphere of Brockport and the town of Sweden in mind. Please make a decision that we can ALL be proud of, today, tomorrow and for our children.

Sincerely,

A handwritten signature in cursive script that reads "Leslie A. Bull".

Leslie A. Bull

July 9, 2006



Once again summer is here and once again the Redman Road development project has reared its controversial head.

Greece....Henrietta....Greece....Henrietta....something that we hold in such high regard....our quaint Victorian village.... which way are we headed? With the small town reputation that Brockport is known for, it is very difficult to picture the small canal side village while driving by areas cramped with superstores and eye sores. People often visit the village of Brockport to take in the many splendors of small town life. This fleeting style of life is so hard to come by these days, it would be a shame to see it disappear, or be replaced by the types of development you are proposing. It is very evident that our low density plan for this area has been cast aside for a rezoning to commercial. Concerns arise as to the downtown merchants. If there is no longer a reason to visit Main Street, what happens to those businesses? We have seen over and over again the smaller businesses being wiped out by the big box stores, large retail businesses that have little to no competition.

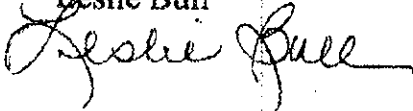
It is evident that it is most important for a few financial investors and town officials to be happy, to leave a mark, a legacy, perhaps, regardless of the small town, quaint image that you also would aspire to . It is evident that people will continue to hide away in their developments and be unaffected by commercial development around other homeowners in the area. It is evident that we are headed in the direction of Greece....we will simply be an extension of it, with all that this type of economic development brings with it.

There is so much potential for economic disaster here. We currently have 2 hotels in town as well as bed and breakfasts. We have numerous empty retail areas. A third THREE floor hotel, restaurants, 247,000 square feet plus for commercial development...these are more than small hair salons. The potential for further commercial development ,if the housing component is not successful, is enormous. It is also far enough "out of town" that the powers that be will be removed from any visual or traffic impact whatsoever. Given the fact that very few new homes have sold this past year in this area, it is somewhat presumptuous to think that hundreds of units, condos, etc. will be sold, even over a 20 year period. This is of great concern to the property owners in the Redman Road area and beyond.

I urge you all to think carefully about the Brockport you hope to live in , in the next 5, 10, 25 years. Will our quaint Victorian village survive your master plan? Or will we become another Greece or Henrietta, where homes have been torn down for commercial and industrial development?

I am attaching this to last year's letter, as the concerns have not changed. They are still foremost in our minds. Thank you for this opportunity to share my thoughts.

Leslie Bull

A handwritten signature in cursive script that reads "Leslie Bull". The signature is written in black ink and is positioned below the typed name.

To: Sweden Town Board

Re: Heritage Square DEIS

In the articles and comments made about the change to B1 zoning the focus is on residential and business use. The full scope of the B1 zoning is not mentioned and that concerns me. B1 also includes bus stations, radio and TV studios and transmitters, shopping centers, garages and filling stations.

The proposed plan is shown in the present stage, but as stated in the newspaper, "Details of the project will not be decided until after rezoning with the planning board." This opens up the possibility of incorporating any of the examples listed under B1 zoning. That would be an inappropriate use of a residential area when our town currently has many vacant business areas

I am concerned about maintaining the quality of area well water, drainage issues and other environmental influences. There is no guarantee that the railroad track will remain in use and stay as a buffer in future years. When asphalt covers many acres underground drainage is needed for land that has a slope, not just holding ponds. We lived here when the college dorms flooded and other areas during the 100 year storm. We know what can happen when located at the bottom of the hill.

What assurances are in place to guarantee no impact on area wells? Who will assume responsibility now and in the future for any negative impact caused to area property owners.

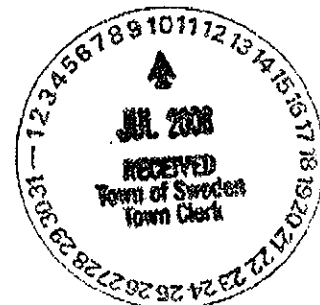
In 2001 more than 83% of the residents who responded to the Town of Sweden/Village of Brockport Comprehensive Plan Review Resident Survey stated they wanted to preserve rural character. Quoting from Vol.3, Issue 1 of Snapshots, "Ultimately, the community's definition of rural character is the single most important part of its preservation." Maintaining the rural and agricultural character of the community is an important goal of the Comprehensive Plan. To accomplish this goal it is necessary to: "Minimize visual impact by locating structures adjacent to wooded areas or tree lines." Locating a hotel next to the road doesn't minimize the visual impact of development on the landscape. This highly dense development doesn't fit into a low-medium density area.

People who serve in positions of public trust are held to higher moral and ethical standards because their decisions have a significant impact on others. The town board is expected to be fully informed and act in the best interest of the residents. Future generations will benefit from careful planning now.

From,

Cheryl Cooley
Cheryl Cooley
8023 W. Canah Rd.
Brockport, NY

July 10, 06



July 10, 2006
4555 Redman Rd.
Brockport, NY 14420

Town of Sweden Town Board
Sweden Town Hall
18 State St.
Brockport, NY 14420



To Whom It May Concern:

After review of the Draft Environmental Impact Statement (DEIS) for the proposed Heritage Square development, we continue to be opposed to the rezoning of the land area in question on Redman Road. Following are our continuing areas of concern:

1. We do not believe the DEIS adequately addresses concerns about the possible impact of commercial development on the water supply in the area immediately north of the proposed development. Without access to town or county water lines, any changes in the water table would have an immediate and probably damaging impact on all homes in the immediate area north of the development. In our opinion, without assurance of receiving town or county water in areas where water drains from the proposed development area (specifically Redman Road north of the railroad tracks and on Canal Road), any commercial development is risky and requires more assurances from all parties involved that residents in the area will not be stuck with well water that is polluted by the commercialized area.
2. We do not agree that there will be an increased housing demand in the area once the Heritage Square project is complete. The housing development between Redman Road and West Avenue continues to not develop quickly, and we find it unlikely that senior citizens already established closer to the city will move to Sweden.
3. Regarding commercial development, we continue to be perplexed at the disregard of existing commercial land that could be developed in the town. What will become of the current Wal-Mart plaza when the new Super Wal-Mart opens? Why can't these areas be developed? Almost all of the proposed commercial developments for the Heritage Square could be placed easily in the existing commercial areas in the town, especially near routes 31 and 19.
4. In addition to the above concerns about commercial re-zoning, we continue to question how this fits in the master plan of the town, specifically the town's various documents stating its intention to maintain the current rural, open landscape in the town. The DEIS addressed the wetlands in the area, but our opinion is that the wetlands should simply be left alone. Unique environmental areas do not easily come back after humans have tampered with them, so we should delay development anywhere near the wetlands for as long as possible.

On a positive note, we believe the DEIS took some steps in the right direction regarding traffic concerns on Redman Road, and would like the Town Board to continue to

prioritize improves traffic safety in this area regardless of what transpires with the Heritage Square development.

While we are leery of the entire development, we are primarily opposed to commercial zoning in the area. If all other parties involved feel that there is a housing market in this area, we do not agree, but are not opposed to residential development in the area. However, commercial zoning of any more land in the town of Sweden makes little to no sense to us at the present time. We hope that the Town Board, as elected representatives of the entire town, will carefully consider the concerns brought up in this letter and others received. Thank you for your attention to our comments.

Respectfully Submitted,

Alden Snell
Christin Snell

Alden and Christin Snell
4555 Redman Rd.
Brockport, NY 14420
(585) 395-1545
acsnell@frontiernet.net

Karen Sweeting - Comments on Heritage Square Project

From: "Pat Kutz@Lift Bridge BookShop" <patkutz@liftbridgebooks.com>
To: <karens@townofsweden.org>
Date: 7/10/06 5:25PM
Subject: Comments on Heritage Square Project

Karen,

Our comments on Heritage Square Project are as follows:

While the plans for the Heritage Square Development look interesting, in our opinion permission to rezone 130 acres from residential (R1-2) to commercial(B1) would leave the town in a vulnerable position. What guarantees does the town have that the whole project will be completed and completed as designed?

Why do all 130 acres need to be B1?

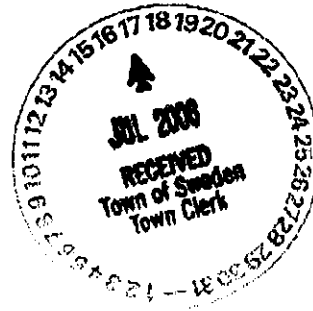
What research is there to indicate that there is a demand for senior, professional, or other housing in this part of Monroe County?

Has anyone looked into the impact of the Heritage Square commercial zone on existing Village business traffic?

Sincerely,
Pat and Archie Kutz

Lift Bridge Book Shop & Lift Bridge Kids
two floors of books & innovative toys
45 Main St. Brockport NY 14420
585-637-2260
patkutz@liftbridgebooks.com
A store with Book Sense!

TO: Town Board
 FROM: Craig M. McAllister, Chairman
 Planning Board
 DATE: July 10, 2006
 RE: Heritage Square DEIS Comments



After reviewing the DEIS, I have the following questions, concerns and/or comments:

1. Page 21, Regulatory Approvals, Planned Unit Development...(I am not aware of any non-successful PUDs in the Town, but that Royal Gardens is a very successful one.)
2. Page 24, Adjoining Land Uses...Clarification is requested for the following:
 - a. The development in this residential strip is haphazard and does not include a large number of residential homes. (What part of the development is haphazard?)
 - b. The retail uses seem disjointed. (Heritage Square would be similar.)
3. Page 25, Proposed Project Zoning District...The Sweden Code also contains a PUD zone, which, since its enactment, has been apparently used only once for a project which ultimately was not constructed. (Why has Royal Gardens (senior housing) not been included?)
 Page 26, 1st paragraph, PUD regulations typically involve the up-front preparation of detailed site plans...Often these plans become obsolete...(What guarantee is there that what is proposed will be built.)
4. Page 28, Transportation, Additionally, given the project's design, "internal trips can be made by walking or by vehicle...(Do the counts include trips generated from outside the site that support the commercial development.)
5. Page 40, Ambulance...(Since this is primarily a senior community, doesn't it make sense that there would be more ambulance calls.)
6. Page 42, Lighting...Through Traditional Neighborhood Design the project will seek to develop small walkable streets with many smaller parking lots...(I am not aware of different standards for Town roads, large or small.)
7. Page 43, Community Character...\$44,151 in Sweden (Last check from the County has average income in Sweden at \$33,000 per family.)
 Page 43...than communities of faceless sprawl...(Not the words I would choose to describe our Town.)
8. Page 49, "No Action" Alternative...The failure to develop alternative housing options for both retirees and working age residents will continue to support the decrease rate of school age children...(Heritage Square proposes at complete build out only 39 school age children, not much growth for 1,300 residents.)
9. Page 51, Impact on Traffic, 1st paragraph...(Since the development is not planned and controlled, I don't agree that there will be trip reduction; there is no proof.)
10. Page 52...The report further endorses the planned phasing of the project stating the Lifestyle/Town Center should be designed so that it can be built in phases...(There are no defined phases as a PUD would have, so it is undecided how development will occur!)

Also, attached are the minutes from the June 12, 2006, Planning Board meeting with additional comments regarding Heritage Square.

**TOWN OF SWEDEN
Planning Board Minutes
June 12, 2006**

Heritage Square

Mr. Hale stated Mr. Hertweck and himself have already reviewed the DEIS and forwarded comments to the Town Board. Chairman McAllister had the following comments after reviewing the DEIS:

1. Remove the statement. "The poor planning of commercial and residential properties the Town has been doing over the years."
2. Revise the statement, Page 21, Regulatory Approvals. "This zoning has already proved inefficient as a land use in the Town of Sweden and Village of Brockport, demonstrated by a number of approved PUDs that have not had any success in development. There have been four approved PUD projects in the Town, but none of them have been developed or successful." What about Royal Gardens apartments up on the hill?

Chairman McAllister wanted to make sure that the Town Board understood that when the DEIS is accepted as complete, it becomes the Town's wording. The DEIS is open for public comment for 45 days until July 10.

Chairman McAllister also commented that the DEIS mentions that traffic is not an issue, but then why does the project warrant a signal light.

Also, 17 percent or 300 units of the project are for young professionals with no restrictions. How can that have no impact on the schools? (The DEIS states there will be no more than 39 school-age children at full build out of this project.)

Mr. Hale's opinion is that it is riddled with economic and demographic inconsistencies. Mr. Hale suggested that these inconsistencies should have been resolved before the public could comment to avoid having dozens of the same concerns.

The meeting was adjourned by motion at 8:50 p.m.

Planning Board Secretary

Demand for Housing

The following tables are an analysis of the current housing demand calculated annually and in total for eight years, the estimated duration of the Heritage Square project. It is evident that there is a significant supply-demand gap in the region, as nearly 75 percent of homes were built before 1975. There also exists a trend towards decentralization as more people move from the urban center towards the suburbs. Once calculated, the total demand was broken down to age delineated and non-age delineated market segments.

Figure 1 Housing Demand from Replacement

Housing Demand From Replacement	
Total Households in MSA	286,512
Estimated Replacement	1.0%
Annual Replacement Demand	2,865
Project Duration	8
Replacement Demand During Project Duration	22,921
Target Market Share	5.0%
Total Captured Replacement Demand	1,146

Housing demand from replacement needs for the market area was calculated as 1 percent of the number of total households per year. This equated to 2,865 units per year, and 22,921 units for the estimated project duration. With a target capture of 5 percent of replacement demand, Heritage Square could provide 143 units per year and a total of 1,146 units in eight years.

Figure 2 Housing Demand from Household Growth

Housing Demand From Household Growth	
1990 Households	272,193
2000 Households	286,512
Number of New Households	14,319
Percent Growth	5.3%
Estimated Annual Percent Growth	0.5%
Estimated Annual Growth	1,507
Project Duration	8
Growth Demand During Project Duration	12,058
Target Market Share	5.0%
Total Captured Growth Demand	603

Housing demand from household growth for the market area was calculated based on the actual household growth between 1990 and 2000. During that decade, 14,319 new households were formed; this is an average of .5 percent growth annually, or 1,507 households. This equated to 12,058 units for the estimated project duration. With a target capture of 5 percent of growth demand, Heritage Square could provide 75 units per year and a total of 603 units in eight years.

Figure 3 Housing Demand from Decentralization

Housing Demand From Decentralization	
2000 Households	286,512
Urban Households	89,000
Annual Urban Density Change	-1.7%
Annual Urban Density Change	(1,469)
Project Duration	8
Decentralization Demand During Project Duration	11,748
Target Market Share	5.0%
Total Captured Density Change Demand	587

In addition to new household formation, the MSA is also experiencing a shift in household location. Housing demand from urban decentralization calculates the demand for housing in the suburbs of the City of Rochester, caused by an urban density change. During the period between 1990 and 2000 Rochester MSA experienced an annual urban density loss of 1.7 percent. This equates to the transfer of households from the City of Rochester to the surrounding suburbs within the MSA of 1,469 per year, a total of 11,748 over the project duration. With a target capture of 5 percent of demand, Heritage Square could provide 73 units per year and a total of 587 units in eight years.

Figure 4 Housing Demand Age Delineated Summary

Total Housing Demand Summary During Estimated Development Duration	Adjusted for Age Delineated Market	
	45 and Older Population	20 years to 44 years
Replacement Demand During Project Duration	22,921	10,314
Growth Demand During Project Duration	12,058	5,426
Decentralization Demand During Project Duration	11,748	5,287
Total Housing Demand During Project Duration	46,727	21,027
Target Market Share	5.0%	5.0%
Total Captured Demand	2,336	1,051
Development Housing Supplied	1100	300
Required Market Share	2%	1%

In total, the Rochester MSA shows a demand for 46,727 units over the project period; that is 5,840 per year. The target market share of 5 percent would warrant a captured demand of 2,336 households. Heritage Square is designed to provide 1,100 residential units, requiring the project to capture a market share of only 2 percent. However, being that Heritage Square has a large number of age delineated residences; the further analysis of this demand was required. According to the US Census 2000 55 percent of the Rochester MSA householders are 45 years of age or older and 45 percent of the householders are between the ages of 20 and 44. Heritage Square would need to capture only 3 percent of the 45 and over market and 1 percent of the 20-44 market to fulfill its goal of complete residential sell out within eight years.

Figure 5 Housing Demand Age and Occupancy Delineated

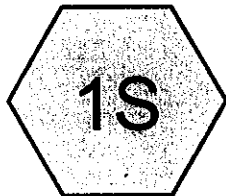
Total Housing Demand Summary During Estimated Development Duration	Adjusted for Age Delineated Market and Ownership Status							
	Totals	45 and Older Population	Owner Occupied	Renter Occupied	20 years to 44 years	Owner Occupied	Renter Occupied	
Replacement Demand During Project Duration	22,921	12,607	8,404	4,202	10,314	6,876	3,438	
Growth Demand During Project Duration	12,058	6,632	4,421	2,211	5,426	3,617	1,809	
Decentralization Demand During Project Duration	11,748	6,461	4,308	2,154	5,287	3,524	1,762	
Total Housing Demand During Project Duration	46,727	25,700	17,133	8,567	21,027	14,018	7,009	
Target Market Share	0	5.0%	5%	5%	5.0%	5%	5%	
Total Captured Demand	2,336	1,285	857	428	1,051	701	350	
Development Housing Supplied	1100	800	533	267	300	200	100	
Required Market Share	2%	3%	3%	3%	1%	1%	1%	

The final demand analysis requires the delineation of households not just by age, but also by occupancy. Within the Rochester MSA two thirds of all households are owner occupied, leaving one third occupied by renters. Within the age delineated categories and maintaining the 5 percent target market share, the MSA would yield 857 owner occupied and 428 renter occupied households 45 years of age or older and 701 owner occupied and 350 renter occupied households in the 20 to 44 age group. Choosing to maintain the determined required market share throughout, the project warrants the following: 533 owner occupied and 267 renter occupied residential units for the 45 years of age and older group; 200 owner occupied and 100 renter occupied residential units for the 20 to 44 age group.

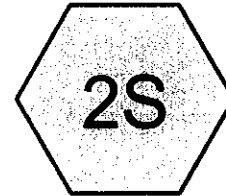
Figure 6 List of source Data

<u>Data</u>	<u>Supporting Document</u>	<u>Sources</u>
Household Demographics, Monroe County, NY	Profile of General Demographic Characteristics 2000 Monroe County, NY	U.S. Census Bureau, Census 2000
1990 Households, Monroe County, NY	CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000); Table 1. Profile of Selected 1990 and 2000 Characteristics	U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.
Annual Urban Density, Change Rochester City, NY	Regional Comparison Study; Urban Density Change pg. 170	Miami Valley Regional Planning Commission 2004
Urban Households, Rochester City, NY	Profile of General Demographic Characteristics: 2000 Rochester City, NY	U.S. Census Bureau, Census 2000
Age Delineated Households, Monroe County, NY	Profile of General Demographic Characteristics 2000 Monroe County, NY	U.S. Census Bureau, Census 2000
Housing Tenure, Monroe County, NY	Profile of General Demographic Characteristics 2000 Monroe County, NY	U.S. Census Bureau, Census 2000

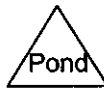
This Housing Demand Analysis was performed by McLean Development, LLC for the purposes of market analysis for the Heritage Square at Sweden project in Sweden, NY.



PREDEVELOPMENT
CONDITIONS



POST-DEVELOPMENT
CONDITIONS



Heritage Square Existing Estimate

Type II 24-hr 100-YR Rainfall=4.90"

Prepared by Schultz Associates, P.C.

Page 2

HydroCAD® 7.10 s/n 001110 © 2005 HydroCAD Software Solutions LLC

8/26/2005

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: PREDEVELOPMENT CONDITIONS

Runoff Area=132.200 ac Runoff Depth>1.47"

Flow Length=1,600' Tc=50.7 min CN=66 Runoff=122.92 cfs 16.184 af

Subcatchment 2S: POST-DEVELOPMENT CONDITIONS

Runoff Area=132.200 ac Runoff Depth>2.86"

Flow Length=1,150' Tc=19.3 min CN=83 Runoff=458.85 cfs 31.468 af

Total Runoff Area = 264.400 ac Runoff Volume = 47.652 af Average Runoff Depth = 2.16"

Heritage Square Existing Estimate

Type II 24-hr 100-YR Rainfall=4.90"

Prepared by Schultz Associates, P.C.

Page 3

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8/26/2005

Subcatchment 1S: PREDEVELOPMENT CONDITIONS

Runoff = 122.92 cfs @ 12.54 hrs, Volume= 16.184 af, Depth> 1.47"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-YR Rainfall=4.90"

Area (ac)	CN	Description
87.800	65	Brush, Good, HSG C
33.000	70	Woods, Good, HSG C
10.000	65	Wetland, Good, HSG C
0.200	89	Gravel roads, HSG C
0.200	98	Paved parking & roofs
1.000	74	>75% Grass cover, Good, HSG C
132.200	66	Weighted Average

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
29.5	150	0.0100	0.1		Sheet Flow, BRUSH Grass: Dense n= 0.240 P2= 2.50"
3.5	550	0.0309	2.6		Shallow Concentrated Flow, BRUSH Grassed Waterway Kv= 15.0 fps
17.7	900	0.0288	0.8		Shallow Concentrated Flow, WOODS Woodland Kv= 5.0 fps
50.7	1,600	Total			

Subcatchment 2S: POST-DEVELOPMENT CONDITIONS

Runoff = 458.85 cfs @ 12.12 hrs, Volume= 31.468 af, Depth> 2.86"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-YR Rainfall=4.90"

Area (ac)	CN	Description
12.200	65	Brush, Good, HSG C
13.000	70	Woods, Good, HSG C
10.000	65	Wetland, Good, HSG C
16.000	98	Water Surface
45.000	98	Paved parking & roofs
36.000	74	>75% Grass cover, Good, HSG C
132.200	83	Weighted Average

Heritage Square Existing Estimate

Type II 24-hr 100-YR Rainfall=4.90"

Prepared by Schultz Associates, P.C.

Page 4

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8/26/2005

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.1	100	0.0200	0.1		Sheet Flow, GRASS Grass: Dense n= 0.240 P2= 2.50"
0.4	50	0.0200	2.1		Shallow Concentrated Flow, GRASS Grassed Waterway Kv= 15.0 fps
2.8	1,000	0.0100	5.9	10.50	Circular Channel (pipe), STORM SEWER (ASSUME 18" AVG. DIA Diam= 18.0" Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.013 Corrugated PE, smooth interior
19.3	1,150	Total			



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161

CHARLES E. MOYNIHAN, P.E.
REGIONAL DIRECTOR

THOMAS MADISON, JR.
ACTING COMMISSIONER

November 29, 2005

Mr. Kris Schultz
Schultz Associates
4 West Avenue, Box 89
Spencerport, NY 14559

Re: Heritage Square
Redman Road,
Town of Sweden, Monroe County

Dear Mr. Schultz:

We have completed our review of the June, 2005 Site Impact Traffic Evaluation prepared by SRF & Associates for the proposed project. In general we agree with the methodology used and have the following comments regarding conclusions made.

At the proposed site driveway on Redman Road located across from the SUNY Brockport driveway we agree that a northbound left turn lane and a southbound right turn lane is warranted on Redman Road. To achieve proper lane alignment, a southbound left turn lane for left turners into SUNY Brockport, opposite the northbound left turn lane, is also necessary. Each turn lane should be 12 feet wide and provide a minimum storage length of 305 feet, which includes a 75 foot opening taper. Approach taper lengths for each left turn lane should conform to Table 262-2 of the New York State Manual of Uniform Traffic Control Devices with a 45 mph design speed. Existing shoulder widths should be maintained. The site driveway should have two 12 foot lanes exiting with a minimum storage length of 200 feet (a thru-right turn lane and a left turn lane) aligned with the SUNY Brockport driveway and one 12 foot lane entering. The driveway radii should be based on the design vehicle entering and exiting the site.

Based on a review of the traffic signal warrant analysis we agree that a three-color traffic signal may be warranted on Redman Road at the site driveway with full development of Heritage Square. As suggested in the report, follow-up surveys should be performed at three year intervals to fully assess traffic impacts and traffic signal warrants. We also agree that a modern roundabout should be considered at this intersection, in place of a future three-color traffic signal. A study of a roundabout at this intersection should be performed. If it is found to be the preferred alternative, then the scope of work identified

November 29, 2005

Page 2

above will change appreciably. If a three-color traffic signal is determined to be the best alternative, then traffic signal conduit and pull boxes should be installed with the proposed driveway and the widening of Redman Road.

We agree with closing the Town Park driveway on Redman Road and relocating access to the site driveway. However, it should not be closed until a traffic signal or roundabout is fully operational at the site driveway.

At the Redman Road and Route 31/31A (Fourth Section Road) intersection, we agree that a westbound right turn lane is warranted on Route 31. This right turn lane should be 12 feet wide and provide a storage length of 360 feet, which includes a 75 foot opening taper. Our review also concludes that a southbound left turn lane on Redman Road is warranted. This is based on the significant increase in traffic volumes and delays expected at full development without this mitigation. In the PM peak hour the number of southbound left turns doubles from 223 vehicles under the background conditions to 447 vehicles during full development conditions. In the Saturday peak hour the number of southbound left turns increases from 384 vehicles under background conditions to 655 vehicles during full development conditions. This contributes to a significant increase in delays from the background condition to full development conditions. In the PM peak hour the average delay increases from 114.3 seconds to 193.9 seconds, and the Saturday peak hour average delay increases from 135.0 seconds to 278.2 seconds. With this intersection approaching twice its capacity at full development, a southbound left turn lane on Redman Road is necessary to offset the increase in delays and the corresponding safety concerns.

The southbound left turn lane should be designed with a 12 foot width and a minimum storage length of 305 feet which includes a 75 foot opening taper. An opposing 12 foot wide northbound left turn lane is also necessary, with a minimum storage length of 150 feet which includes a 60 foot opening taper. Approach taper lengths for each left turn lane should conform to Table 262-2 of the New York State Manual of Uniform Traffic Control Devices. Assume a 45 mph design speed for the southbound approach. Assume a 60 mph design speed for the northbound approach or provide speed analysis to support a lower value. Existing shoulder widths should be maintained. An investigation of existing physical and right-of-way constraints is necessary to determine the build-ability of the southbound left turn lane. Additional right-of-way may be necessary to construct the left turn lane in accordance with our design standards. Included in the investigation of the build-ability of turn lanes at this intersection should be a check of the feasibility to obtain all right-of-way necessary to build these lanes to our standards. This is imperative, since without these improvements this intersection will significantly exceed its capacity and increase safety concerns.

At the intersection of Redman Road and Holley Street/Canal Road, we agree that providing left turn lanes on Redman Road can provide safety benefits. However, delays on Holley Street and Canal Road are shown to increase under the full development scenario. The practicality of re-striping this location and fitting that into the striping plan on the other sections of Redman Road needs to be considered thoroughly. An accident analysis would be appropriate to show that there are actual safety benefits to be realized. Any safety benefits need to be weighed against capacity and delay ramifications before a definitive recommendation can be made. Given the scope of work involved to re-stripe this section of highway, we recommend deferring this to such time as when the highway is scheduled for re-surfacing.

At the Redman Road and Brockport-Holley Road intersection, we agree that a westbound left turn lane will be warranted at full development of the proposed project. The westbound left turn lane should be designed with a 12 foot width and a minimum storage length of 360 feet which includes a 75 foot opening taper. An opposing 12 foot wide eastbound left turn lane is also necessary, with a minimum storage length of 150 feet which includes a 60 foot opening taper. Approach taper lengths for each left turn lane should conform to Table 262-2 of the New York State Manual of Uniform Traffic Control Devices with a 50 mph design speed. Existing shoulder widths should be maintained.

Presently Redman Road is under the jurisdiction of Monroe County with the exception of its approaches to the bridge over the Erie Canal and its approaches to Route 31 and Route 31A. The department anticipate's taking over jurisdiction of Redman Road from Route 31A to Route 31, Brockport-Holley Road, on July 1, 2006. Therefore work required at the site driveway should be designed to state standards so that the required highway work permit for this driveway could be issued after July 1, 2006.

All traffic mitigation stated above must be in place prior to opening day of the project. The only exception is the westbound and eastbound left turn lanes at Redman Road and Brockport-Holley Road. A follow up survey must be performed within three years to determine when a left turn lane is warranted and when it should be constructed.

A Pedestrian Generator Checklist as per Engineering Instruction 04-11 is also required to determine the need for pedestrian facilities such as sidewalks.

A Highway Work Permit is required for all work within State right-of-way, which includes all of the above traffic mitigation. Before submitting detailed plans, we request additional support and review as mentioned above. In summary they are:

- Conduct Roundabout Analysis to determine preferred design alternative at site driveway.

November 29, 2005

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- Prepare concept plan for highway mitigation including feasibility analysis of acquiring right-of-way.
- Identify design speed for Redman Road south of Route 31A.
- Provide Pedestrian Generator Checklist.

Please submit this information to this office. If there are any questions regarding this project please contact Mr. Robert Duennebacke at 272-3475.

Very truly yours,



Larry R. Sherman
Regional Traffic Engineer

LRS/RLD/

- c: C. McAllister, Planning Board Chairman, Town of Sweden
J. Oberst, MRB Group
T. Rice, Monroe County Department of Transportation
C. Greene, SRF & Associates
J. Frank, Traffic and Safety Permit Review
K. Bittner, Asst. Resident Engineer, Monroe West

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	735,343	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	735,343	100.0
Male.....	354,327	48.2	Hispanic or Latino (of any race).....	39,065	5.3
Female.....	381,016	51.8	Mexican.....	2,285	0.3
Under 5 years.....	46,977	6.4	Puerto Rican.....	27,501	3.7
5 to 9 years.....	54,661	7.4	Cuban.....	1,893	0.3
10 to 14 years.....	55,725	7.6	Other Hispanic or Latino.....	7,386	1.0
15 to 19 years.....	52,980	7.2	Not Hispanic or Latino.....	696,278	94.7
20 to 24 years.....	47,587	6.5	White alone.....	566,763	77.1
25 to 34 years.....	97,480	13.3	RELATIONSHIP		
35 to 44 years.....	118,293	16.1	Total population	735,343	100.0
45 to 54 years.....	102,728	14.0	In households.....	708,834	96.4
55 to 59 years.....	36,258	4.9	Householder.....	286,512	39.0
60 to 64 years.....	26,875	3.7	Spouse.....	135,937	18.5
65 to 74 years.....	46,468	6.3	Child.....	219,287	29.8
75 to 84 years.....	35,676	4.9	Own child under 18 years.....	172,471	23.5
85 years and over.....	13,635	1.9	Other relatives.....	28,424	3.9
Median age (years).....	36.1	(X)	Under 18 years.....	11,551	1.6
18 years and over.....	547,087	74.4	Nonrelatives.....	38,674	5.3
Male.....	257,956	35.1	Unmarried partner.....	17,098	2.3
Female.....	289,131	39.3	In group quarters.....	26,509	3.6
21 years and over.....	514,344	69.9	Institutionalized population.....	8,401	1.1
62 years and over.....	111,233	15.1	Noninstitutionalized population.....	18,108	2.5
65 years and over.....	95,779	13.0	HOUSEHOLD BY TYPE		
Male.....	38,093	5.2	Total households	286,512	100.0
Female.....	57,686	7.8	Family households (families).....	184,479	64.4
RACE			With own children under 18 years.....	91,173	31.8
One race.....	721,056	98.1	Married-couple family.....	135,937	47.4
White.....	581,961	79.1	With own children under 18 years.....	61,223	21.4
Black or African American.....	101,078	13.7	Female householder, no husband present.....	38,376	13.4
American Indian and Alaska Native.....	1,950	0.3	With own children under 18 years.....	24,748	8.6
Asian.....	17,922	2.4	Nonfamily households.....	102,033	35.6
Asian Indian.....	4,460	0.6	Householder living alone.....	82,042	28.6
Chinese.....	4,309	0.6	Householder 65 years and over.....	28,276	9.9
Filipino.....	660	0.1	Households with individuals under 18 years.....	98,235	34.3
Japanese.....	648	0.1	Households with individuals 65 years and over.....	66,133	23.1
Korean.....	2,325	0.3	Average household size.....	2.47	(X)
Vietnamese.....	2,458	0.3	Average family size.....	3.08	(X)
Other Asian ¹	3,062	0.4	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	220	-	Total housing units	304,388	100.0
Native Hawaiian.....	55	-	Occupied housing units.....	286,512	94.1
Guamanian or Chamorro.....	43	-	Vacant housing units.....	17,876	5.9
Samoan.....	47	-	For seasonal, recreational, or		
Other Pacific Islander ²	75	-	occasional use.....	1,175	0.4
Some other race.....	17,925	2.4	Homeowner vacancy rate (percent).....	1.4	(X)
Two or more races.....	14,287	1.9	Rental vacancy rate (percent).....	7.6	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	592,802	80.6	Occupied housing units	286,512	100.0
Black or African American.....	107,803	14.7	Owner-occupied housing units.....	186,426	65.1
American Indian and Alaska Native.....	5,055	0.7	Renter-occupied housing units.....	100,086	34.9
Asian.....	20,670	2.8	Average household size of owner-occupied units.....	2.67	(X)
Native Hawaiian and Other Pacific Islander.....	702	0.1	Average household size of renter-occupied units.....	2.11	(X)
Some other race.....	23,643	3.2			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Brighton town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	35,588	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	35,588	100.0
Male.....	16,741	47.0	Hispanic or Latino (of any race).....	831	2.3
Female.....	18,847	53.0	Mexican.....	140	0.4
Under 5 years.....	1,892	5.3	Puerto Rican.....	266	0.7
5 to 9 years.....	1,961	5.5	Cuban.....	63	0.2
10 to 14 years.....	2,064	5.8	Other Hispanic or Latino.....	362	1.0
15 to 19 years.....	1,703	4.8	Not Hispanic or Latino.....	34,757	97.7
20 to 24 years.....	2,178	6.1	White alone.....	30,089	84.5
25 to 34 years.....	5,518	15.5	RELATIONSHIP		
35 to 44 years.....	5,117	14.4	Total population	35,588	100.0
45 to 54 years.....	5,236	14.7	In households.....	33,933	95.3
55 to 59 years.....	1,774	5.0	Householder.....	15,854	44.5
60 to 64 years.....	1,332	3.7	Spouse.....	7,277	20.4
65 to 74 years.....	2,603	7.3	Child.....	8,206	23.1
75 to 84 years.....	2,697	7.6	Own child under 18 years.....	6,884	19.3
85 years and over.....	1,513	4.3	Other relatives.....	692	1.9
Median age (years).....	40.0	(X)	Under 18 years.....	133	0.4
18 years and over.....	28,470	80.0	Nonrelatives.....	1,904	5.4
Male.....	13,072	36.7	Unmarried partner.....	780	2.2
Female.....	15,398	43.3	In group quarters.....	1,655	4.7
21 years and over.....	27,676	77.8	Institutionalized population.....	1,437	4.0
62 years and over.....	7,562	21.2	Noninstitutionalized population.....	218	0.6
65 years and over.....	6,813	19.1	HOUSEHOLD BY TYPE		
Male.....	2,484	7.0	Total households	15,854	100.0
Female.....	4,329	12.2	Family households (families).....	8,682	54.8
RACE			With own children under 18 years.....	3,922	24.7
One race.....	35,114	98.7	Married-couple family.....	7,277	45.9
White.....	30,639	86.1	With own children under 18 years.....	3,115	19.6
Black or African American.....	1,315	3.7	Female householder, no husband present.....	1,081	6.8
American Indian and Alaska Native.....	35	0.1	With own children under 18 years.....	641	4.0
Asian.....	2,892	8.1	Nonfamily households.....	7,172	45.2
Asian Indian.....	987	2.8	Householder living alone.....	5,756	36.3
Chinese.....	885	2.5	Householder 65 years and over.....	2,187	13.8
Filipino.....	97	0.3	Households with individuals under 18 years.....	4,052	25.6
Japanese.....	152	0.4	Households with individuals 65 years and over.....	4,376	27.6
Korean.....	429	1.2	Average household size.....	2.14	(X)
Vietnamese.....	85	0.2	Average family size.....	2.86	(X)
Other Asian ¹	257	0.7	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	10	-	Total housing units	16,705	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	15,854	94.9
Guamanian or Chamorro.....	3	-	Vacant housing units.....	851	5.1
Samoan.....	4	-	For seasonal, recreational, or occasional use.....	116	0.7
Other Pacific Islander ²	2	-	Homeowner vacancy rate (percent).....	0.7	(X)
Some other race.....	223	0.6	Rental vacancy rate (percent).....	6.9	(X)
Two or more races.....	474	1.3	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	15,854	100.0
White.....	31,024	87.2	Owner-occupied housing units.....	9,069	57.2
Black or African American.....	1,460	4.1	Renter-occupied housing units.....	6,785	42.8
American Indian and Alaska Native.....	117	0.3	Average household size of owner-occupied units.....	2.45	(X)
Asian.....	3,118	8.8	Average household size of renter-occupied units.....	1.72	(X)
Native Hawaiian and Other Pacific Islander.....	27	0.1			
Some other race.....	360	1.0			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Chili town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	27,638	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	27,638	100.0
Male.....	13,458	48.7	Hispanic or Latino (of any race).....	456	1.6
Female.....	14,180	51.3	Mexican.....	44	0.2
Under 5 years.....	1,607	5.8	Puerto Rican.....	226	0.8
5 to 9 years.....	2,048	7.4	Cuban.....	39	0.1
10 to 14 years.....	2,174	7.9	Other Hispanic or Latino.....	147	0.5
15 to 19 years.....	2,083	7.5	Not Hispanic or Latino.....	27,182	98.4
20 to 24 years.....	1,556	5.6	White alone.....	24,926	90.2
25 to 34 years.....	3,433	12.4	RELATIONSHIP		
35 to 44 years.....	4,703	17.0	Total population	27,638	100.0
45 to 54 years.....	4,101	14.8	In households.....	27,075	98.0
55 to 59 years.....	1,525	5.5	Householder.....	10,159	36.8
60 to 64 years.....	1,070	3.9	Spouse.....	6,270	22.7
65 to 74 years.....	1,895	6.9	Child.....	8,633	31.2
75 to 84 years.....	1,149	4.2	Own child under 18 years.....	6,592	23.9
85 years and over.....	294	1.1	Other relatives.....	919	3.3
Median age (years).....	37.1	(X)	Under 18 years.....	339	1.2
18 years and over.....	20,558	74.4	Nonrelatives.....	1,094	4.0
Male.....	9,815	35.5	Unmarried partner.....	504	1.8
Female.....	10,743	38.9	In group quarters.....	563	2.0
21 years and over.....	19,354	70.0	Institutionalized population.....	27	0.1
62 years and over.....	3,984	14.4	Noninstitutionalized population.....	536	1.9
65 years and over.....	3,338	12.1	HOUSEHOLD BY TYPE		
Male.....	1,439	5.2	Total households	10,159	100.0
Female.....	1,899	6.9	Family households (families).....	7,556	74.4
RACE			With own children under 18 years.....	3,523	34.7
One race.....	27,293	98.8	Married-couple family.....	6,270	61.7
White.....	25,188	91.1	With own children under 18 years.....	2,797	27.5
Black or African American.....	1,579	5.7	Female householder, no husband present.....	925	9.1
American Indian and Alaska Native.....	67	0.2	With own children under 18 years.....	534	5.3
Asian.....	310	1.1	Nonfamily households.....	2,603	25.6
Asian Indian.....	72	0.3	Householder living alone.....	2,056	20.2
Chinese.....	25	0.1	Householder 65 years and over.....	766	7.5
Filipino.....	6	-	Households with individuals under 18 years.....	3,777	37.2
Japanese.....	23	0.1	Households with individuals 65 years and over ..	2,316	22.8
Korean.....	67	0.2	Average household size.....	2.67	(X)
Vietnamese.....	64	0.2	Average family size.....	3.09	(X)
Other Asian ¹	53	0.2	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	6	-	Total housing units	10,466	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	10,159	97.1
Guamanian or Chamorro.....	3	-	Vacant housing units.....	307	2.9
Samoan.....	1	-	For seasonal, recreational, or		
Other Pacific Islander ²	2	-	occasional use.....	22	0.2
Some other race.....	143	0.5	Homeowner vacancy rate (percent).....	0.7	(X)
Two or more races.....	345	1.2	Rental vacancy rate (percent).....	5.7	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	25,486	92.2	Occupied housing units	10,159	100.0
Black or African American.....	1,713	6.2	Owner-occupied housing units.....	8,103	79.8
American Indian and Alaska Native.....	132	0.5	Renter-occupied housing units.....	2,056	20.2
Asian.....	392	1.4	Average household size of owner-occupied units.....	2.79	(X)
Native Hawaiian and Other Pacific Islander.....	22	0.1	Average household size of renter-occupied units.....	2.15	(X)
Some other race.....	259	0.9			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Clarkson town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	6,072	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	6,072	100.0
Male.....	2,955	48.7	Hispanic or Latino (of any race).....	165	2.7
Female.....	3,117	51.3	Mexican.....	72	1.2
Under 5 years.....	423	7.0	Puerto Rican.....	49	0.8
5 to 9 years.....	529	8.7	Cuban.....	8	0.1
10 to 14 years.....	539	8.9	Other Hispanic or Latino.....	36	0.6
15 to 19 years.....	446	7.3	Not Hispanic or Latino.....	5,907	97.3
20 to 24 years.....	215	3.5	White alone.....	5,628	92.7
25 to 34 years.....	803	13.2	RELATIONSHIP		
35 to 44 years.....	1,063	17.5	Total population	6,072	100.0
45 to 54 years.....	838	13.8	In households.....	5,815	95.8
55 to 59 years.....	295	4.9	Householder.....	2,034	33.5
60 to 64 years.....	198	3.3	Spouse.....	1,316	21.7
65 to 74 years.....	297	4.9	Child.....	2,048	33.7
75 to 84 years.....	259	4.3	Own child under 18 years.....	1,661	27.4
85 years and over.....	167	2.8	Other relatives.....	216	3.6
Median age (years).....	35.9	(X)	Under 18 years.....	83	1.4
18 years and over.....	4,287	70.6	Nonrelatives.....	201	3.3
Male.....	2,030	33.4	Unmarried partner.....	98	1.6
Female.....	2,257	37.2	In group quarters.....	257	4.2
21 years and over.....	4,074	67.1	Institutionalized population.....	142	2.3
62 years and over.....	838	13.8	Noninstitutionalized population.....	115	1.9
65 years and over.....	723	11.9	HOUSEHOLD BY TYPE		
Male.....	247	4.1	Total households	2,034	100.0
Female.....	476	7.8	Family households (families).....	1,582	77.8
RACE			With own children under 18 years.....	841	41.3
One race.....	5,968	98.3	Married-couple family.....	1,316	64.7
White.....	5,703	93.9	With own children under 18 years.....	673	33.1
Black or African American.....	123	2.0	Female householder, no husband present.....	199	9.8
American Indian and Alaska Native.....	15	0.2	With own children under 18 years.....	133	6.5
Asian.....	39	0.6	Nonfamily households.....	452	22.2
Asian Indian.....	12	0.2	Householder living alone.....	368	18.1
Chinese.....	1	-	Householder 65 years and over.....	170	8.4
Filipino.....	3	-	Households with individuals under 18 years.....	896	44.1
Japanese.....	1	-	Households with individuals 65 years and over ..	406	20.0
Korean.....	9	0.1	Average household size.....	2.86	(X)
Vietnamese.....	5	0.1	Average family size.....	3.26	(X)
Other Asian ¹	8	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	3	-	Total housing units	2,090	100.0
Native Hawaiian.....	2	-	Occupied housing units.....	2,034	97.3
Guamanian or Chamorro.....	-	-	Vacant housing units.....	56	2.7
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	1	-	occasional use.....	5	0.2
Some other race.....	85	1.4	Homeowner vacancy rate (percent).....	1.0	(X)
Two or more races.....	104	1.7	Rental vacancy rate (percent).....	4.5	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	5,805	95.6	Occupied housing units	2,034	100.0
Black or African American.....	139	2.3	Owner-occupied housing units.....	1,653	81.3
American Indian and Alaska Native.....	31	0.5	Renter-occupied housing units.....	381	18.7
Asian.....	55	0.9	Average household size of owner-occupied units.....	3.01	(X)
Native Hawaiian and Other Pacific Islander.....	7	0.1	Average household size of renter-occupied units.....	2.19	(X)
Some other race.....	139	2.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: East Rochester town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	6,650	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	6,650	100.0
Male.....	3,116	46.9	Hispanic or Latino (of any race).....	158	2.4
Female.....	3,534	53.1	Mexican.....	19	0.3
Under 5 years.....	404	6.1	Puerto Rican.....	80	1.2
5 to 9 years.....	481	7.2	Cuban.....	13	0.2
10 to 14 years.....	441	6.6	Other Hispanic or Latino.....	46	0.7
15 to 19 years.....	429	6.5	Not Hispanic or Latino.....	6,492	97.6
20 to 24 years.....	425	6.4	White alone.....	6,264	94.2
25 to 34 years.....	1,002	15.1	RELATIONSHIP		
35 to 44 years.....	1,107	16.6	Total population	6,650	100.0
45 to 54 years.....	872	13.1	In households.....	6,480	97.4
55 to 59 years.....	294	4.4	Householder.....	2,774	41.7
60 to 64 years.....	214	3.2	Spouse.....	1,093	16.4
65 to 74 years.....	511	7.7	Child.....	1,972	29.7
75 to 84 years.....	368	5.5	Own child under 18 years.....	1,482	22.3
85 years and over.....	102	1.5	Other relatives.....	243	3.7
Median age (years).....	36.4	(X)	Under 18 years.....	87	1.3
18 years and over.....	5,046	75.9	Nonrelatives.....	398	6.0
Male.....	2,290	34.4	Unmarried partner.....	199	3.0
Female.....	2,756	41.4	In group quarters.....	170	2.6
21 years and over.....	4,818	72.5	Institutionalized population.....	-	-
62 years and over.....	1,098	16.5	Noninstitutionalized population.....	170	2.6
65 years and over.....	981	14.8	HOUSEHOLD BY TYPE		
Male.....	358	5.4	Total households	2,774	100.0
Female.....	623	9.4	Family households (families).....	1,625	58.6
RACE			With own children under 18 years.....	825	29.7
One race.....	6,562	98.7	Married-couple family.....	1,093	39.4
White.....	6,379	95.9	With own children under 18 years.....	500	18.0
Black or African American.....	92	1.4	Female householder, no husband present.....	416	15.0
American Indian and Alaska Native.....	17	0.3	With own children under 18 years.....	262	9.4
Asian.....	49	0.7	Nonfamily households.....	1,149	41.4
Asian Indian.....	12	0.2	Householder living alone.....	946	34.1
Chinese.....	3	-	Householder 65 years and over.....	349	12.6
Filipino.....	1	-	Households with individuals under 18 years.....	906	32.7
Japanese.....	1	-	Households with individuals 65 years and over.....	704	25.4
Korean.....	4	0.1	Average household size.....	2.34	(X)
Vietnamese.....	11	0.2	Average family size.....	3.04	(X)
Other Asian ¹	17	0.3	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1	-	Total housing units	2,916	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	2,774	95.1
Guamanian or Chamorro.....	-	-	Vacant housing units.....	142	4.9
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	5	0.2
Other Pacific Islander ²	-	-	Homeowner vacancy rate (percent).....	1.0	(X)
Some other race.....	24	0.4	Rental vacancy rate (percent).....	6.0	(X)
Two or more races.....	88	1.3	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	2,774	100.0
White.....	6,462	97.2	Owner-occupied housing units.....	1,764	63.6
Black or African American.....	120	1.8	Renter-occupied housing units.....	1,010	36.4
American Indian and Alaska Native.....	34	0.5	Average household size of owner-occupied units.....	2.41	(X)
Asian.....	70	1.1	Average household size of renter-occupied units.....	2.20	(X)
Native Hawaiian and Other Pacific Islander.....	4	0.1			
Some other race.....	55	0.8			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Gates town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	29,275	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	29,275	100.0
Male.....	14,058	48.0	Hispanic or Latino (of any race).....	855	2.9
Female.....	15,217	52.0	Mexican.....	68	0.2
Under 5 years.....	1,617	5.5	Puerto Rican.....	499	1.7
5 to 9 years.....	1,930	6.6	Cuban.....	101	0.3
10 to 14 years.....	1,950	6.7	Other Hispanic or Latino.....	187	0.6
15 to 19 years.....	1,758	6.0	Not Hispanic or Latino.....	28,420	97.1
20 to 24 years.....	1,381	4.7	White alone.....	25,507	87.1
25 to 34 years.....	3,780	12.9	RELATIONSHIP		
35 to 44 years.....	4,695	16.0	Total population	29,275	100.0
45 to 54 years.....	3,946	13.5	In households.....	29,061	99.3
55 to 59 years.....	1,739	5.9	Householder.....	11,730	40.1
60 to 64 years.....	1,393	4.8	Spouse.....	6,314	21.6
65 to 74 years.....	2,579	8.8	Child.....	8,458	28.9
75 to 84 years.....	1,924	6.6	Own child under 18 years.....	6,017	20.6
85 years and over.....	583	2.0	Other relatives.....	1,373	4.7
Median age (years).....	39.6	(X)	Under 18 years.....	477	1.6
18 years and over.....	22,652	77.4	Nonrelatives.....	1,186	4.1
Male.....	10,634	36.3	Unmarried partner.....	584	2.0
Female.....	12,018	41.1	In group quarters.....	214	0.7
21 years and over.....	21,772	74.4	Institutionalized population.....	113	0.4
62 years and over.....	5,896	20.1	Noninstitutionalized population.....	101	0.3
65 years and over.....	5,086	17.4	HOUSEHOLD BY TYPE		
Male.....	2,044	7.0	Total households	11,730	100.0
Female.....	3,042	10.4	Family households (families).....	8,052	68.6
RACE			With own children under 18 years.....	3,355	28.6
One race.....	28,881	98.7	Married-couple family.....	6,314	53.8
White.....	25,943	88.6	With own children under 18 years.....	2,499	21.3
Black or African American.....	1,868	6.4	Female householder, no husband present.....	1,260	10.7
American Indian and Alaska Native.....	49	0.2	With own children under 18 years.....	631	5.4
Asian.....	691	2.4	Nonfamily households.....	3,678	31.4
Asian Indian.....	70	0.2	Householder living alone.....	3,110	26.5
Chinese.....	132	0.5	Householder 65 years and over.....	1,425	12.1
Filipino.....	24	0.1	Households with individuals under 18 years.....	3,682	31.4
Japanese.....	12	-	Households with individuals 65 years and over.....	3,632	31.0
Korean.....	102	0.3	Average household size.....	2.48	(X)
Vietnamese.....	215	0.7	Average family size.....	3.01	(X)
Other Asian ¹	136	0.5	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	12	-	Total housing units	12,049	100.0
Native Hawaiian.....	4	-	Occupied housing units.....	11,730	97.4
Guamanian or Chamorro.....	2	-	Vacant housing units.....	319	2.6
Samoan.....	1	-	For seasonal, recreational, or occasional use.....	30	0.2
Other Pacific Islander ²	5	-	Homeowner vacancy rate (percent).....	0.6	(X)
Some other race.....	318	1.1	Rental vacancy rate (percent).....	4.5	(X)
Two or more races.....	394	1.3	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	11,730	100.0
White.....	26,290	89.8	Owner-occupied housing units.....	9,108	77.6
Black or African American.....	1,987	6.8	Renter-occupied housing units.....	2,622	22.4
American Indian and Alaska Native.....	116	0.4	Average household size of owner-occupied units.....	2.64	(X)
Asian.....	786	2.7	Average household size of renter-occupied units.....	1.92	(X)
Native Hawaiian and Other Pacific Islander.....	29	0.1			
Some other race.....	479	1.6			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Greece town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	94,141	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	94,141	100.0
Male.....	45,186	48.0	Hispanic or Latino (of any race).....	2,404	2.6
Female.....	48,955	52.0	Mexican.....	191	0.2
Under 5 years.....	5,398	5.7	Puerto Rican.....	1,484	1.6
5 to 9 years.....	6,507	6.9	Cuban.....	153	0.2
10 to 14 years.....	7,246	7.7	Other Hispanic or Latino.....	576	0.6
15 to 19 years.....	6,599	7.0	Not Hispanic or Latino.....	91,737	97.4
20 to 24 years.....	4,426	4.7	White alone.....	86,578	92.0
25 to 34 years.....	11,152	11.8	RELATIONSHIP		
35 to 44 years.....	15,562	16.5	Total population	94,141	100.0
45 to 54 years.....	14,265	15.2	In households.....	93,148	98.9
55 to 59 years.....	4,938	5.2	Householder.....	36,995	39.3
60 to 64 years.....	3,602	3.8	Spouse.....	20,586	21.9
65 to 74 years.....	7,250	7.7	Child.....	29,039	30.8
75 to 84 years.....	5,624	6.0	Own child under 18 years.....	21,994	23.4
85 years and over.....	1,572	1.7	Other relatives.....	3,078	3.3
Median age (years).....	39.0	(X)	Under 18 years.....	1,051	1.1
18 years and over.....	70,600	75.0	Nonrelatives.....	3,450	3.7
Male.....	33,057	35.1	Unmarried partner.....	1,922	2.0
Female.....	37,543	39.9	In group quarters.....	993	1.1
21 years and over.....	67,443	71.6	Institutionalized population.....	610	0.6
62 years and over.....	16,559	17.6	Noninstitutionalized population.....	383	0.4
65 years and over.....	14,446	15.3	HOUSEHOLD BY TYPE		
Male.....	5,877	6.2	Total households	36,995	100.0
Female.....	8,569	9.1	Family households (families).....	25,736	69.6
RACE			With own children under 18 years.....	12,031	32.5
One race.....	93,087	98.9	Married-couple family.....	20,586	55.6
White.....	87,903	93.4	With own children under 18 years.....	9,073	24.5
Black or African American.....	2,712	2.9	Female householder, no husband present.....	3,856	10.4
American Indian and Alaska Native.....	227	0.2	With own children under 18 years.....	2,271	6.1
Asian.....	1,403	1.5	Nonfamily households.....	11,259	30.4
Asian Indian.....	256	0.3	Householder living alone.....	9,480	25.6
Chinese.....	273	0.3	Householder 65 years and over.....	4,099	11.1
Filipino.....	95	0.1	Households with individuals under 18 years.....	12,821	34.7
Japanese.....	17	-	Households with individuals 65 years and over ..	10,044	27.1
Korean.....	321	0.3	Average household size.....	2.52	(X)
Vietnamese.....	291	0.3	Average family size.....	3.05	(X)
Other Asian ¹	150	0.2	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	24	-	Total housing units	38,315	100.0
Native Hawaiian.....	8	-	Occupied housing units.....	36,995	96.6
Guamanian or Chamorro.....	11	-	Vacant housing units.....	1,320	3.4
Samoan.....	1	-	For seasonal, recreational, or		
Other Pacific Islander ²	4	-	occasional use.....	152	0.4
Some other race.....	818	0.9	Homeowner vacancy rate (percent).....	0.9	(X)
Two or more races.....	1,054	1.1	Rental vacancy rate (percent).....	5.9	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	88,790	94.3	Occupied housing units	36,995	100.0
Black or African American.....	3,132	3.3	Owner-occupied housing units.....	27,579	74.5
American Indian and Alaska Native.....	453	0.5	Renter-occupied housing units.....	9,416	25.5
Asian.....	1,610	1.7	Average household size of owner-occupied units.....	2.72	(X)
Native Hawaiian and Other Pacific Islander.....	60	0.1	Average household size of renter-occupied units.....	1.92	(X)
Some other race.....	1,210	1.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Hamlin town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	9,355	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	9,355	100.0
Male.....	4,642	49.6	Hispanic or Latino (of any race).....	150	1.6
Female.....	4,713	50.4	Mexican.....	43	0.5
Under 5 years.....	651	7.0	Puerto Rican.....	62	0.7
5 to 9 years.....	823	8.8	Cuban.....	9	0.1
10 to 14 years.....	922	9.9	Other Hispanic or Latino.....	36	0.4
15 to 19 years.....	737	7.9	Not Hispanic or Latino.....	9,205	98.4
20 to 24 years.....	511	5.5	White alone.....	8,976	95.9
25 to 34 years.....	1,156	12.4	RELATIONSHIP		
35 to 44 years.....	1,792	19.2	Total population	9,355	100.0
45 to 54 years.....	1,402	15.0	In households.....	9,310	99.5
55 to 59 years.....	462	4.9	Householder.....	3,255	34.8
60 to 64 years.....	292	3.1	Spouse.....	2,074	22.2
65 to 74 years.....	358	3.8	Child.....	3,376	36.1
75 to 84 years.....	196	2.1	Own child under 18 years.....	2,727	29.2
85 years and over.....	53	0.6	Other relatives.....	222	2.4
Median age (years).....	34.1	(X)	Under 18 years.....	90	1.0
18 years and over.....	6,470	69.2	Nonrelatives.....	383	4.1
Male.....	3,186	34.1	Unmarried partner.....	224	2.4
Female.....	3,284	35.1	In group quarters.....	45	0.5
21 years and over.....	6,118	65.4	Institutionalized population.....	-	-
62 years and over.....	778	8.3	Noninstitutionalized population.....	45	0.5
65 years and over.....	607	6.5	HOUSEHOLD BY TYPE		
Male.....	262	2.8	Total households	3,255	100.0
Female.....	345	3.7	Family households (families).....	2,532	77.8
RACE			With own children under 18 years.....	1,413	43.4
One race.....	9,284	99.2	Married-couple family.....	2,074	63.7
White.....	9,054	96.8	With own children under 18 years.....	1,097	33.7
Black or African American.....	102	1.1	Female householder, no husband present.....	311	9.6
American Indian and Alaska Native.....	33	0.4	With own children under 18 years.....	216	6.6
Asian.....	30	0.3	Nonfamily households.....	723	22.2
Asian Indian.....	6	0.1	Householder living alone.....	566	17.4
Chinese.....	1	-	Householder 65 years and over.....	193	5.9
Filipino.....	2	-	Households with individuals under 18 years.....	1,491	45.8
Japanese.....	3	-	Households with individuals 65 years and over ..	482	14.8
Korean.....	12	0.1	Average household size.....	2.86	(X)
Vietnamese.....	1	-	Average family size.....	3.24	(X)
Other Asian ¹	5	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1	-	Total housing units	3,503	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	3,255	92.9
Guamanian or Chamorro.....	-	-	Vacant housing units.....	248	7.1
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	108	3.1
Some other race.....	64	0.7	Homeowner vacancy rate (percent).....	1.2	(X)
Two or more races.....	71	0.8	Rental vacancy rate (percent).....	6.8	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	9,115	97.4	Occupied housing units	3,255	100.0
Black or African American.....	124	1.3	Owner-occupied housing units.....	2,760	84.8
American Indian and Alaska Native.....	62	0.7	Renter-occupied housing units.....	495	15.2
Asian.....	43	0.5	Average household size of owner-occupied units.....	2.93	(X)
Native Hawaiian and Other Pacific Islander.....	1	-	Average household size of renter-occupied units.....	2.45	(X)
Some other race.....	82	0.9			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Henrietta town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	39,028	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	39,028	100.0
Male.....	20,591	52.8	Hispanic or Latino (of any race).....	1,181	3.0
Female.....	18,437	47.2	Mexican.....	123	0.3
Under 5 years.....	1,934	5.0	Puerto Rican.....	569	1.5
5 to 9 years.....	2,268	5.8	Cuban.....	60	0.2
10 to 14 years.....	2,377	6.1	Other Hispanic or Latino.....	429	1.1
15 to 19 years.....	4,761	12.2	Not Hispanic or Latino.....	37,847	97.0
20 to 24 years.....	5,941	15.2	White alone.....	32,238	82.6
25 to 34 years.....	4,850	12.4	RELATIONSHIP		
35 to 44 years.....	5,627	14.4	Total population	39,028	100.0
45 to 54 years.....	4,578	11.7	In households.....	33,399	85.6
55 to 59 years.....	1,700	4.4	Householder.....	12,823	32.9
60 to 64 years.....	1,375	3.5	Spouse.....	6,896	17.7
65 to 74 years.....	2,228	5.7	Child.....	9,635	24.7
75 to 84 years.....	1,120	2.9	Own child under 18 years.....	7,310	18.7
85 years and over.....	269	0.7	Other relatives.....	1,249	3.2
Median age (years).....	29.8	(X)	Under 18 years.....	470	1.2
18 years and over.....	31,084	79.6	Nonrelatives.....	2,796	7.2
Male.....	16,512	42.3	Unmarried partner.....	705	1.8
Female.....	14,572	37.3	In group quarters.....	5,629	14.4
21 years and over.....	25,758	66.0	Institutionalized population.....	-	-
62 years and over.....	4,398	11.3	Noninstitutionalized population.....	5,629	14.4
65 years and over.....	3,617	9.3	HOUSEHOLD BY TYPE		
Male.....	1,581	4.1	Total households	12,823	100.0
Female.....	2,036	5.2	Family households (families).....	8,503	66.3
RACE			With own children under 18 years.....	3,929	30.6
One race.....	38,236	98.0	Married-couple family.....	6,896	53.8
White.....	32,890	84.3	With own children under 18 years.....	3,090	24.1
Black or African American.....	2,708	6.9	Female householder, no husband present.....	1,175	9.2
American Indian and Alaska Native.....	105	0.3	With own children under 18 years.....	643	5.0
Asian.....	2,143	5.5	Nonfamily households.....	4,320	33.7
Asian Indian.....	703	1.8	Householder living alone.....	2,907	22.7
Chinese.....	604	1.5	Householder 65 years and over.....	882	6.9
Filipino.....	41	0.1	Households with individuals under 18 years.....	4,254	33.2
Japanese.....	71	0.2	Households with individuals 65 years and over.....	2,609	20.3
Korean.....	188	0.5	Average household size.....	2.60	(X)
Vietnamese.....	188	0.5	Average family size.....	3.09	(X)
Other Asian ¹	348	0.9	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	11	-	Total housing units	13,243	100.0
Native Hawaiian.....	6	-	Occupied housing units.....	12,823	96.8
Guamanian or Chamorro.....	3	-	Vacant housing units.....	420	3.2
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	2	-	occasional use.....	47	0.4
Some other race.....	379	1.0	Homeowner vacancy rate (percent).....	0.5	(X)
Two or more races.....	792	2.0	Rental vacancy rate (percent).....	5.0	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	33,527	85.9	Occupied housing units	12,823	100.0
Black or African American.....	3,010	7.7	Owner-occupied housing units.....	9,238	72.0
American Indian and Alaska Native.....	332	0.9	Renter-occupied housing units.....	3,585	28.0
Asian.....	2,395	6.1	Average household size of owner-occupied units.....	2.74	(X)
Native Hawaiian and Other Pacific Islander.....	50	0.1	Average household size of renter-occupied units.....	2.26	(X)
Some other race.....	570	1.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Irondequoit town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	52,354	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	52,354	100.0
Male.....	24,109	46.0	Hispanic or Latino (of any race).....	1,602	3.1
Female.....	28,245	54.0	Mexican.....	103	0.2
Under 5 years.....	2,773	5.3	Puerto Rican.....	1,123	2.1
5 to 9 years.....	3,220	6.2	Cuban.....	72	0.1
10 to 14 years.....	3,501	6.7	Other Hispanic or Latino.....	304	0.6
15 to 19 years.....	2,846	5.4	Not Hispanic or Latino.....	50,752	96.9
20 to 24 years.....	1,879	3.6	White alone.....	47,845	91.4
25 to 34 years.....	5,950	11.4	RELATIONSHIP		
35 to 44 years.....	8,001	15.3	Total population	52,354	100.0
45 to 54 years.....	7,765	14.8	In households.....	51,545	98.5
55 to 59 years.....	2,543	4.9	Householder.....	22,247	42.5
60 to 64 years.....	2,106	4.0	Spouse.....	11,289	21.6
65 to 74 years.....	4,772	9.1	Child.....	14,298	27.3
75 to 84 years.....	5,006	9.6	Own child under 18 years.....	10,768	20.6
85 years and over.....	1,992	3.8	Other relatives.....	1,773	3.4
Median age (years).....	42.6	(X)	Under 18 years.....	508	1.0
18 years and over.....	40,873	78.1	Nonrelatives.....	1,938	3.7
Male.....	18,308	35.0	Unmarried partner.....	1,053	2.0
Female.....	22,565	43.1	In group quarters.....	809	1.5
21 years and over.....	39,610	75.7	Institutionalized population.....	543	1.0
62 years and over.....	13,013	24.9	Noninstitutionalized population.....	266	0.5
65 years and over.....	11,770	22.5	HOUSEHOLD BY TYPE		
Male.....	4,462	8.5	Total households	22,247	100.0
Female.....	7,308	14.0	Family households (families).....	14,324	64.4
RACE			With own children under 18 years.....	5,940	26.7
One race.....	51,700	98.8	Married-couple family.....	11,289	50.7
White.....	48,707	93.0	With own children under 18 years.....	4,412	19.8
Black or African American.....	1,857	3.5	Female householder, no husband present.....	2,312	10.4
American Indian and Alaska Native.....	79	0.2	With own children under 18 years.....	1,203	5.4
Asian.....	514	1.0	Nonfamily households.....	7,923	35.6
Asian Indian.....	90	0.2	Householder living alone.....	6,857	30.8
Chinese.....	85	0.2	Householder 65 years and over.....	3,708	16.7
Filipino.....	47	0.1	Households with individuals under 18 years.....	6,326	28.4
Japanese.....	17	-	Households with individuals 65 years and over ..	8,100	36.4
Korean.....	68	0.1	Average household size.....	2.32	(X)
Vietnamese.....	82	0.2	Average family size.....	2.91	(X)
Other Asian ¹	125	0.2	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	10	-	Total housing units	23,037	100.0
Native Hawaiian.....	5	-	Occupied housing units.....	22,247	96.6
Guamanian or Chamorro.....	2	-	Vacant housing units.....	790	3.4
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	3	-	occasional use.....	127	0.6
Some other race.....	533	1.0	Homeowner vacancy rate (percent).....	1.0	(X)
Two or more races.....	654	1.2	Rental vacancy rate (percent).....	5.2	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	49,281	94.1	Occupied housing units	22,247	100.0
Black or African American.....	2,062	3.9	Owner-occupied housing units.....	17,635	79.3
American Indian and Alaska Native.....	219	0.4	Renter-occupied housing units.....	4,612	20.7
Asian.....	677	1.3	Average household size of owner-occupied units.....	2.45	(X)
Native Hawaiian and Other Pacific Islander.....	23	-	Average household size of renter-occupied units.....	1.83	(X)
Some other race.....	765	1.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Mendon town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	8,370	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	8,370	100.0
Male.....	4,079	48.7	Hispanic or Latino (of any race).....	80	1.0
Female.....	4,291	51.3	Mexican.....	13	0.2
Under 5 years.....	514	6.1	Puerto Rican.....	20	0.2
5 to 9 years.....	736	8.8	Cuban.....	6	0.1
10 to 14 years.....	756	9.0	Other Hispanic or Latino.....	41	0.5
15 to 19 years.....	547	6.5	Not Hispanic or Latino.....	8,290	99.0
20 to 24 years.....	226	2.7	White alone.....	8,095	96.7
25 to 34 years.....	718	8.6	RELATIONSHIP		
35 to 44 years.....	1,586	18.9	Total population	8,370	100.0
45 to 54 years.....	1,516	18.1	In households.....	8,280	98.9
55 to 59 years.....	545	6.5	Householder.....	3,070	36.7
60 to 64 years.....	318	3.8	Spouse.....	2,075	24.8
65 to 74 years.....	454	5.4	Child.....	2,781	33.2
75 to 84 years.....	290	3.5	Own child under 18 years.....	2,354	28.1
85 years and over.....	164	2.0	Other relatives.....	149	1.8
Median age (years).....	39.8	(X)	Under 18 years.....	42	0.5
18 years and over.....	5,961	71.2	Nonrelatives.....	205	2.4
Male.....	2,839	33.9	Unmarried partner.....	117	1.4
Female.....	3,122	37.3	In group quarters.....	90	1.1
21 years and over.....	5,765	68.9	Institutionalized population.....	2	-
62 years and over.....	1,091	13.0	Noninstitutionalized population.....	88	1.1
65 years and over.....	908	10.8	HOUSEHOLD BY TYPE		
Male.....	369	4.4	Total households	3,070	100.0
Female.....	539	6.4	Family households (families).....	2,350	76.5
RACE			With own children under 18 years.....	1,205	39.3
One race.....	8,325	99.5	Married-couple family.....	2,075	67.6
White.....	8,158	97.5	With own children under 18 years.....	1,040	33.9
Black or African American.....	60	0.7	Female householder, no husband present.....	202	6.6
American Indian and Alaska Native.....	6	0.1	With own children under 18 years.....	129	4.2
Asian.....	90	1.1	Nonfamily households.....	720	23.5
Asian Indian.....	30	0.4	Householder living alone.....	593	19.3
Chinese.....	24	0.3	Householder 65 years and over.....	260	8.5
Filipino.....	4	-	Households with individuals under 18 years.....	1,239	40.4
Japanese.....	2	-	Households with individuals 65 years and over.....	617	20.1
Korean.....	21	0.3	Average household size.....	2.70	(X)
Vietnamese.....	1	-	Average family size.....	3.13	(X)
Other Asian ¹	8	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	-	-	Total housing units	3,138	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	3,070	97.8
Guamanian or Chamorro.....	-	-	Vacant housing units.....	68	2.2
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	9	0.3
Some other race.....	11	0.1	Homeowner vacancy rate (percent).....	0.7	(X)
Two or more races.....	45	0.5	Rental vacancy rate (percent).....	3.4	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	8,203	98.0	Occupied housing units	3,070	100.0
Black or African American.....	67	0.8	Owner-occupied housing units.....	2,559	83.4
American Indian and Alaska Native.....	18	0.2	Renter-occupied housing units.....	511	16.6
Asian.....	106	1.3	Average household size of owner-occupied units.....	2.88	(X)
Native Hawaiian and Other Pacific Islander.....	-	-	Average household size of renter-occupied units.....	1.79	(X)
Some other race.....	24	0.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Ogden town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	18,492	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	18,492	100.0
Male.....	9,066	49.0	Hispanic or Latino (of any race).....	253	1.4
Female.....	9,426	51.0	Mexican.....	34	0.2
Under 5 years.....	1,096	5.9	Puerto Rican.....	116	0.6
5 to 9 years.....	1,439	7.8	Cuban.....	29	0.2
10 to 14 years.....	1,609	8.7	Other Hispanic or Latino.....	74	0.4
15 to 19 years.....	1,491	8.1	Not Hispanic or Latino.....	18,239	98.6
20 to 24 years.....	1,102	6.0	White alone.....	17,663	95.5
25 to 34 years.....	2,113	11.4	RELATIONSHIP		
35 to 44 years.....	3,465	18.7	Total population	18,492	100.0
45 to 54 years.....	2,905	15.7	In households.....	18,170	98.3
55 to 59 years.....	975	5.3	Householder.....	6,527	35.3
60 to 64 years.....	655	3.5	Spouse.....	4,238	22.9
65 to 74 years.....	978	5.3	Child.....	6,244	33.8
75 to 84 years.....	507	2.7	Own child under 18 years.....	4,872	26.3
85 years and over.....	157	0.8	Other relatives.....	537	2.9
Median age (years).....	36.3	(X)	Under 18 years.....	196	1.1
18 years and over.....	13,357	72.2	Nonrelatives.....	624	3.4
Male.....	6,412	34.7	Unmarried partner.....	308	1.7
Female.....	6,945	37.6	In group quarters.....	322	1.7
21 years and over.....	12,585	68.1	Institutionalized population.....	29	0.2
62 years and over.....	1,998	10.8	Noninstitutionalized population.....	293	1.6
65 years and over.....	1,642	8.9	HOUSEHOLD BY TYPE		
Male.....	713	3.9	Total households	6,527	100.0
Female.....	929	5.0	Family households (families).....	5,030	77.1
RACE			With own children under 18 years.....	2,602	39.9
One race.....	18,333	99.1	Married-couple family.....	4,238	64.9
White.....	17,850	96.5	With own children under 18 years.....	2,144	32.8
Black or African American.....	250	1.4	Female householder, no husband present.....	598	9.2
American Indian and Alaska Native.....	39	0.2	With own children under 18 years.....	354	5.4
Asian.....	136	0.7	Nonfamily households.....	1,497	22.9
Asian Indian.....	35	0.2	Householder living alone.....	1,199	18.4
Chinese.....	15	0.1	Householder 65 years and over.....	357	5.5
Filipino.....	8	-	Households with individuals under 18 years.....	2,744	42.0
Japanese.....	4	-	Households with individuals 65 years and over.....	1,162	17.8
Korean.....	51	0.3	Average household size.....	2.78	(X)
Vietnamese.....	14	0.1	Average family size.....	3.19	(X)
Other Asian ¹	9	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	5	-	Total housing units	6,740	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	6,527	96.8
Guamanian or Chamorro.....	-	-	Vacant housing units.....	213	3.2
Samoan.....	2	-	For seasonal, recreational, or occasional use.....	28	0.4
Other Pacific Islander ²	3	-	Homeowner vacancy rate (percent).....	0.5	(X)
Some other race.....	53	0.3	Rental vacancy rate (percent).....	7.5	(X)
Two or more races.....	159	0.9	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	6,527	100.0
White.....	18,003	97.4	Owner-occupied housing units.....	5,209	79.8
Black or African American.....	293	1.6	Renter-occupied housing units.....	1,318	20.2
American Indian and Alaska Native.....	82	0.4	Average household size of owner-occupied units.....	2.95	(X)
Asian.....	182	1.0	Average household size of renter-occupied units.....	2.13	(X)
Native Hawaiian and Other Pacific Islander.....	6	-			
Some other race.....	93	0.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Parma town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	14,822	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	14,822	100.0
Male.....	7,368	49.7	Hispanic or Latino (of any race).....	166	1.1
Female.....	7,454	50.3	Mexican.....	30	0.2
Under 5 years.....	927	6.3	Puerto Rican.....	86	0.6
5 to 9 years.....	1,180	8.0	Cuban.....	4	-
10 to 14 years.....	1,352	9.1	Other Hispanic or Latino.....	46	0.3
15 to 19 years.....	1,104	7.4	Not Hispanic or Latino.....	14,656	98.9
20 to 24 years.....	616	4.2	White alone.....	14,272	96.3
25 to 34 years.....	1,615	10.9	RELATIONSHIP		
35 to 44 years.....	2,867	19.3	Total population	14,822	100.0
45 to 54 years.....	2,230	15.0	In households.....	14,657	98.9
55 to 59 years.....	860	5.8	Householder.....	5,283	35.6
60 to 64 years.....	582	3.9	Spouse.....	3,388	22.9
65 to 74 years.....	760	5.1	Child.....	5,054	34.1
75 to 84 years.....	542	3.7	Own child under 18 years.....	3,958	26.7
85 years and over.....	187	1.3	Other relatives.....	414	2.8
Median age (years).....	37.4	(X)	Under 18 years.....	171	1.2
18 years and over.....	10,625	71.7	Nonrelatives.....	518	3.5
Male.....	5,215	35.2	Unmarried partner.....	277	1.9
Female.....	5,410	36.5	In group quarters.....	165	1.1
21 years and over.....	10,111	68.2	Institutionalized population.....	-	-
62 years and over.....	1,808	12.2	Noninstitutionalized population.....	165	1.1
65 years and over.....	1,489	10.0	HOUSEHOLD BY TYPE		
Male.....	632	4.3	Total households	5,283	100.0
Female.....	857	5.8	Family households (families).....	4,030	76.3
RACE			With own children under 18 years.....	2,044	38.7
One race.....	14,723	99.3	Married-couple family.....	3,388	64.1
White.....	14,389	97.1	With own children under 18 years.....	1,657	31.4
Black or African American.....	191	1.3	Female householder, no husband present.....	443	8.4
American Indian and Alaska Native.....	26	0.2	With own children under 18 years.....	272	5.1
Asian.....	77	0.5	Nonfamily households.....	1,253	23.7
Asian Indian.....	10	0.1	Householder living alone.....	996	18.9
Chinese.....	14	0.1	Householder 65 years and over.....	330	6.2
Filipino.....	7	-	Households with individuals under 18 years.....	2,168	41.0
Japanese.....	4	-	Households with individuals 65 years and over.....	982	18.6
Korean.....	21	0.1	Average household size.....	2.77	(X)
Vietnamese.....	16	0.1	Average family size.....	3.20	(X)
Other Asian ¹	5	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	4	-	Total housing units	5,502	100.0
Native Hawaiian.....	2	-	Occupied housing units.....	5,283	96.0
Guamanian or Chamorro.....	-	-	Vacant housing units.....	219	4.0
Samoan.....	1	-	For seasonal, recreational, or occasional use.....	55	1.0
Other Pacific Islander ²	1	-	Homeowner vacancy rate (percent).....	0.9	(X)
Some other race.....	36	0.2	Rental vacancy rate (percent).....	8.8	(X)
Two or more races.....	99	0.7	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	5,283	100.0
White.....	14,484	97.7	Owner-occupied housing units.....	4,391	83.1
Black or African American.....	222	1.5	Renter-occupied housing units.....	892	16.9
American Indian and Alaska Native.....	61	0.4	Average household size of owner-occupied units.....	2.88	(X)
Asian.....	95	0.6	Average household size of renter-occupied units.....	2.24	(X)
Native Hawaiian and Other Pacific Islander.....	8	0.1			
Some other race.....	57	0.4			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Penfield town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	34,645	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	34,645	100.0
Male.....	16,631	48.0	Hispanic or Latino (of any race).....	495	1.4
Female.....	18,014	52.0	Mexican.....	74	0.2
Under 5 years.....	2,043	5.9	Puerto Rican.....	212	0.6
5 to 9 years.....	2,574	7.4	Cuban.....	26	0.1
10 to 14 years.....	2,769	8.0	Other Hispanic or Latino.....	183	0.5
15 to 19 years.....	2,153	6.2	Not Hispanic or Latino.....	34,150	98.6
20 to 24 years.....	1,061	3.1	White alone.....	32,031	92.5
25 to 34 years.....	3,447	9.9	RELATIONSHIP		
35 to 44 years.....	6,061	17.5	Total population	34,645	100.0
45 to 54 years.....	5,776	16.7	In households.....	33,875	97.8
55 to 59 years.....	2,058	5.9	Householder.....	13,144	37.9
60 to 64 years.....	1,533	4.4	Spouse.....	8,331	24.0
65 to 74 years.....	2,568	7.4	Child.....	10,608	30.6
75 to 84 years.....	1,866	5.4	Own child under 18 years.....	8,595	24.8
85 years and over.....	736	2.1	Other relatives.....	829	2.4
Median age (years).....	40.5	(X)	Under 18 years.....	247	0.7
18 years and over.....	25,696	74.2	Nonrelatives.....	963	2.8
Male.....	12,078	34.9	Unmarried partner.....	493	1.4
Female.....	13,618	39.3	In group quarters.....	770	2.2
21 years and over.....	24,890	71.8	Institutionalized population.....	464	1.3
62 years and over.....	6,054	17.5	Noninstitutionalized population.....	306	0.9
65 years and over.....	5,170	14.9	HOUSEHOLD BY TYPE		
Male.....	2,163	6.2	Total households	13,144	100.0
Female.....	3,007	8.7	Family households (families).....	9,635	73.3
RACE			With own children under 18 years.....	4,589	34.9
One race.....	34,326	99.1	Married-couple family.....	8,331	63.4
White.....	32,386	93.5	With own children under 18 years.....	3,879	29.5
Black or African American.....	732	2.1	Female householder, no husband present.....	976	7.4
American Indian and Alaska Native.....	40	0.1	With own children under 18 years.....	547	4.2
Asian.....	1,057	3.1	Nonfamily households.....	3,509	26.7
Asian Indian.....	321	0.9	Householder living alone.....	2,937	22.3
Chinese.....	395	1.1	Householder 65 years and over.....	1,112	8.5
Filipino.....	34	0.1	Households with individuals under 18 years.....	4,783	36.4
Japanese.....	28	0.1	Households with individuals 65 years and over.....	3,237	24.6
Korean.....	106	0.3	Average household size.....	2.58	(X)
Vietnamese.....	55	0.2	Average family size.....	3.05	(X)
Other Asian ¹	118	0.3	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	7	-	Total housing units	13,673	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	13,144	96.1
Guamanian or Chamorro.....	-	-	Vacant housing units.....	529	3.9
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	33	0.2
Other Pacific Islander ²	6	-	Homeowner vacancy rate (percent).....	1.1	(X)
Some other race.....	104	0.3	Rental vacancy rate (percent).....	10.6	(X)
Two or more races.....	319	0.9	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	13,144	100.0
White.....	32,672	94.3	Owner-occupied housing units.....	10,902	82.9
Black or African American.....	814	2.3	Renter-occupied housing units.....	2,242	17.1
American Indian and Alaska Native.....	120	0.3	Average household size of owner-occupied units.....	2.70	(X)
Asian.....	1,176	3.4	Average household size of renter-occupied units.....	1.97	(X)
Native Hawaiian and Other Pacific Islander.....	20	0.1			
Some other race.....	180	0.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Perinton town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	46,090	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	46,090	100.0
Male.....	22,220	48.2	Hispanic or Latino (of any race).....	660	1.4
Female.....	23,870	51.8	Mexican.....	116	0.3
Under 5 years.....	3,122	6.8	Puerto Rican.....	221	0.5
5 to 9 years.....	3,552	7.7	Cuban.....	48	0.1
10 to 14 years.....	3,563	7.7	Other Hispanic or Latino.....	275	0.6
15 to 19 years.....	2,849	6.2	Not Hispanic or Latino.....	45,430	98.6
20 to 24 years.....	1,525	3.3	White alone.....	42,857	93.0
25 to 34 years.....	4,999	10.8	RELATIONSHIP		
35 to 44 years.....	8,156	17.7	Total population	46,090	100.0
45 to 54 years.....	7,928	17.2	In households.....	45,602	98.9
55 to 59 years.....	2,924	6.3	Householder.....	17,591	38.2
60 to 64 years.....	2,106	4.6	Spouse.....	11,324	24.6
65 to 74 years.....	2,887	6.3	Child.....	14,451	31.4
75 to 84 years.....	1,775	3.9	Own child under 18 years.....	11,899	25.8
85 years and over.....	704	1.5	Other relatives.....	884	1.9
Median age (years).....	39.3	(X)	Under 18 years.....	278	0.6
18 years and over.....	33,797	73.3	Nonrelatives.....	1,352	2.9
Male.....	15,931	34.6	Unmarried partner.....	734	1.6
Female.....	17,866	38.8	In group quarters.....	488	1.1
21 years and over.....	32,685	70.9	Institutionalized population.....	406	0.9
62 years and over.....	6,547	14.2	Noninstitutionalized population.....	82	0.2
65 years and over.....	5,366	11.6	HOUSEHOLD BY TYPE		
Male.....	2,248	4.9	Total households	17,591	100.0
Female.....	3,118	6.8	Family households (families).....	12,963	73.7
RACE			With own children under 18 years.....	6,400	36.4
One race.....	45,644	99.0	Married-couple family.....	11,324	64.4
White.....	43,278	93.9	With own children under 18 years.....	5,465	31.1
Black or African American.....	795	1.7	Female householder, no husband present.....	1,253	7.1
American Indian and Alaska Native.....	50	0.1	With own children under 18 years.....	737	4.2
Asian.....	1,309	2.8	Nonfamily households.....	4,628	26.3
Asian Indian.....	356	0.8	Householder living alone.....	3,821	21.7
Chinese.....	388	0.8	Householder 65 years and over.....	1,324	7.5
Filipino.....	24	0.1	Households with individuals under 18 years.....	6,619	37.6
Japanese.....	51	0.1	Households with individuals 65 years and over ..	3,598	20.5
Korean.....	196	0.4	Average household size.....	2.59	(X)
Vietnamese.....	99	0.2	Average family size.....	3.06	(X)
Other Asian ¹	195	0.4	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	3	-	Total housing units	18,041	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	17,591	97.5
Guamanian or Chamorro.....	1	-	Vacant housing units.....	450	2.5
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	2	-	occasional use.....	57	0.3
Some other race.....	209	0.5	Homeowner vacancy rate (percent).....	0.6	(X)
Two or more races.....	446	1.0	Rental vacancy rate (percent).....	4.2	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	43,674	94.8	Occupied housing units	17,591	100.0
Black or African American.....	941	2.0	Owner-occupied housing units.....	14,161	80.5
American Indian and Alaska Native.....	147	0.3	Renter-occupied housing units.....	3,430	19.5
Asian.....	1,479	3.2	Average household size of owner-occupied units.....	2.74	(X)
Native Hawaiian and Other Pacific Islander.....	13	-	Average household size of renter-occupied units.....	1.99	(X)
Some other race.....	318	0.7			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Pittsford town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	27,219	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	27,219	100.0
Male.....	12,709	46.7	Hispanic or Latino (of any race).....	353	1.3
Female.....	14,510	53.3	Mexican.....	76	0.3
Under 5 years.....	1,585	5.8	Puerto Rican.....	70	0.3
5 to 9 years.....	2,033	7.5	Cuban.....	43	0.2
10 to 14 years.....	2,108	7.7	Other Hispanic or Latino.....	164	0.6
15 to 19 years.....	2,386	8.8	Not Hispanic or Latino.....	26,866	98.7
20 to 24 years.....	1,345	4.9	White alone.....	24,974	91.8
25 to 34 years.....	1,794	6.6	RELATIONSHIP		
35 to 44 years.....	4,219	15.5	Total population	27,219	100.0
45 to 54 years.....	4,445	16.3	In households.....	25,011	91.9
55 to 59 years.....	1,782	6.5	Householder.....	9,448	34.7
60 to 64 years.....	1,196	4.4	Spouse.....	6,653	24.4
65 to 74 years.....	2,229	8.2	Child.....	7,947	29.2
75 to 84 years.....	1,471	5.4	Own child under 18 years.....	6,746	24.8
85 years and over.....	626	2.3	Other relatives.....	422	1.6
Median age (years).....	40.9	(X)	Under 18 years.....	103	0.4
18 years and over.....	20,318	74.6	Nonrelatives.....	541	2.0
Male.....	9,276	34.1	Unmarried partner.....	227	0.8
Female.....	11,042	40.6	In group quarters.....	2,208	8.1
21 years and over.....	18,600	68.3	Institutionalized population.....	310	1.1
62 years and over.....	5,009	18.4	Noninstitutionalized population.....	1,898	7.0
65 years and over.....	4,326	15.9	HOUSEHOLD BY TYPE		
Male.....	1,789	6.6	Total households	9,448	100.0
Female.....	2,537	9.3	Family households (families).....	7,341	77.7
RACE			With own children under 18 years.....	3,508	37.1
One race.....	27,009	99.2	Married-couple family.....	6,653	70.4
White.....	25,208	92.6	With own children under 18 years.....	3,148	33.3
Black or African American.....	436	1.6	Female householder, no husband present.....	521	5.5
American Indian and Alaska Native.....	23	0.1	With own children under 18 years.....	281	3.0
Asian.....	1,245	4.6	Nonfamily households.....	2,107	22.3
Asian Indian.....	565	2.1	Householder living alone.....	1,809	19.1
Chinese.....	307	1.1	Householder 65 years and over.....	901	9.5
Filipino.....	24	0.1	Households with individuals under 18 years.....	3,593	38.0
Japanese.....	51	0.2	Households with individuals 65 years and over.....	2,639	27.9
Korean.....	127	0.5	Average household size.....	2.65	(X)
Vietnamese.....	26	0.1	Average family size.....	3.05	(X)
Other Asian ¹	145	0.5	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	5	-	Total housing units	9,709	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	9,448	97.3
Guamanian or Chamorro.....	2	-	Vacant housing units.....	261	2.7
Samoan.....	2	-	For seasonal, recreational, or occasional use.....	62	0.6
Other Pacific Islander ²	-	-	Homeowner vacancy rate (percent).....	0.6	(X)
Some other race.....	92	0.3	Rental vacancy rate (percent).....	4.4	(X)
Two or more races.....	210	0.8	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	9,448	100.0
White.....	25,383	93.3	Owner-occupied housing units.....	8,211	86.9
Black or African American.....	501	1.8	Renter-occupied housing units.....	1,237	13.1
American Indian and Alaska Native.....	68	0.2	Average household size of owner-occupied units.....	2.77	(X)
Asian.....	1,338	4.9	Average household size of renter-occupied units.....	1.84	(X)
Native Hawaiian and Other Pacific Islander.....	9	-			
Some other race.....	145	0.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Riga town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	5,437	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	5,437	100.0
Male.....	2,708	49.8	Hispanic or Latino (of any race).....	50	0.9
Female.....	2,729	50.2	Mexican.....	16	0.3
Under 5 years.....	325	6.0	Puerto Rican.....	21	0.4
5 to 9 years.....	445	8.2	Cuban.....	-	-
10 to 14 years.....	498	9.2	Other Hispanic or Latino.....	13	0.2
15 to 19 years.....	387	7.1	Not Hispanic or Latino.....	5,387	99.1
20 to 24 years.....	212	3.9	White alone.....	5,250	96.6
25 to 34 years.....	599	11.0	RELATIONSHIP		
35 to 44 years.....	1,057	19.4	Total population	5,437	100.0
45 to 54 years.....	916	16.8	In households.....	5,413	99.6
55 to 59 years.....	276	5.1	Householder.....	1,969	36.2
60 to 64 years.....	201	3.7	Spouse.....	1,278	23.5
65 to 74 years.....	298	5.5	Child.....	1,849	34.0
75 to 84 years.....	178	3.3	Own child under 18 years.....	1,459	26.8
85 years and over.....	45	0.8	Other relatives.....	137	2.5
Median age (years).....	37.5	(X)	Under 18 years.....	52	1.0
18 years and over.....	3,900	71.7	Nonrelatives.....	180	3.3
Male.....	1,885	34.7	Unmarried partner.....	91	1.7
Female.....	2,015	37.1	In group quarters.....	24	0.4
21 years and over.....	3,729	68.6	Institutionalized population.....	-	-
62 years and over.....	627	11.5	Noninstitutionalized population.....	24	0.4
65 years and over.....	521	9.6	HOUSEHOLD BY TYPE		
Male.....	215	4.0	Total households	1,969	100.0
Female.....	306	5.6	Family households (families).....	1,518	77.1
RACE			With own children under 18 years.....	770	39.1
One race.....	5,382	99.0	Married-couple family.....	1,278	64.9
White.....	5,288	97.3	With own children under 18 years.....	629	31.9
Black or African American.....	39	0.7	Female householder, no husband present.....	179	9.1
American Indian and Alaska Native.....	8	0.1	With own children under 18 years.....	105	5.3
Asian.....	40	0.7	Nonfamily households.....	451	22.9
Asian Indian.....	2	-	Householder living alone.....	366	18.6
Chinese.....	6	0.1	Householder 65 years and over.....	149	7.6
Filipino.....	3	0.1	Households with individuals under 18 years.....	814	41.3
Japanese.....	2	-	Households with individuals 65 years and over.....	391	19.9
Korean.....	23	0.4	Average household size.....	2.75	(X)
Vietnamese.....	-	-	Average family size.....	3.15	(X)
Other Asian ¹	4	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	2	-	Total housing units	2,018	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	1,969	97.6
Guamanian or Chamorro.....	2	-	Vacant housing units.....	49	2.4
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	8	0.4
Other Pacific Islander ²	-	-	Homeowner vacancy rate (percent).....	0.8	(X)
Some other race.....	5	0.1	Rental vacancy rate (percent).....	3.8	(X)
Two or more races.....	55	1.0	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	1,969	100.0
White.....	5,338	98.2	Owner-occupied housing units.....	1,766	89.7
Black or African American.....	57	1.0	Renter-occupied housing units.....	203	10.3
American Indian and Alaska Native.....	32	0.6	Average household size of owner-occupied units.....	2.78	(X)
Asian.....	47	0.9	Average household size of renter-occupied units.....	2.51	(X)
Native Hawaiian and Other Pacific Islander.....	2	-			
Some other race.....	18	0.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Rush town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	3,603	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	3,603	100.0
Male.....	1,962	54.5	Hispanic or Latino (of any race).....	71	2.0
Female.....	1,641	45.5	Mexican.....	5	0.1
Under 5 years.....	175	4.9	Puerto Rican.....	12	0.3
5 to 9 years.....	236	6.6	Cuban.....	-	-
10 to 14 years.....	341	9.5	Other Hispanic or Latino.....	54	1.5
15 to 19 years.....	357	9.9	Not Hispanic or Latino.....	3,532	98.0
20 to 24 years.....	103	2.9	White alone.....	3,288	91.3
25 to 34 years.....	309	8.6	RELATIONSHIP		
35 to 44 years.....	662	18.4	Total population	3,603	100.0
45 to 54 years.....	622	17.3	In households.....	3,319	92.1
55 to 59 years.....	231	6.4	Householder.....	1,268	35.2
60 to 64 years.....	169	4.7	Spouse.....	873	24.2
65 to 74 years.....	247	6.9	Child.....	949	26.3
75 to 84 years.....	120	3.3	Own child under 18 years.....	764	21.2
85 years and over.....	31	0.9	Other relatives.....	113	3.1
Median age (years).....	39.4	(X)	Under 18 years.....	25	0.7
18 years and over.....	2,546	70.7	Nonrelatives.....	116	3.2
Male.....	1,273	35.3	Unmarried partner.....	70	1.9
Female.....	1,273	35.3	In group quarters.....	284	7.9
21 years and over.....	2,474	68.7	Institutionalized population.....	256	7.1
62 years and over.....	497	13.8	Noninstitutionalized population.....	28	0.8
65 years and over.....	398	11.0	HOUSEHOLD BY TYPE		
Male.....	190	5.3	Total households	1,268	100.0
Female.....	208	5.8	Family households (families).....	996	78.5
RACE			With own children under 18 years.....	409	32.3
One race.....	3,574	99.2	Married-couple family.....	873	68.8
White.....	3,337	92.6	With own children under 18 years.....	353	27.8
Black or African American.....	178	4.9	Female householder, no husband present.....	81	6.4
American Indian and Alaska Native.....	13	0.4	With own children under 18 years.....	37	2.9
Asian.....	30	0.8	Nonfamily households.....	272	21.5
Asian Indian.....	3	0.1	Householder living alone.....	201	15.9
Chinese.....	7	0.2	Householder 65 years and over.....	75	5.9
Filipino.....	1	-	Households with individuals under 18 years.....	426	33.6
Japanese.....	2	0.1	Households with individuals 65 years and over.....	283	22.3
Korean.....	11	0.3	Average household size.....	2.62	(X)
Vietnamese.....	1	-	Average family size.....	2.94	(X)
Other Asian ¹	5	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	-	-	Total housing units	1,300	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	1,268	97.5
Guamanian or Chamorro.....	-	-	Vacant housing units.....	32	2.5
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	7	0.5
Some other race.....	16	0.4	Homeowner vacancy rate (percent).....	0.6	(X)
Two or more races.....	29	0.8	Rental vacancy rate (percent).....	2.2	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	3,364	93.4	Occupied housing units	1,268	100.0
Black or African American.....	189	5.2	Owner-occupied housing units.....	1,136	89.6
American Indian and Alaska Native.....	26	0.7	Renter-occupied housing units.....	132	10.4
Asian.....	36	1.0	Average household size of owner-occupied units.....	2.67	(X)
Native Hawaiian and Other Pacific Islander.....	-	-	Average household size of renter-occupied units.....	2.19	(X)
Some other race.....	21	0.6			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Sweden town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	13,716	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	13,716	100.0
Male.....	6,674	48.7	Hispanic or Latino (of any race).....	395	2.9
Female.....	7,042	51.3	Mexican.....	164	1.2
Under 5 years.....	583	4.3	Puerto Rican.....	133	1.0
5 to 9 years.....	729	5.3	Cuban.....	9	0.1
10 to 14 years.....	867	6.3	Other Hispanic or Latino.....	89	0.6
15 to 19 years.....	1,902	13.9	Not Hispanic or Latino.....	13,321	97.1
20 to 24 years.....	2,781	20.3	White alone.....	12,494	91.1
25 to 34 years.....	1,443	10.5	RELATIONSHIP		
35 to 44 years.....	1,734	12.6	Total population	13,716	100.0
45 to 54 years.....	1,694	12.4	In households.....	11,534	84.1
55 to 59 years.....	567	4.1	Householder.....	4,581	33.4
60 to 64 years.....	343	2.5	Spouse.....	2,129	15.5
65 to 74 years.....	578	4.2	Child.....	3,257	23.7
75 to 84 years.....	390	2.8	Own child under 18 years.....	2,548	18.6
85 years and over.....	105	0.8	Other relatives.....	306	2.2
Median age (years).....	25.0	(X)	Under 18 years.....	104	0.8
18 years and over.....	10,983	80.1	Nonrelatives.....	1,261	9.2
Male.....	5,305	38.7	Unmarried partner.....	305	2.2
Female.....	5,678	41.4	In group quarters.....	2,182	15.9
21 years and over.....	8,874	64.7	Institutionalized population.....	-	-
62 years and over.....	1,255	9.1	Noninstitutionalized population.....	2,182	15.9
65 years and over.....	1,073	7.8	HOUSEHOLD BY TYPE		
Male.....	440	3.2	Total households	4,581	100.0
Female.....	633	4.6	Family households (families).....	2,759	60.2
RACE			With own children under 18 years.....	1,366	29.8
One race.....	13,533	98.7	Married-couple family.....	2,129	46.5
White.....	12,699	92.6	With own children under 18 years.....	979	21.4
Black or African American.....	510	3.7	Female householder, no husband present.....	482	10.5
American Indian and Alaska Native.....	28	0.2	With own children under 18 years.....	311	6.8
Asian.....	142	1.0	Nonfamily households.....	1,822	39.8
Asian Indian.....	25	0.2	Householder living alone.....	1,214	26.5
Chinese.....	42	0.3	Householder 65 years and over.....	339	7.4
Filipino.....	8	0.1	Households with individuals under 18 years.....	1,450	31.7
Japanese.....	9	0.1	Households with individuals 65 years and over.....	802	17.5
Korean.....	36	0.3	Average household size.....	2.52	(X)
Vietnamese.....	6	-	Average family size.....	3.06	(X)
Other Asian ¹	16	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	8	0.1	Total housing units	4,843	100.0
Native Hawaiian.....	2	-	Occupied housing units.....	4,581	94.6
Guamanian or Chamorro.....	1	-	Vacant housing units.....	262	5.4
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	16	0.3
Other Pacific Islander ²	5	-	Homeowner vacancy rate (percent).....	0.6	(X)
Some other race.....	146	1.1	Rental vacancy rate (percent).....	7.8	(X)
Two or more races.....	183	1.3	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	4,581	100.0
White.....	12,857	93.7	Owner-occupied housing units.....	2,632	57.5
Black or African American.....	598	4.4	Renter-occupied housing units.....	1,949	42.5
American Indian and Alaska Native.....	76	0.6	Average household size of owner-occupied units.....	2.78	(X)
Asian.....	169	1.2	Average household size of renter-occupied units.....	2.16	(X)
Native Hawaiian and Other Pacific Islander.....	18	0.1			
Some other race.....	190	1.4			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Webster town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	37,926	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	37,926	100.0
Male.....	18,473	48.7	Hispanic or Latino (of any race).....	596	1.6
Female.....	19,453	51.3	Mexican.....	84	0.2
Under 5 years.....	2,370	6.2	Puerto Rican.....	288	0.8
5 to 9 years.....	2,877	7.6	Cuban.....	29	0.1
10 to 14 years.....	2,970	7.8	Other Hispanic or Latino.....	195	0.5
15 to 19 years.....	2,405	6.3	Not Hispanic or Latino.....	37,330	98.4
20 to 24 years.....	1,381	3.6	White alone.....	35,664	94.0
25 to 34 years.....	4,498	11.9	RELATIONSHIP		
35 to 44 years.....	6,850	18.1	Total population	37,926	100.0
45 to 54 years.....	5,895	15.5	In households.....	37,726	99.5
55 to 59 years.....	2,109	5.6	Householder.....	14,750	38.9
60 to 64 years.....	1,636	4.3	Spouse.....	9,076	23.9
65 to 74 years.....	2,642	7.0	Child.....	11,913	31.4
75 to 84 years.....	1,814	4.8	Own child under 18 years.....	9,553	25.2
85 years and over.....	479	1.3	Other relatives.....	835	2.2
Median age (years).....	38.8	(X)	Under 18 years.....	228	0.6
18 years and over.....	28,039	73.9	Nonrelatives.....	1,152	3.0
Male.....	13,364	35.2	Unmarried partner.....	678	1.8
Female.....	14,675	38.7	In group quarters.....	200	0.5
21 years and over.....	27,031	71.3	Institutionalized population.....	71	0.2
62 years and over.....	5,875	15.5	Noninstitutionalized population.....	129	0.3
65 years and over.....	4,935	13.0	HOUSEHOLD BY TYPE		
Male.....	2,124	5.6	Total households	14,750	100.0
Female.....	2,811	7.4	Family households (families).....	10,674	72.4
RACE			With own children under 18 years.....	5,104	34.6
One race.....	37,570	99.1	Married-couple family.....	9,076	61.5
White.....	36,013	95.0	With own children under 18 years.....	4,143	28.1
Black or African American.....	607	1.6	Female householder, no husband present.....	1,196	8.1
American Indian and Alaska Native.....	37	0.1	With own children under 18 years.....	732	5.0
Asian.....	740	2.0	Nonfamily households.....	4,076	27.6
Asian Indian.....	229	0.6	Householder living alone.....	3,413	23.1
Chinese.....	180	0.5	Householder 65 years and over.....	1,334	9.0
Filipino.....	32	0.1	Households with individuals under 18 years.....	5,303	36.0
Japanese.....	27	0.1	Households with individuals 65 years and over.....	3,515	23.8
Korean.....	114	0.3	Average household size.....	2.56	(X)
Vietnamese.....	50	0.1	Average family size.....	3.04	(X)
Other Asian ¹	108	0.3	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1	-	Total housing units	15,218	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	14,750	96.9
Guamanian or Chamorro.....	-	-	Vacant housing units.....	468	3.1
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	54	0.4
Some other race.....	172	0.5	Homeowner vacancy rate (percent).....	0.8	(X)
Two or more races.....	356	0.9	Rental vacancy rate (percent).....	4.5	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	36,321	95.8	Occupied housing units	14,750	100.0
Black or African American.....	731	1.9	Owner-occupied housing units.....	11,400	77.3
American Indian and Alaska Native.....	143	0.4	Renter-occupied housing units.....	3,350	22.7
Asian.....	854	2.3	Average household size of owner-occupied units.....	2.74	(X)
Native Hawaiian and Other Pacific Islander.....	10	-	Average household size of renter-occupied units.....	1.95	(X)
Some other race.....	250	0.7			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Wheatland town, Monroe County, New York

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	5,149	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	5,149	100.0
Male.....	2,498	48.5	Hispanic or Latino (of any race).....	112	2.2
Female.....	2,651	51.5	Mexican.....	19	0.4
Under 5 years.....	311	6.0	Puerto Rican.....	67	1.3
5 to 9 years.....	360	7.0	Cuban.....	4	0.1
10 to 14 years.....	445	8.6	Other Hispanic or Latino.....	22	0.4
15 to 19 years.....	338	6.6	Not Hispanic or Latino.....	5,037	97.8
20 to 24 years.....	291	5.7	White alone.....	4,729	91.8
25 to 34 years.....	649	12.6	RELATIONSHIP		
35 to 44 years.....	912	17.7	Total population	5,149	100.0
45 to 54 years.....	784	15.2	In households.....	5,130	99.6
55 to 59 years.....	266	5.2	Householder.....	2,011	39.1
60 to 64 years.....	200	3.9	Spouse.....	1,159	22.5
65 to 74 years.....	342	6.6	Child.....	1,597	31.0
75 to 84 years.....	201	3.9	Own child under 18 years.....	1,278	24.8
85 years and over.....	50	1.0	Other relatives.....	131	2.5
Median age (years).....	37.0	(X)	Under 18 years.....	57	1.1
18 years and over.....	3,787	73.5	Nonrelatives.....	232	4.5
Male.....	1,811	35.2	Unmarried partner.....	107	2.1
Female.....	1,976	38.4	In group quarters.....	19	0.4
21 years and over.....	3,647	70.8	Institutionalized population.....	-	-
62 years and over.....	721	14.0	Noninstitutionalized population.....	19	0.4
65 years and over.....	593	11.5	HOUSEHOLD BY TYPE		
Male.....	250	4.9	Total households	2,011	100.0
Female.....	343	6.7	Family households (families).....	1,426	70.9
RACE			With own children under 18 years.....	664	33.0
One race.....	5,102	99.1	Married-couple family.....	1,159	57.6
White.....	4,788	93.0	With own children under 18 years.....	488	24.3
Black or African American.....	207	4.0	Female householder, no husband present.....	197	9.8
American Indian and Alaska Native.....	20	0.4	With own children under 18 years.....	126	6.3
Asian.....	42	0.8	Nonfamily households.....	585	29.1
Asian Indian.....	6	0.1	Householder living alone.....	453	22.5
Chinese.....	3	0.1	Householder 65 years and over.....	157	7.8
Filipino.....	4	0.1	Households with individuals under 18 years.....	700	34.8
Japanese.....	2	-	Households with individuals 65 years and over.....	431	21.4
Korean.....	20	0.4	Average household size.....	2.55	(X)
Vietnamese.....	-	-	Average family size.....	3.02	(X)
Other Asian ¹	7	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	3	0.1	Total housing units	2,093	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	2,011	96.1
Guamanian or Chamorro.....	-	-	Vacant housing units.....	82	3.9
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	16	0.8
Other Pacific Islander ²	3	0.1	Homeowner vacancy rate (percent).....	1.0	(X)
Some other race.....	42	0.8	Rental vacancy rate (percent).....	4.9	(X)
Two or more races.....	47	0.9	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	2,011	100.0
White.....	4,832	93.8	Owner-occupied housing units.....	1,403	69.8
Black or African American.....	232	4.5	Renter-occupied housing units.....	608	30.2
American Indian and Alaska Native.....	36	0.7	Average household size of owner-occupied units.....	2.68	(X)
Asian.....	48	0.9	Average household size of renter-occupied units.....	2.25	(X)
Native Hawaiian and Other Pacific Islander.....	3	0.1			
Some other race.....	53	1.0			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.



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DP-1. Profile of General Demographic Characteristics: 2000

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

Geographic Area: **Rochester city, New York**

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expfs1u.htm>.

Subject	Number	Percent
Total population	219,773	100.0
SEX AND AGE		
Male	105,083	47.8
Female	114,690	52.2
Under 5 years	17,227	7.8
5 to 9 years	18,733	8.5
10 to 14 years	17,233	7.8
15 to 19 years	15,699	7.1
20 to 24 years	18,432	8.4
25 to 34 years	37,652	17.1
35 to 44 years	33,057	15.0
45 to 54 years	25,014	11.4
55 to 59 years	8,395	3.8
60 to 64 years	6,354	2.9
65 to 74 years	9,992	4.5
75 to 84 years	8,179	3.7
85 years and over	3,806	1.7
Median age (years)	30.8	(X)
18 years and over	158,038	71.9
Male	73,663	33.5
Female	84,375	38.4
21 years and over	147,330	67.0
62 years and over	25,625	11.7
65 years and over	21,977	10.0
Male	8,206	3.7
Female	13,771	6.3
RACE		
One race	211,410	96.2
White	106,161	48.3
Black or African American	84,717	38.5
American Indian and Alaska Native	1,033	0.5
Asian	4,943	2.2
Asian Indian	670	0.3
Chinese	919	0.4
Filipino	195	0.1
Japanese	169	0.1
Korean	399	0.2
Vietnamese	1,248	0.6
Other Asian ¹	1,343	0.6
Native Hawaiian and Other Pacific Islander	104	0.0
Native Hawaiian	20	0.0
Guamanian or Chamorro	13	0.0
Samoan	35	0.0
Other Pacific Islander ²	36	0.0
Some other race	14,452	6.6
Two or more races	8,363	3.8
Race alone or in combination with one or more other races ³		
White	111,891	50.9
Black or African American	89,411	40.7
American Indian and Alaska Native	2,750	1.3

Subject	Number	Percent
Asian	5,994	2.7
Native Hawaiian and Other Pacific Islander	390	0.2
Some other race	18,375	8.4
HISPANIC OR LATINO AND RACE		
Total population	219,773	100.0
Hispanic or Latino (of any race)	28,032	12.8
Mexican	851	0.4
Puerto Rican	21,897	10.0
Cuban	1,177	0.5
Other Hispanic or Latino	4,107	1.9
Not Hispanic or Latino	191,741	87.2
White alone	97,395	44.3
RELATIONSHIP		
Total population	219,773	100.0
In households	210,351	95.7
Householder	88,999	40.5
Spouse	22,298	10.1
Child	66,972	30.5
Own child under 18 years	53,010	24.1
Other relatives	13,902	6.3
Under 18 years	6,810	3.1
Nonrelatives	18,180	8.3
Unmarried partner	7,622	3.5
In group quarters	9,422	4.3
Institutionalized population	3,991	1.8
Noninstitutionalized population	5,431	2.5
HOUSEHOLDS BY TYPE		
Total households	88,999	100.0
Family households (families)	47,165	53.0
With own children under 18 years	26,733	30.0
Married-couple family	22,298	25.1
With own children under 18 years	10,042	11.3
Female householder, no husband present	20,713	23.3
With own children under 18 years	14,583	16.4
Nonfamily households	41,834	47.0
Householder living alone	32,994	37.1
Householder 65 years and over	8,159	9.2
Households with individuals under 18 years	30,191	33.9
Households with individuals 65 years and over	15,807	17.8
Average household size	2.36	(X)
Average family size	3.19	(X)
HOUSING OCCUPANCY		
Total housing units	99,789	100.0
Occupied housing units	88,999	89.2
Vacant housing units	10,790	10.8
For seasonal, recreational, or occasional use	218	0.2
Homeowner vacancy rate (percent)	3.8	(X)
Rental vacancy rate (percent)	9.0	(X)
HOUSING TENURE		
Occupied housing units	88,999	100.0
Owner-occupied housing units	35,747	40.2
Renter-occupied housing units	53,252	59.8
Average household size of owner-occupied unit	2.54	(X)
Average household size of renter-occupied unit	2.24	(X)

(X) Not applicable

¹ Other Asian alone, or two or more Asian categories.² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.³ In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.

City	State	Country	Median HHI 1990	Median HHI 2000	Change in Dollars	Percent Change
Mendon	NY	US	\$50,952	\$75,508	\$24,556	48%
Hilton	NY	US	\$36,353	\$51,581	\$15,228	42%
Spencerport	NY	US	\$40,348	\$57,056	\$16,708	41%
Honeoye Falls	NY	US	\$33,687	\$47,202	\$13,515	40%
Churchville	NY	US	\$40,093	\$55,463	\$15,370	38%
Fairport	NY	US	\$37,174	\$51,037	\$13,863	37%
Sweden	NY	US	\$32,932	\$44,788	\$11,856	36%
Hamlin	NY	US	\$37,096	\$50,388	\$13,292	36%
Perinton	NY	US	\$51,231	\$69,577	\$18,346	36%
Wheatland	NY	US	\$39,888	\$54,103	\$14,215	36%
Ogden	NY	US	\$43,806	\$59,368	\$15,562	36%
Penfield	NY	US	\$47,023	\$63,489	\$16,466	35%
Riga	NY	US	\$44,031	\$59,442	\$15,411	35%
Brockport	NY	US	\$27,844	\$37,428	\$9,584	34%
East Rochester (Town/Village)	NY	US	\$30,442	\$39,244	\$8,802	29%
Parma	NY	US	\$41,623	\$53,302	\$11,679	28%
Rush	NY	US	\$52,659	\$67,396	\$14,737	28%
Pittsford	NY	US	\$69,574	\$88,841	\$19,267	28%
Webster	NY	US	\$45,278	\$57,727	\$12,449	27%
Clarkson	NY	US	\$42,015	\$53,273	\$11,258	27%
Henrietta	NY	US	\$40,404	\$51,115	\$10,711	27%
Pittsford	NY	US	\$48,315	\$60,511	\$12,196	25%
Brighton	NY	US	\$41,458	\$51,785	\$10,327	25%
Chili	NY	US	\$43,848	\$54,571	\$10,723	24%
Scottsville	NY	US	\$41,047	\$51,031	\$9,984	24%
Irondequoit	NY	US	\$37,003	\$45,314	\$8,311	22%
Gates	NY	US	\$37,251	\$45,584	\$8,333	22%
Greece	NY	US	\$40,204	\$48,343	\$8,139	20%
Webster	NY	US	\$31,250	\$37,018	\$5,768	18%
Monroe County	NY	US	\$40,404	\$53,273	\$12,449	31%
New York State		US	\$32,965	\$43,393	\$10,428	32%
United States			\$30,056	\$41,994	\$11,938	40%

Source: US Census Data; www.census.org



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Monroe County, New York

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	713,968	100.0	735,343	100.0	21,375	3.0
In households	691,389	96.8	708,772	96.4	17,383	2.5
In group quarters	22,579	3.2	26,571	3.6	3,992	17.7
HOUSEHOLD SIZE						
Total households	272,193	100.0	286,820	100.0	14,627	5.4
1-person household	70,575	25.9	82,006	28.6	11,431	16.2
2-person household	86,771	31.9	92,247	32.2	5,476	6.3
3-person household	46,794	17.2	45,246	15.8	-1,548	-3.3
4-person household	41,902	15.4	40,925	14.3	-977	-2.3
5-or-more-person household	26,151	9.6	26,396	9.2	245	0.9
Mean number of persons per household	2.54	(X)	2.47	(X)	-0.07	(X)
VEHICLES AVAILABLE¹						
Total households	272,193	100.0	286,820	100.0	14,627	5.4
No vehicle available	33,480	12.3	32,753	11.4	-727	-2.2
1 vehicle available	93,585	34.4	103,478	36.1	9,893	10.6
2 vehicles available	104,758	38.5	113,456	39.6	8,698	8.3
3 vehicles available	29,866	11.0	27,994	9.8	-1,872	-6.3
4 vehicles available	8,121	3.0	7,016	2.4	-1,105	-13.6
5 or more vehicles available	2,383	0.9	2,123	0.7	-260	-10.9
Mean vehicles per household	1.61	(X)	1.58	(X)	-0.03	(X)
WORKERS BY SEX¹						
Workers 16 years and over	347,088	100.0	345,020	100.0	-2,068	-0.6
Male	184,380	53.1	177,005	51.3	-7,375	-4.0
Female	162,708	46.9	168,015	48.7	5,307	3.3
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	347,088	100.0	345,019	100.0	-2,069	-0.6
Drove alone	270,083	77.8	283,062	82.0	12,979	4.8
Carpooled	37,564	10.8	29,022	8.4	-8,542	-22.7
Public transportation (including taxicab)	14,765	4.3	9,421	2.7	-5,344	-36.2
Bicycle or walked	15,765	4.5	12,314	3.6	-3,451	-21.9
Motorcycle or other means	1,508	0.4	1,793	0.5	285	18.9
Worked at home	7,403	2.1	9,407	2.7	2,004	27.1
TRAVEL TIME TO WORK						
Workers who did not work at home	339,685	100.0	335,612	100.0	-4,073	-1.2
Less than 5 minutes	9,918	2.9	10,147	3.0	229	2.3
5 to 9 minutes	39,599	11.7	38,803	11.6	-796	-2.0
10 to 14 minutes	61,312	18.0	61,568	18.3	256	0.4
15 to 19 minutes	72,440	21.3	69,554	20.7	-2,886	-4.0
20 to 29 minutes	94,802	27.9	95,812	28.5	1,010	1.1
30 to 44 minutes	47,349	13.9	43,484	13.0	-3,865	-8.2
45 or more minutes	14,265	4.2	16,244	4.8	1,979	13.9
Mean travel time to work (minutes)	18.7	(X)	19.6	(X)	1.0	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	339,685	100.0	335,612	100.0	-4,073	-1.2
5:00 a.m. to 6:59 a.m.	82,654	24.3	78,507	23.4	-4,147	-5.0
7:00 a.m. to 7:59 a.m.	109,313	32.2	108,931	32.5	-382	-0.3
8:00 a.m. to 8:59 a.m.	64,739	19.1	62,480	18.6	-2,259	-3.5
9:00 a.m. to 9:59 a.m.	18,214	5.4	19,376	5.8	1,162	6.4
10:00 a.m. to 11:59 a.m.	10,795	3.2	11,196	3.3	401	3.7
12:00 p.m. to 11:59 p.m.	49,089	14.5	47,620	14.2	-1,469	-3.0
12:00 a.m. to 4:59 a.m.	4,881	1.4	7,502	2.2	2,621	53.7

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Monroe County, New York

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	735,343	100.0
Under 16 years	167,612	22.8
16 to 20 years	52,443	7.1
21 to 24 years	37,331	5.1
25 to 44 years	216,031	29.4
45 to 64 years	166,227	22.6
65 years and over	95,699	13.0
Mean age (years)	36.4	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	286,820	100.0
Less than \$15,000	42,751	14.9
\$15,000 to 19,999	17,651	6.2
\$20,000 to 24,999	17,549	6.1
\$25,000 to 49,999	79,826	27.8
\$50,000 to 74,999	57,480	20.0
\$75,000 to 99,999	34,109	11.9
\$100,000 or more	37,454	13.1
Mean household income (dollars)	57,694	(X)
Median household income (dollars)	44,891	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.58	286,820	32,755	103,480	113,455	27,995	9,140
Row percent	(X)	100.0	11.4	36.1	39.6	9.8	3.2
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.88	82,005	18,785	55,945	6,190	685	400
Row percent	(X)	100.0	22.9	68.2	7.5	0.8	0.5
Column percent	(X)	28.6	57.4	54.1	5.5	2.4	4.4
2-person household	1.69	92,245	6,035	26,735	51,330	6,680	1,465
Row percent	(X)	100.0	6.5	29.0	55.6	7.2	1.6
Column percent	(X)	32.2	18.4	25.8	45.2	23.9	16.0
3-person household	1.91	45,245	3,645	10,170	20,405	9,165	1,860
Row percent	(X)	100.0	8.1	22.5	45.1	20.3	4.1
Column percent	(X)	15.8	11.1	9.8	18.0	32.7	20.4
4-or-more-person household	2.07	67,320	4,285	10,630	35,530	11,460	5,415
Row percent	(X)	100.0	6.4	15.8	52.8	17.0	8.0
Column percent	(X)	23.5	13.1	10.3	31.3	40.9	59.2

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	19.6	335,610	48,950	131,120	95,810	43,485	16,245
Row percent	(X)	100.0	14.6	39.1	28.5	13.0	4.8
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	19.3	283,060	38,080	112,695	85,630	35,910	10,750
Row percent	(X)	100.0	13.5	39.8	30.3	12.7	3.8
Column percent	(X)	84.3	77.8	85.9	89.4	82.6	66.2
Carpooled	19.3	29,020	4,610	11,780	7,045	4,025	1,565
Row percent	(X)	100.0	15.9	40.6	24.3	13.9	5.4
Column percent	(X)	8.6	9.4	9.0	7.4	9.3	9.6
Public transportation (including taxicab)	36.7	9,420	275	1,765	1,585	2,750	3,040
Row percent	(X)	100.0	2.9	18.7	16.8	29.2	32.3
Column percent	(X)	2.8	0.6	1.3	1.7	6.3	18.7
Bicycle or walked	12.9	12,315	5,655	4,230	1,305	620	505
Row percent	(X)	100.0	45.9	34.3	10.6	5.0	4.1
Column percent	(X)	3.7	11.6	3.2	1.4	1.4	3.1
Motorcycle or other means	39.3	1,795	330	655	250	175	385
Row percent	(X)	100.0	18.4	36.5	13.9	9.7	21.4
Column percent	(X)	0.5	0.7	0.5	0.3	0.4	2.4

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

Regional Comparison Study



mvrpc
MIAMI VALLEY
REGIONAL PLANNING COMMISSION

ONE REGION... ONE VISION... ONE FUTURE

Prepared by the Miami Valley Regional Planning Commission

Summer 2004

Statement of Purpose

The purpose of the Regional Cooperation Study is threefold. First, the study benchmarks how the Dayton region compares, in various statistical indicators, to ten other regions in the United States. The regions were chosen to include ones that the Dayton region admires or competes with or both. The other ten regions are:

1. Birmingham
2. Cincinnati
3. Cleveland
4. Grand Rapids
5. Hartford
6. Kansas City
7. Louisville
8. Pittsburgh
9. Portland
10. Rochester



Second, the study examines how public, private, and civic leaders and individual citizens are fostering cooperating across their regions. Finally, the study examines possible correlations among prosperity, disparity, and growth patterns statistics and regional cooperation.

The report is broken into two sections. The first section is a multi-region analysis across the 11 regions. It ranks the regions on various indices and indicates how each index related to other indices. The second section presents individual reports on each of the regions, describing regional cooperation groups and activities and presenting the statistical profile of the region.

In most cases, the indices described for each region are used in the analysis across all regions. However, there are two exceptions:

- Crime rates are examined from 2001 to 2002 for each region. While this is valid for an individual region, comparing regions can be misleading, due to varying practices of reporting crimes as well as varying sizes and philosophies of police forces from region to region.
- Urban densities are omitted from the multi-region analysis because the definition of urbanized area changed from 1990 to 2000. The impact of this change in definition was not determined in this study.

DEFINITIONS

MSA: "...core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan and micropolitan statistical areas comprise one or more entire counties."

Main City:

The city in the subject Metropolitan Statistical Area with the largest population.

Main County:

The county in the subject Metropolitan Statistical Area with the largest population.

Balance of MSA:

The total population of the MSA outside the main city and/or the main county.

Inmigrants from Abroad Index:

The number of immigrants from abroad divided by the number of all immigrants to the MSA, with the dividend then multiplied by 100.

Main City-MSA Affordability Disparity Index:

The percent of housing units in the main city where housing costs are 35% or more of household income divided by the percent of housing units in the MSA where housing costs are 35% or more of household income.

Main City-Balance of MSA Affordability Disparity Index:

The percent of housing units in the main city where housing costs are 35% or more of household income divided by the percent of housing units in the balance of the MSA where housing costs are 35% or more of household income.

Main City-MSA Per Capita Income Disparity Index:

The per capita income of the main city divided by the per capita income of the entire MSA.

MSA-USA Per Capita Income Disparity Index:

The per capita income of the entire MSA divided by the per capita income of the entire USA.

MSA-USA Household Income Disparity Index:

The median household income of the entire MSA divided by the median household income of the entire USA.

MSA-USA Average-Wage-Per-Job Disparity Index:

The average-wage-per-job of the entire MSA divided by the average-wage-per-job of the entire USA.

Cost of Doing Business Index:

The cost of doing business in the MSA related to the average cost of doing business in the USA. The average cost of doing business for the USA is expressed as 100.

Cost of Living Index:

The cost of living in the MSA related to the average cost of living in the USA. The average cost of living for the USA is expressed as 100.

DATA SOURCES

The source of all data is the US Census Bureau except as noted below:

- The MSA Index – Share of Homes Affordable for Median Income data are from the National Association of Homebuilders, Housing Affordability Index.
- The Average-Wage-Per-Job data are from US Department of Commerce, Bureau of Economic Analysis, Regional Economic Accounts.
- The Industry of Employed data are from US Department of Commerce, Bureau of Economic Analysis, Regional Economic Information System.
- The Cost of Doing Business Index data are from economy.com, Inc.
- Export data are from US Department of Commerce, International Trade Administration, Office of Trade and Economic Analysis, "Export Sales of US Metropolitan Areas."
- The Gross Metro Product data are from economy.com, Inc and Global Insight, Inc., US Conference of Mayors Metro Economic Report, July 2003.
- Cost of Living data are from the ACCRA Cost of Living Index.
- Utility Patent Grants data are from CHI Research, Inc.
- School Free Lunch data are from US Department of Education, Institute of Education Sciences, National Center for Education Studies.
- Crime data are from the Federal Bureau of Investigation Uniform Crime Reports.
- Air Quality data are from the US Environmental Protection Agency.
- Racial Dissimilarity Index Information is from Lewis Mumford Center for Comparative Urban and Region Research.

General Information on Regions Surveyed

	Birmingham	Cincinnati	Cleveland	Dayton	Grand Rapids	Hartford
Area (Sq Mi)	3,187	3,342	2,707	1,683	2,758	1,677
Density (Persons per Sq Mi)	289	493	832	565	395	705
Number of Counties	4	11	6	4	4	6
Number of Municipalities	70	130	117	55	41	4
2000 Population MSA	921,106	1,646,359	2,550,871	950,558	1,088,514	1,183,110
1990-2000 Total MSA Population Growth	9.6%	7.9%	2.2%	-0.1%	16.1%	2.2%
% Change Central City	-8.6%	-9.2%	-5.4%	-8.7%	4.6%	-13.0%
% Change Central County	1.6%	-2.4%	1.3%	-2.6%	14.7%	0.6%
% Change Balance of MSA	18.1%	13.2%	4.5%	2.0%	19.0%	4.3%

	Kansas City	Louisville	Pittsburgh	Portland	Rochester
Area (Sq Mi)	5,406	2,072	4,626	5,028	3,426
Density (Persons per Sq Mi)	329	495	510	382	321
Number of Counties	11	7	6	6	6
Number of Municipalities	142	127	240	58	51
2000 Population MSA	1,776,062	1,025,598	2,358,695	1,919,009	1,098,201
1990-2000 Total MSA Population Growth	12.2%	8.1%	-1.5%	26.6%	3.4%
% Change Central City	1.4%	-4.7%	-9.5%	20.9%	-5.1%
% Change Central County	3.4%	4.3%	-4.1%	13.1%	3.0%
% Change Balance of MSA	16.3%	13.2%	0.0%	28.8%	5.7%

Individual Summary Introduction

The following pages include charts and graphs summarizing each of the eleven Metropolitan Statistical Areas in the study. Each of the charts are color coded, by what regional is being described and whether or not the trend is a positive or negative one. The colors are as follows:

- Red: Entire **MSA** with a **Negative** Trend
- Orange: **Main City** with a **Negative** Trend
- Blue: Entire **MSA** with a **Positive** Trend
- Green: **Main City** with a **Positive** Trend

Rochester, New York Regional Cooperation

The RUMP Group, the CEO group in the Rochester region, has served as a catalyst for regional cooperation since 1997. It provides seed funding and personal involvement to address regional challenges, while simultaneously building the regional cooperation capacity of other organizations, such as the Monroe County Council of Governments and the Center for Government Research. During the same time period, the Greater Rochester Chamber of Commerce and Industrial Management Council consolidated into the Rochester Business Alliance. Moreover, the Genesee/Finger Lakes Regional Planning Council and the Genesee Transportation Council relocated their offices to the same floor of the same building, facilitating the coordination of transportation and economic development planning. However, both Monroe County and the City of Rochester have created water and sports authorities.

This individual regional report presents key regional organizations and activities. The website and founding date for each regional organization are provided in the parenthesis at the end of its description.

- **The RUMP Group**

The RUMP Group was initiated in 1997 by two CEOs -- John “Dutch” Summers and Dr. Jay Stein. Each of them invited 9 other CEOs to form a group to “help bring consensus around solutions to major public-policy challenges”. Most of the CEOs invited came from smaller businesses, universities, and non-profit organizations, but the larger ones, such Kodak and Bausch and Lomb, were also invited. All invitees accepted and participation has since been limited to the original 20 CEOs.

The RUMP Group is a non-profit organization that believes it “will get its payback when the Greater Rochester community coalesces to solve some of the heretofore seemingly insolvable problems it faces. We as individuals, and the businesses we lead, will benefit in the sense that a rising tide lifts all boats, and to the degree that our vision is fulfilled.”

The RUMP Group has divided into working groups to address 16 projects, five of which have been assigned high priority:

- Improving, consolidating, or outsourcing three local government services -- insurance, water, and fire services -- in collaboration with Monroe County Council of Governments
- Streamlining economic development retention and recruitment, including promoting a one-stop marketing approach through the Greater Rochester Enterprise
- Providing ongoing communication to the community on opportunities found and progress achieved

The working groups investigate opportunities for cooperation, especially encouraging talented people who are currently working alone to work together. The working groups act as champions for the opportunities and collectively finance studies, workshops, and campaigns to advance them. Each working group provides its own logistical and financial support. The members of the RUMP Group meet monthly to share progress and chart future activities. The UMP Group has retained the Center for Government Research to support its working groups.

For example, the RUMP Group co-sponsored a study, entitled “*Cooperate, Collaborate, Consolidate*”, to “inform and update the public about opportunities to make government more effective and efficient through cooperation, collaboration, and/or consolidation”, with the Monroe County Council of Governments. The RUMP Group and the COG identified a number of opportunities and selected three for priority consideration -- consolidating Rochester and Monroe County water service, purchasing health, workers comp, and general liability insurance, and streamlining provision of fire protection. Collectively, these three changes could save the community from \$3.1 to \$5.7 million, annually. The RUMP Group has taken the lead on consolidating water, commissioning a consultant to analyze the benefits and costs. Monroe County has created a Citizens Budget Task Force to examine health insurance and the Monroe County Director of Public Safety has created the Monroe County Fire Council to explore the shift from volunteer to paid firefighters and other fire protection opportunities. All three priorities are in the early stages of implementation.

The RUMP Group is also taking the lead in developing a regional venture capital fund, having raised \$58 million towards an initial capitalization of \$100 million. It assisted in raising seed funding for the new regional marketing program, Greater Rochester Enterprise. The RUMP Group continually explores new regional cooperation opportunities, including supporting a college tuition program to encourage at-risk youth to stay in school, building a downtown entertainment Renaissance Center, and providing affordable housing region-wide.

The RUMP Group is also trying to broaden its involvement from 20 to 20,000. It is developing joint, often statewide, initiatives with CEO groups in other regions and encouraging other groups to initiate regional cooperation groups in the Rochester region. (RUMPgroup.org, 1997)

The Rochester region is renowned for being the locus of Kodak, Bausch and Lomb, and Xerox. The region’s population grew 3.4% in the 1990s to 1,098,201. The City of Rochester shrank 5.1%, along with its manufacturing base, to a population of 219,766 and represents only 20.0% of the region’s population, down slightly from 21.8% in 1990. Monroe County, the central county contains 67.0% of the region’s population, almost the same as in 1990 (67.2%). A high-speed ferry service is being launched to Toronto; three ferries a day for 300-500 passengers, but little savings in time compared to driving. A great deal of the new development is occurring in the outlying counties of the region; land consumption is occurring at three times the pace of population growth.

Statistical information on prosperity, disparity, and growth patterns of the Rochester region, along with a map, are presented in the exhibit following the text of this report.

Publicly-Sponsored Regional Organizations

- The Monroe County Council of Governments brings representatives of local governments together to share information and develop intergovernmental cooperation initiatives. It prepared a report on intergovernmental cooperation in 2001 that found 385 agreements for 45 different services and functions, including, most commonly, maintenance of highways; parks; sharing of equipment, fuel and other commodity purchases and storage; and mutual aid for public services. It is now collaborating with The RUMP Group on three priority intergovernmental initiatives.
- The Genesee/Finger Lakes Regional Planning Council provides regional planning in a nine county region. It guides regional water resources planning, including developing model ordinances and watershed protection plans for member jurisdictions. It prepares regional economic development strategies and administers economic development programs supported with federal funding. It also provides a Regional Atlas with key regional information, hosts regional roundtables and workshops, and provides planning and other services to its members. It provides assistance in preparing the Unified Work Program of Genesee Transportation Council and is co-housed with the Council. (gflrpc.org, 1977)
- The Genesee Transportation Council prepares transportation plans, and recommends priority transportation projects for federal and state funding. (gtcmppo.org)
- The Rochester-Genesee Regional Transportation Authority provides bus service to 8 of the 9 counties in Rochester region. (rgрта.com, 1969)
- The Monroe County Water Authority (MCWA) and the Rochester Water Works (RWW) “both supply clean water for drinking and other household, commercial, and industrial purposes. MCWA provides service outside the City of Rochester (including parts of surrounding counties), while RWW supplies water within the City. The Pure Water Districts clean up (treat) the waste water collected in sanitary and storm sewers.” “MWCA is an authority created by state statute; RWW is a Bureau of the City’s Department of Environmental Services; while Pure Waters is a Division of the Monroe County’s Department of Environmental Services.” (mcwa.com)
- The Greater Rochester Sports Authority was created by the State to facilitate building a soccer stadium, Frontier Field, in Rochester. (ci.rochester.ny.us, 2000) The Monroe County Sports Development Corporation is a non-profit corporation “whose goal it to attract amateur sporting events to

Rochester/Monroe County to increase the number of visitors”.
(growmonroe.com)

Other Privately-Sponsored Regional Organizations

- The Rochester Business Alliance has a mission “to be the leading advocate for business and a primary agent for ensuring robust economic growth and a positive business climate for the Greater Rochester region.” It is the product of a merger of Greater Rochester Chamber of Commerce and Industrial Management Council in 2002. (rochesterbusinessalliance.com,2002)
- Greater Rochester Enterprise is the “regional economic development organization supported by a team of private and public sector leaders dedicated to improving economic performance in the Greater Rochester region”. It markets the Rochester region to potential business prospects. (greaterrochesterenterprise,2000s)

Other Regional Organizations

- The Center for Government Research was founded in Rochester by Kodak in 1915 on the principle that “nonpartisan research and analysis can greatly improve public policy”. It now serves public and private clients statewide with offices in Rochester, White Plains, and Rochester. It has been especially helpful to the RUMP Group and the Monroe County Council of Governments in analyzing regional cooperation opportunities. It has also assisted the United Ways across the state to develop community profiles to track social, economic, environmental, and other indicators, as well as assess social service agency performance, including a profile Rochester/Monroe County. (cgr.org, 1915)
- The Common Good Planning Center is a nine county non-profit organization “to promote land use and development that is economical, ecological, and equitable.” Its principles include: stop sprawl; revitalize the cores; ensure opportunity and access for all; plan regionally; foster a sense of place; and involve citizens in planning. Its primary support comes from the Rochester Area Community Foundation and other foundations. It sponsors workshops, charettes, and other educational programs on development challenges. (cgpc.org, 1990s)
- The Rochester Area Community Foundation “helps people strengthen our community while meeting family, business, and charitable goals” in the City of Rochester and the surrounding six counties. (racf.org, 1972)
- The United Way of Greater Rochester “brings people and resources together to tackle our community’s most critical human service needs” in Rochester

and surrounding counties. It also sponsors African American and Hispanic Leadership Development programs. (uwrochester.org, 1918)

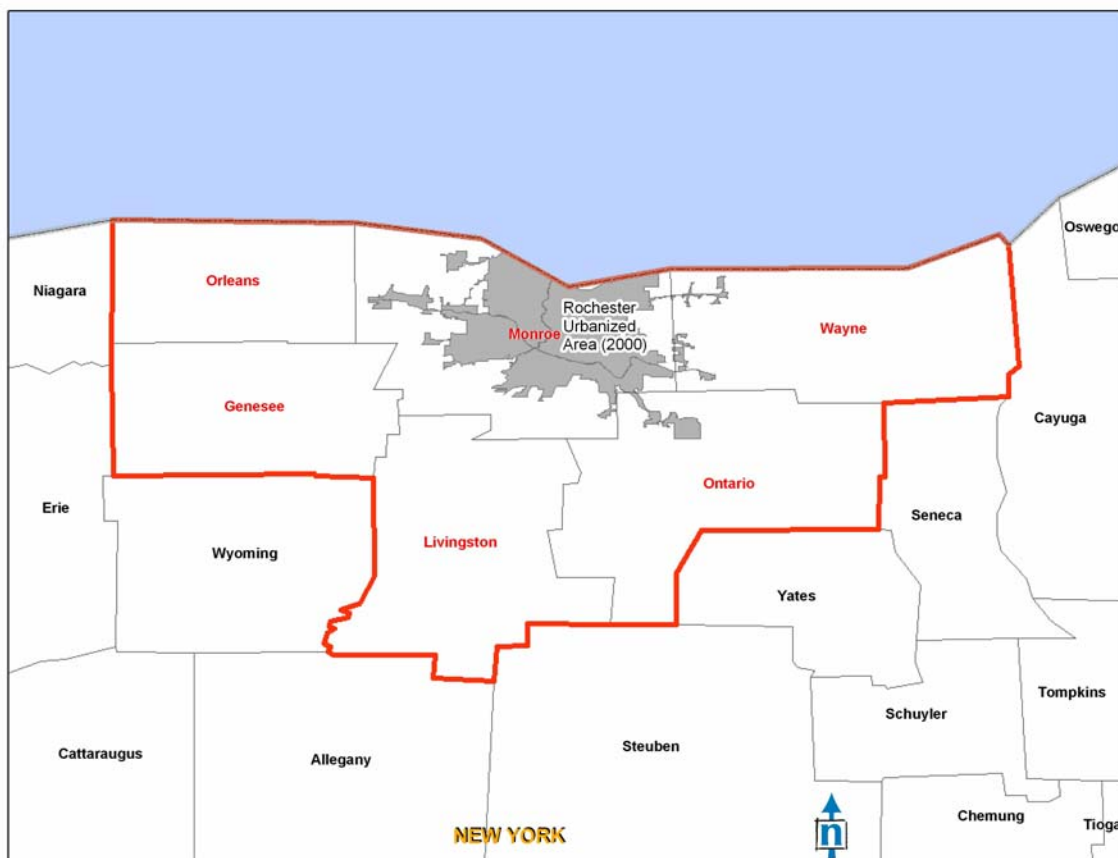
- The Monroe County School Boards Association helps organize “cost savings strategies and shared services in Monroe County school districts”, such as in central services, instructional program service, insurance cooperatives, operations and maintenance, and transportation. (mcsba.org)

Regional Initiatives

In addition to the regional organizations mentioned above, two regional initiatives have helped plant the seed for regional cooperation over the past three decades:

- In the 1970s, the Greater Rochester Intergovernmental Panel (GRIP) made a number of recommendations for improving governance in Rochester and Monroe County, including proposing a two-tiered, municipal/county, government in Monroe County. Its recommendations were not immediately implemented, but its ideas were actively considered over the balance of the century.
- In the 1990s, City of Rochester Mayor William Johnson became an advocate of regional cooperation and issued a series of reports on shaping the future of the Greater Rochester region. These reports address Sprawl Rochester Style, The Smart Growth Alternative, Beyond Civil Rights Law, and Redesigning Local Government. Copies of the slide presentations for these reports are available on the City of Rochester website -- ci.rochester.ny.us

Rochester Region-Statistical Profile



Total Population	1990	2000	% Change
MSA	1,062,470	1,098,201	3.4%
Main County	713,968	735,343	3.0%
Main City	231,636	219,766	-5.1%
Balance of MSA	830,834	878,435	5.7%
Percent MSA population in main county	67.2%	67.0%	0.2%
Percent MSA population in main city	21.8%	20.0%	-1.8%
Urban Size			
Urban Area (square miles)	220.0	295.2	34.2%
Urbanized Population	619,653	694,396	12.1%

The Rochester Region - at a Glance

Demographics

- In the Rochester MSA, there was a slight **increase** of about 3.4% in total population (from 1,062,470 in 1990 to 1,098,201 in 2000).
- In Rochester, the main city, there was a **decrease** of population by 5.1%.
- The MSA experienced a 6.5% **decrease** in the percentage of population of young adults aged 18 to 35, from 28.6% of the population in 1990 to 22.1% of the MSA's total population in 2000.
- The MSA maintained a **steady** dependency ratio between 1990-2000, with the ratio being 0.597 in 1990 and 0.587 in 2000.
- There was a **decrease** of White population in the total MSA and the main city.
 - While the total change of the MSA was **small** (-1.2%), the change in White population in the main city was rather **large** (-25%).
- The White population of the main city **decreased** 17.2% faster than that of the remainder of the MSA.
- Among the minorities, Asian and Pacific Islanders saw their numbers **grow** the largest, both in the MSA (42.9%) and the main city (23.7%).

Housing

- Rochester had a **slight decrease** in the percentage of family homes.
 - In 1990 about 70% (69.6%) of homes were family homes.
 - In 2000, about 66% (66.2%) of homes were family homes.
- There was a considerable **increase** in the number of year-round housing units that remained vacant (32.3% increase from 1990 to 2000).
- The population in group quarters **increased** by almost 20% (19.7%), with the larger share coming from the non-institutionalized population (23.7%).

Economic

- In both the main city and the MSA, the percent of owner-occupied housing units that are affordable (requiring less than 35% of income for costs) **decreased**.
 - However in the MSA, **fewer** renter-occupied housing units required 35% of more income to support housing costs.
 - Whereas in the balance of the MSA, the amount of owner/renter-occupied affordable housing **decreased**.
- The per capita income in the region **increased** considerably, with a 38.9% **increase** in the MSA and a 33.2% **increase** in the main city.
- The labor force participation rate **decreased** (66.8% to 65.9%) while the unemployment rate **increased** (5.2% to 5.7%).
- The number of people 16 and over **increased** by 25,860 people from 1990 to 2000 while the number of labor force participants only **increased** by 9,879.
- Among the three major industries of employment, F.I.R.E (Finance, Insurance, Real Estate and Services) saw an **increase** of about 5%, Manufacturing **decreased** about 5%, and Wholesale/Retail Trade saw a marginal **increase** of 0.4%.
 - Together, they accounted for 77.5% of the workforce in 2000.

Education

- There was a moderate **increase** in the number of students enrolled in primary and secondary schools (20%).
 - At the same time college student enrollment showed a **decrease** (-7.4%).
- There were also **increases** in the percentages of people graduating with various degrees – High School or higher (5.4%), Associate's degree or higher (5%), Bachelor's degree or higher (4.2%) and Post-Graduate degree or higher (2.3%).

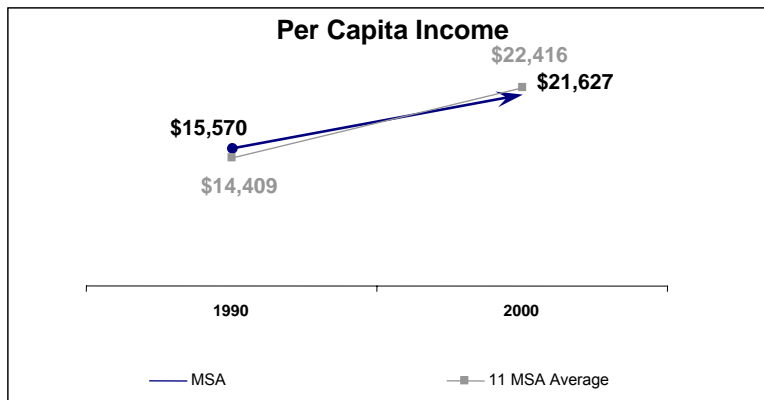
Health and Human Services

- No significant features.

Environment

- A moderate **decrease** in the number of "good" air days (-12.5%).
- The urbanized area has **increased** by 34.2% while the urbanized area population **increased** by 12.1%.

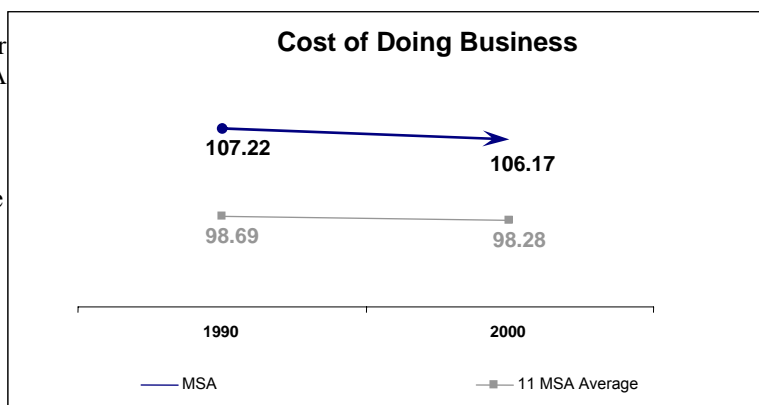
Prosperity-1



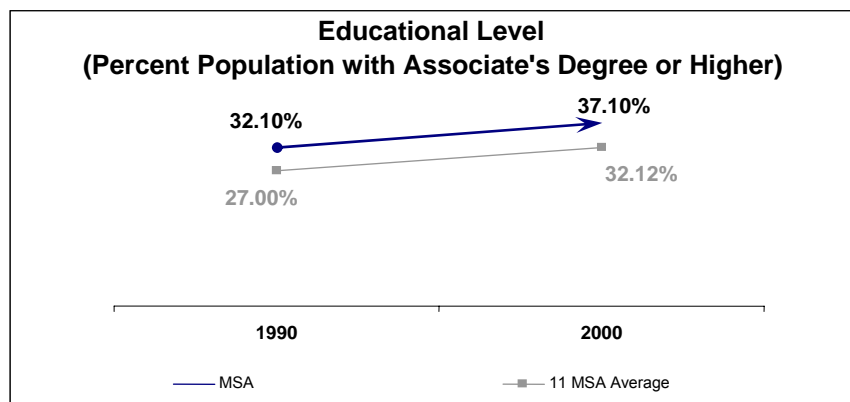
Rochester's MSA per capita income rose from \$15,570 to \$21,627, a 38.9% increase. This increase slightly less than the average increase for the 11 MSAs in the study.

The cost of doing business in the Rochester MSA relative to the USA decreased between 1990 and 2000.

Compared to the average of the MSAs, Rochester's relatively high cost of doing business decreased slightly, virtually mirroring the average

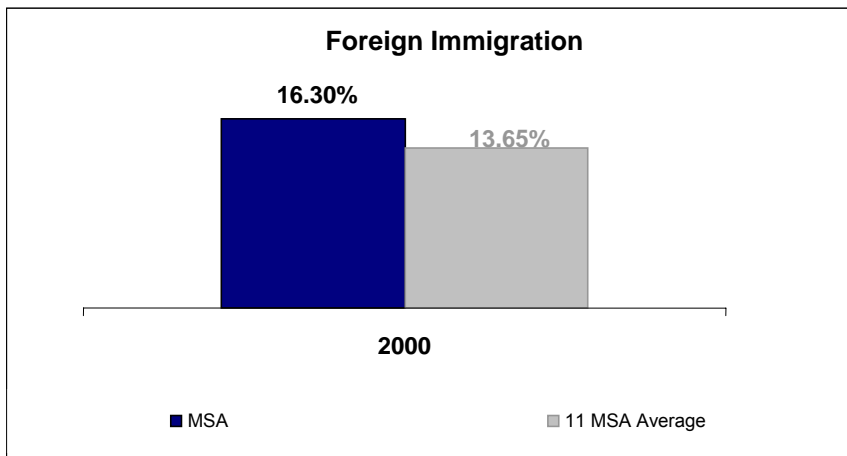


The cost of doing business index shows how the particular region compares to the United States as an average. In both 1990 and 2000, the United States had an index of 100.



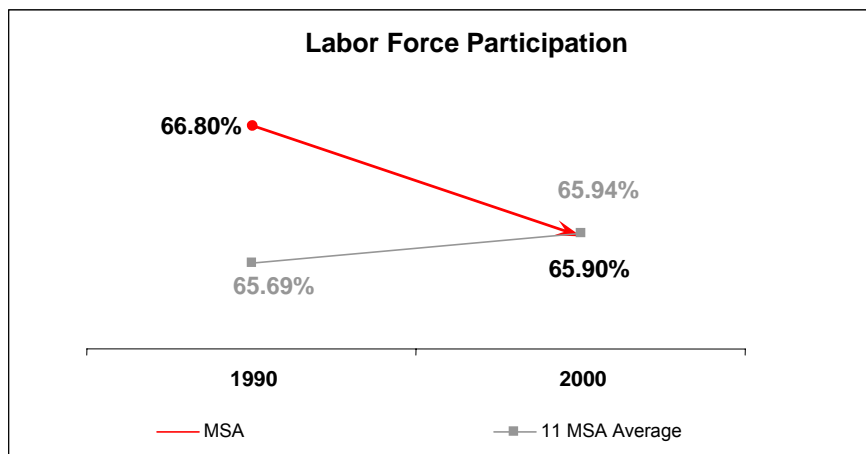
The percent of adults in the Rochester MSA with an Associate's Degree or higher rose from 32.1% to 37.1%. This virtually mirrored the rate than the average for the 11 MSAs in the study.

Prosperity-2



In 2000, the percentage of immigrants to Rochester’s MSA that were foreign was 16.3%. This percentage is somewhat higher than the average for the 11 MSAs in the study.

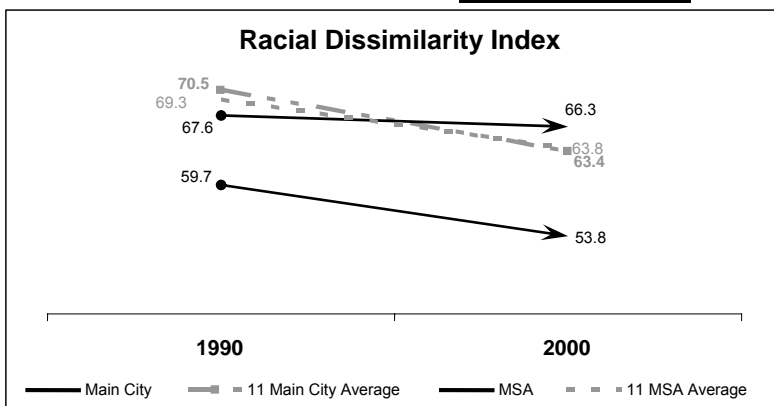
In the Rochester MSA, the percent of adults 16 years or older participating in the workforce decreased from 66.8% to 65.9%, counter to the average increase of the 11 MSAs in the study.



Prosperity Summary

All the prosperity indicators for the Rochester MSA except the labor force participation rate showed positive trends in the 1990s. Although declining slightly, the cost of doing business in the Rochester MSA remained higher than the average for the 11 MSAs. The labor force participation rate dropped significantly, reaching the point of the average for the 11 MSAs in the study in 2000.

Disparity-1



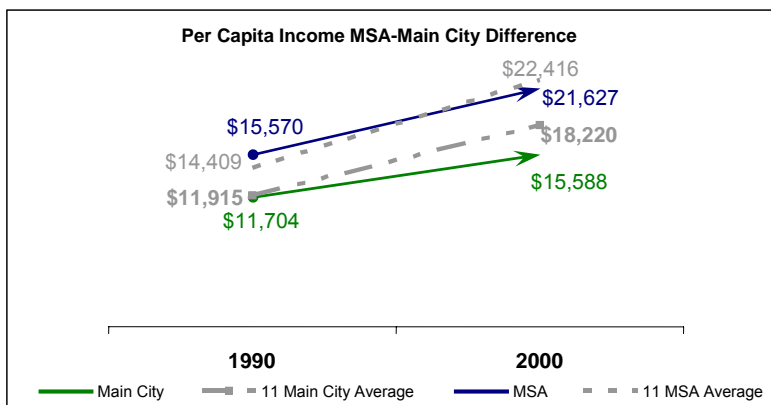
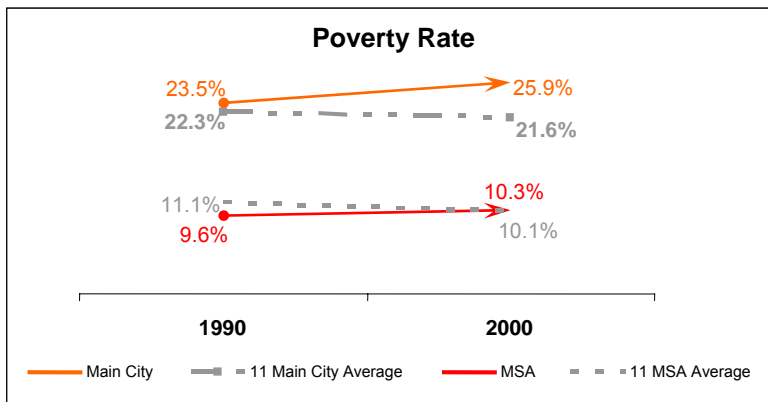
The racial dissimilarity index in Rochester’s MSA decreased slightly from 67.6 to 66.3, a slightly slower decrease than the average of the 11 MSAs in the study.

The racial dissimilarity index in Rochester decreased slightly from 59.7 to 53.8, a slightly faster decrease than the average of the 11 main cities in the study.

* A dissimilarity index is the measure of segregation between two groups. In this case it is the measure of segregation between Caucasians and African Americans. An index of 0 means there is complete integration. An index of 100 means there is complete segregation.

The percent of Rochester’s MSA population that was living in poverty increased from 9.6% to 10.3% counter to the average decrease of the 11 MSAs in the study.

The percent of Rochester’s population that was living in poverty increased from 23.5% to 25.9% counter to the average decrease of the 11 MSAs in the study.

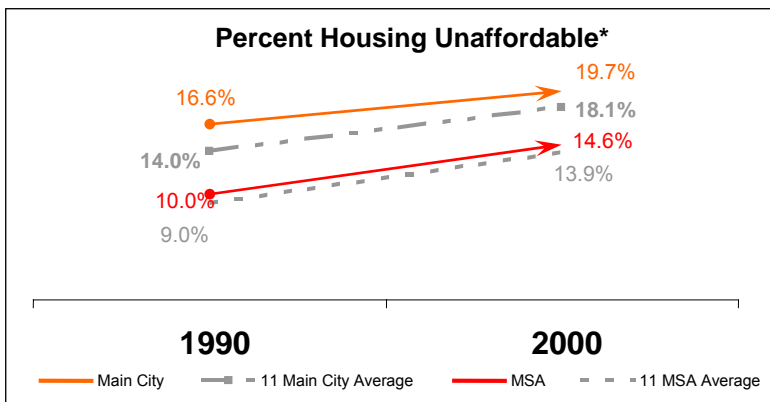


Rochester’s MSA per capita income rose from \$15,570 to \$21,627, a 38.9% increase. This increase was slightly less than the average increase for the 11 MSAs in the study.

Rochester’s per capita income rose from \$11,704 to \$15,588. This increase was less than the average increase for the 11 Main Cities in the study.

From 1990 to 2000, the disparity between the main city and the total MSA widened by \$2,473.

Disparity-2



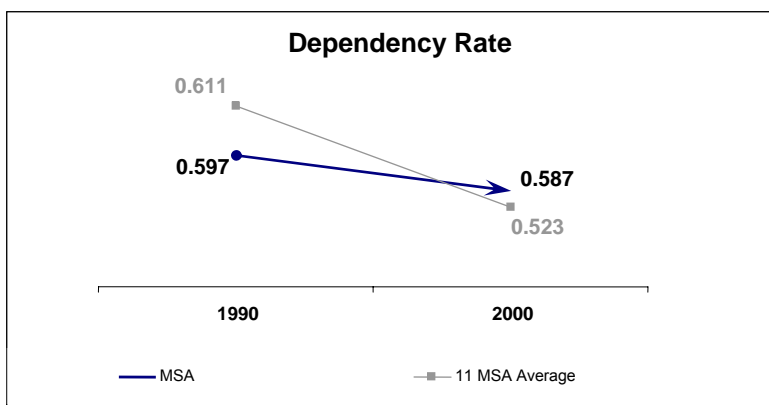
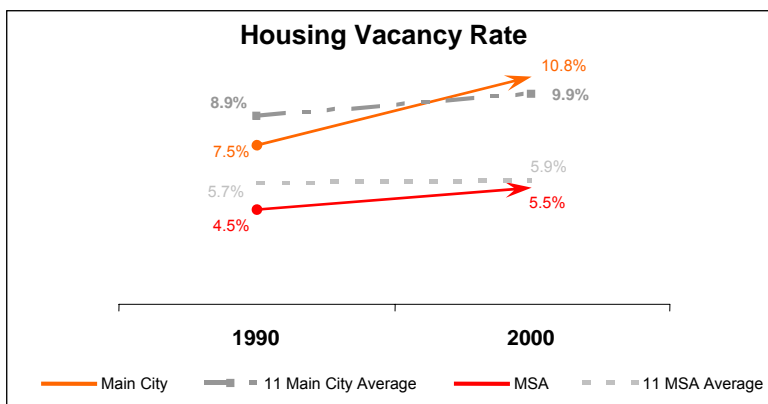
*Owner Occupied Housing

The percent of homeowners in the Rochester MSA who spent 35% or more of income on housing costs increased from 10.0% to 14.6%, virtually mirroring the average increase for the 11 MSAs in the study.

The percent of homeowners in the Rochester main city who spent 35% or more of income on housing costs increased from 16.6% to 19.7%. This was slightly lower than the average increase for the 11 main cities in the study.

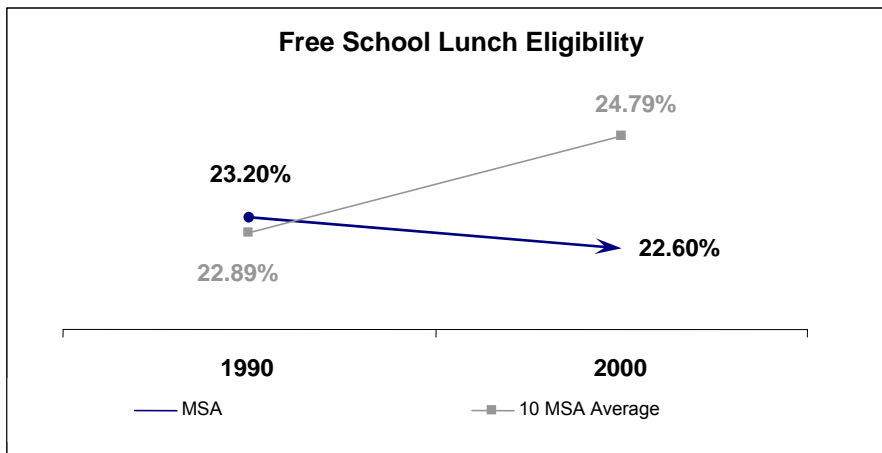
The percent of housing stock in the Rochester MSA remaining vacant increased slightly from 4.5% to 5.5%, slight more than the average increase for the 11 MSAs in the study.

The percent of housing stock in Rochester remaining vacant increased from 7.5% to 10.8%, more than the average increase for the 11 main cities in the study.



The ratio of the dependent population (under 18 or older than 64) to the working age population (18-64) in the Rochester MSA decreased slightly from 0.597 to 0.587. This was less than the average decrease for the 11 MSAs in the study.

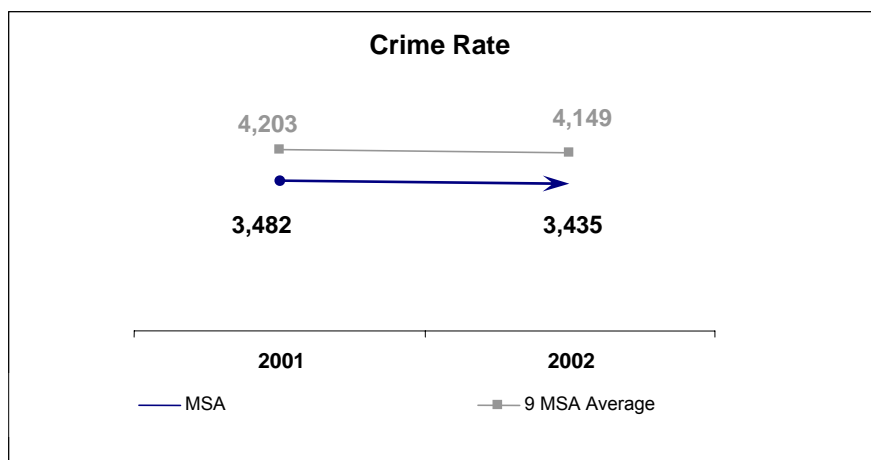
Disparity-3



In the Rochester MSA, the percent of students eligible for free lunches slightly decreased from 23.2% to 22.6%, counter to the average increase for the 10 MSAs in the study.

**Free school lunch eligibility information is not available for Hartford in 2000. This means the average is calculated from the remaining 10 MSAs in 2000.

Between 2001 and 2002 the crime rate per 100,000 people, in the Rochester MSA, dropped from 3,482 to 3,435, virtually mirroring the average decrease of the 9 MSAs in the study.

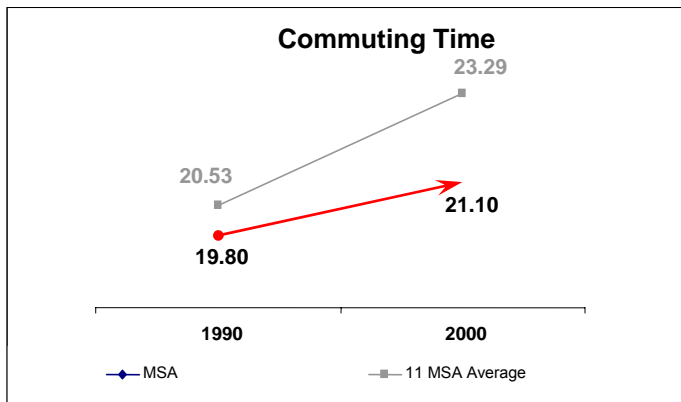


***Crime Rate information is not available for Cleveland or Kansas City in 2001 or 2002. This means the average is calculated from the remaining 9 MSAs in 2001 and 2002.

Disparity Summary

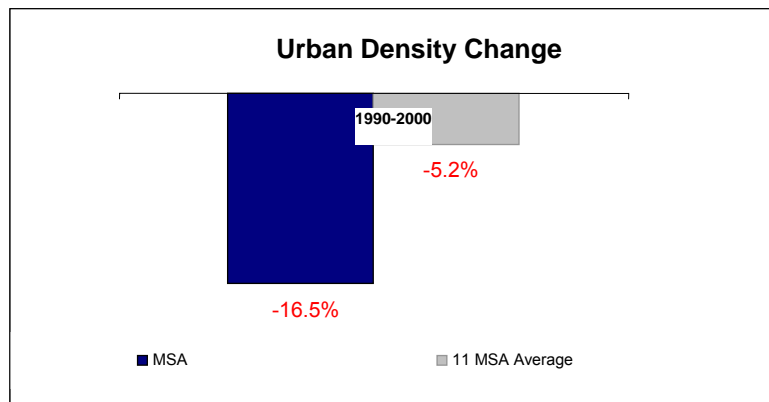
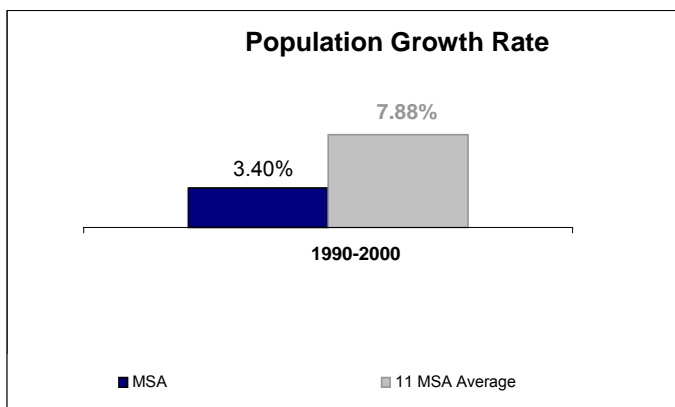
Disparity indicators for the Rochester MSA were mixed for the 1990s. Per capita income, dependency rate, free school lunch eligibility and crime rate all exhibited positive trends. Poverty rate, housing affordability and housing vacancy rate all exhibited negative trends. MSA-main city disparity increased in per capita income and housing vacancy rate over the decade.

Growth Patterns-1



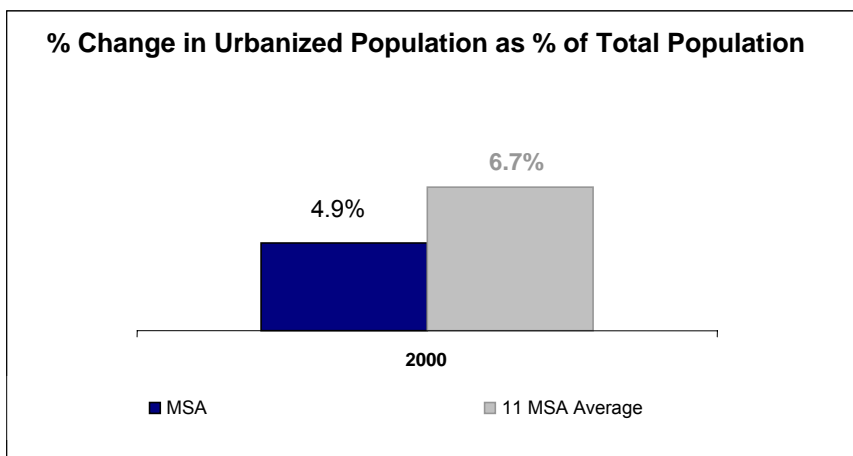
In the Rochester MSA the average commuting time rose from 19.8 minutes to 21.1 minutes. This 2 minute increase is slightly less than the average increase for the 11 MSAs in the study.

Total population growth rate for the Rochester MSA from 1990 to 2000 was 3.4%. This was slightly lower than the average increase for the 11 MSAs in the study.



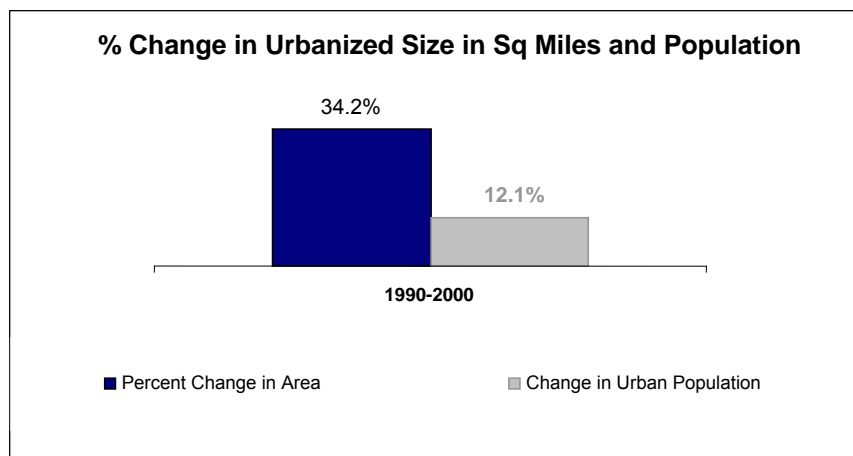
Rochester's MSA urban density decreased 16.5% from 1990 to 2000. This decrease was significantly more than the 5.2% average for the 11 MSAs in the study.

Growth Patterns-2



The percent of the total population living in the urbanized area within the Rochester MSA increased 4.9% from 1990 to 2000. This was slightly less than the average for the 11 MSAs in the study, whose average increased 6.7%.

The percent change of the urbanized area increased by 34.2% while the urban population increased by 12.1%. This suggests a 22.1% increase of sprawl.



Growth Patterns Summary

The Rochester MSA gained population during the 1990s but at a slower rate than the average for the 11 MSAs. However, the urban density decreased substantially, compared to the average decrease in density for the 11 MSAs in the study. There was also an increase in commuting time.

THE COMING DEMAND

PRODUCED BY CONGRESS FOR THE NEW URBANISM



**BASED ON RESEARCH BY
DOWELL MYERS, ELIZABETH GEARIN, TRIDIB BANERJEE,
AND AJAY GARDE, UNIVERSITY OF
SOUTHERN CALIFORNIA SCHOOL OF POLICY,
PLANNING, AND DEVELOPMENT**

RESEARCH FUNDED BY THE FUNDERS' NETWORK FOR SMART GROWTH
AND LIVABLE COMMUNITIES WITH SUPPORT FROM BANK OF AMERICA
AND THE DAVID AND LUCILE PACKARD FOUNDATION



Neighborhoods that follow the principles of the New Urbanism provide a sense of community that home buyers say they want.



Dense, walkable neighborhoods provide a high quality of life, partly by reducing vehicle use.

Time and again, market research shows that many housing consumers would like to live in walkable, mixed-use neighborhoods. The American housing market, however, is constrained by policies that promote sprawl and the natural inertia of an interdependent, multi-billion-dollar industry. As a result, the market has been slow to respond to this demand. Whereas a third of housing consumers in many markets say they would prefer to live in a walkable neighborhood with small lots, the number of such units actually developed is negligible against the vast scale of the American real estate industry. That drives up the price on the better old neighborhoods, and leaves many homebuyers with no choice but to live in a spread-out, car-dependent suburb.

The Congress for the New Urbanism (CNU) is determined to change that. CNU believes that all Americans should have the choice of living in good environments, whether they are living in a city or a suburb, no matter what part of the country they are in, and no matter their income. Such neighborhoods serve more than the individual residents—they use land more efficiently, reduce overall traffic, and provide a high quality of life.

One of the big questions asked by real estate developers, financiers, and planners is whether the current demand for walkable neighborhoods is here to stay. The question is understandable, given the industry's history of failed fads and burst bubbles. Realtors are



When daily activities occur within walking distance, residents get the benefits of convenience without the hassles of driving. This is especially attractive to older home buyers.

concerned homes might lack resale value; bankers worry about foreclosure; and land use planners don't want to create neighborhoods that lose value over time.

Fortunately, the research shows that good urbanism is more than a fad. In fact, research commissioned by the Funders' Network for Smart Growth and Livable Communities with support from Bank of America and the David and Lucile Packard Foundation shows that demand for "dense, walkable residential environments" is bound to grow substantially for the foreseeable future.

The growing demand will be the result of changing demographics, changing tastes, and the closing of the suburban frontier. Americans are getting older, and fewer households have children. Both of these demographic trends contribute to growing demand for more varied housing choices. Many Americans' tastes are moving more toward dense environments, as shown by the growth of "café culture," an attraction to ethnic diversity, and a strong attraction toward good urbanism among upper-middle class trend-setters. Perhaps most importantly, in many regions, car-dependent suburbs have never looked less attractive. In economically strong regions, suburban traffic is increasing unbearably while valued open space is converted inexorably into more suburban sprawl. In other regions, housing values are stagnating. Nationwide, older suburbs are experiencing disinvestment similar to the "white flight" of the 1950s.



The growth of café culture reflects a trend in America. More people want streets full of life.



Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

Tracking the Trends

Two Scenarios for a Prosperous Future

What is New Urbanism?

New Urbanism is a set of principles for building walkable, mixed-use neighborhoods. The Congress for the New Urbanism (CNU) is an organization of architects, planners, government officials, and developers. Charter of the New Urbanism, written in 1996, lays out 27 principles that contribute to making cities and towns more walkable, efficient, and livable. The principles range from regional policies like balancing jobs with housing in each town, to neighborhood-scale principles of mixed use and mixed income, to local architectural features like having buildings face the street, rather than facing the back yard. Together, these principles show how to make regions that are collections of great cities and towns; cities and towns that are collections of great neighborhoods; and neighborhoods made of great streets. CNU exists to educate developers, architects, planners, and others about how to create of the kind of walkable neighborhoods that Americans will be demanding in the years ahead.

The authors of the study analyze two scenarios. Under the **constant preference** scenario, age groups that currently state a demand for dense, walkable neighborhoods are projected to maintain their current level of preference.

Under the **expanded preference** scenario, cultural changes and increased exposure to the product are predicted to further increase the demand for such neighborhoods.

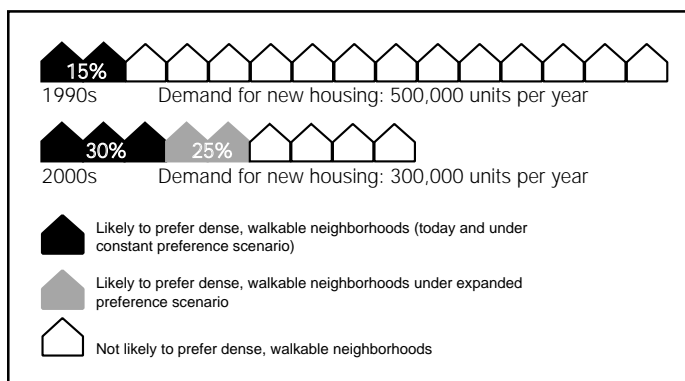
Several types of neighborhoods can satisfy this demand. There are historic neighborhoods, urban and suburban infill, and greenfield traditional neighborhood developments. Despite rapid growth in recent years, these types of development still account for only a tiny fraction of all residential development. In other words, there is a serious imbalance between supply and demand. This finding bodes well for developers and designers who understand New Urbanism, as they are likely to face overwhelming demand.

The research discussed in this report does not specifically examine New Urbanism. Rather, it looks at “dense, walkable neighborhoods.” However, if developers wish to create new “dense, walkable neighborhoods” that are as livable as those of the past, they will follow the principles of New Urbanism. These principles make dense, walkable neighborhoods into livable, appealing environments for people of many backgrounds and lifestyles.

Under either scenario, the demand for dense walkable neighborhoods will at least remain constant. This is remarkable, given the fact that the overall growth in the housing market is predicted to slow. The market currently grows by 1.3 percent per year, but in 2015, the rate of growth is predicted to be only 1.1 percent. This

means that dense, walkable neighborhoods will at least gain market share over this period. Under the “expanded preference” scenario, they will also increase absolute numbers of homebuyers and renters. This scenario predicts that the absolute number of homebuyers and renters who want dense, walkable neighborhoods will actually grow by 17 to 19 percent.

More important is the nature of the new households. It is the household growth that requires new construction, so the demographics of new households determine what sort of new construction will be built.



As demand shrinks, the demand for dense, walkable neighborhoods will grow. The result: Those in the real estate market that follow the principles of New Urbanism will be able to attract this enormous new market.

Fortunately for the new urbanist movement, household growth will be dominated by people who are middle-aged or older. These people already show a proclivity for “townhouses in the city” and other characteristics of new urbanist neighborhoods. Under constant conditions, older households who prefer townhouses in the city will make up 15% of the growth in households. If the members of this age cohort continue to grow more favorable toward urbanism, as they have over recent years, 30 to 55 percent of household growth could favor dense, walkable neighborhoods.

Aging Boomers Drive the Trend

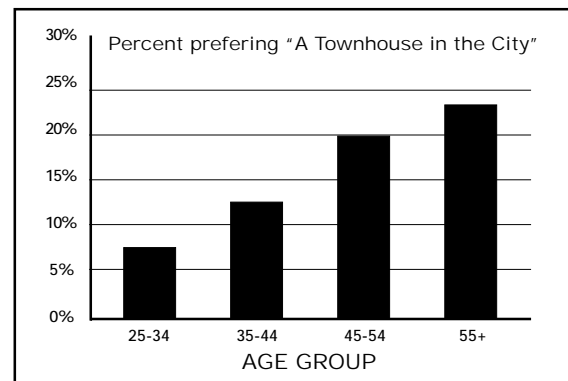
At every stage in their lives, baby boomers have changed America. Their births gave rise to America’s suburban explosion, as returning veterans took advantage of subsidized housing in the new suburbs. Boomers who rebelled against the “ticky-tacky” conformity of suburbia in the late 1960s and early 70s began to renew some cities, fixing up crumbling neighborhoods into many of today’s trendiest locations. Still, most boomers raised their own children in the suburbs, continuing the suburban expansion.

As they age, boomers are likely to be increasingly attracted to dense living environments. Today, people over 55 years of age are three times more likely than 25- to 34-year-olds to consider a townhouse in the city to be the most desirable living situation. People of this age often have enough money that they can choose where to live, so they can act as a force to reinvest in older cities or to purchase new homes that match their desires. Older cities work for them, as they are only one-third as likely as young adults to consider the school district “very important” in home buying location, and are more than twice as likely to consider “location to shopping” and “public transportation” very important. These latter characteristics also make them fit for new neighborhoods that follow traditional planning principles.

Empty nesters in the 55 to 64 age bracket will be the fastest-growing segment of the home-buying market until 2010, when the 25- to 34-year-olds will match their growth rate. If they follow in the path of previous empty nesters, they will fulfill the USC team’s “constant preference” scenario, in which there is not only demand for historic urbanism, but also a steady demand for new walkable neighborhoods.

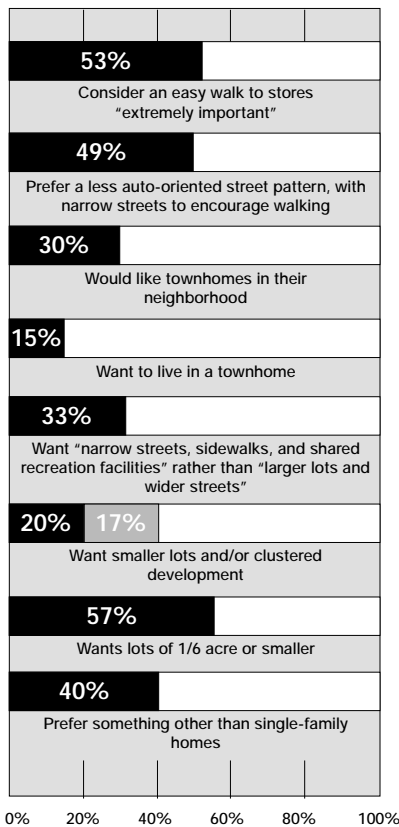


As Americans have rediscovered street life, historic cities have regained their prosperity. However, too few developments provide vibrant streets.





Households with children have pronounced preferences for sidewalks, smaller lots with smaller front yards, pedestrian-oriented streets, and higher-density housing with houses on smaller lots close to the street.



- Prefer dense neighborhood characteristics
- Prefer dense neighborhood characteristics in some surveys
- Prefer sprawl characteristics

Echo Boomers Come of Age

Meanwhile, the boomers' children are responsible for a new wave of suburban sprawl, as 25 to 35 year-olds continue to search ever-farther afield for affordable housing. That doesn't mean they like this lot. After growing up on Sesame Street and MTV, these young adults have absorbed positive images of urban environments. They are stuck with unenviable choices: Cities with lousy school systems, lovely historic suburbs with high home prices, or relatively affordable homes on the urban fringe.

These young people are very receptive to the values embodied in New Urbanist development: Surveys show that households with children have pronounced preferences for sidewalks, smaller lots with smaller front yards, pedestrian-oriented streets, and higher-density housing with houses on smaller lots close to the street. Unlike older buyers, relatively few of them have issues with the "sterility" of the suburbs. In short, they might be perfect candidates for new neighborhoods built on traditional principles. They want small lots on safe streets, and they don't mind if a town is relatively new.

Mounting Pressures for Urbanism

American culture is changing, making it possible that more and more people will be attracted to walkable neighborhoods. Based on these cultural changes, the USC study considers an expanded preference scenario. In addition to the demographic change that justifies the constant preference scenario, there are also many indications that suburbia has extended as far as it can. The stress relief of low-density life has been overtaken by the increased stress of traffic. The comfort of homogenous suburbs is giving way to a desire for diversity. The immersive shopping experiences of shopping malls is cracking open like an old stage set, as malls die and are replaced by more traditional sidewalk shopping experiences. The backlash is showing up in culture, politics, and retail, and has started spreading to the residential real estate market. So far, it shows no sign of slowing.

Traffic

There is no more powerful push factor driving people away from suburban life than traffic. Nationwide in the 1990s, average annual delay per person more than tripled. Despite a modest drop in vehicle miles travelled in America in 2000, most indications are that car use will continue to grow so long as job growth continues to boom outside of transit-accessible centers and residents keep living in ever more sprawling subdivisions.

An analysis in *Planning* magazine found that people who get stuck in traffic already respond by moving closer to work. Traffic will continue to increase the public's desire for homes near workplaces. New urbanist and infill developments can not only bring people closer to work, they can also allow many shopping, social, school, and recreational trips to be made on foot. In short: Traffic could push people into new urbanist development.

Cultural preferences

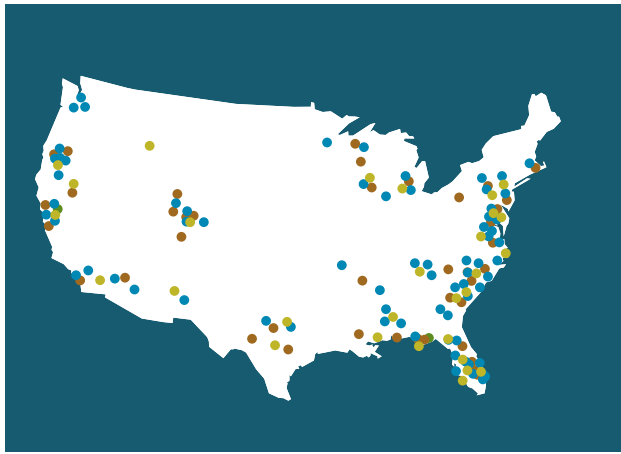
Dense urban environments have become fashionable. The USC researchers point out that "café culture" has taken off in America. The researchers say, "It is foreseeable that in the future, other amenity-oriented retail shops or upscale convenience stores may cluster in districts anchored by a Starbucks or another coffee house. These districts will become the nuclei for denser, walkable residential clusters enjoyed by many housing consumers."



As traffic increases, homebuyers seek alternatives.



The American middle class is coming out of the backyard and into the street. The "expanded preferences" scenario accounts for cultural changes.



The number of new urbanist developments under construction or complete has grown by over 20 percent every year since 1997. Today, such developments can be found in most major housing markets, helping speed acceptance of more dense walkable neighborhoods.

Politically, the backlash against excessive suburbia has manifested itself as the movement called “smart growth.” Over the last five years, voters have approved hundreds of initiatives creating urban growth boundaries, buying open space for preservation, and otherwise putting the brakes on low-density sprawl. According to a national poll commissioned by Smart Growth America in late 2000, most Americans prefer a range of smart growth measures, ranging from subsidies to create mixed-income neighborhoods to the diversion of highway money into mass transit.

These political changes constrain developers’ ability to sprawl further. The National Association of Home Builders (NAHB) recently predicted that “new construction of single-family detached homes in low-density suburban developments is likely to slow in the face of increased regulation and decreased available land supply.”

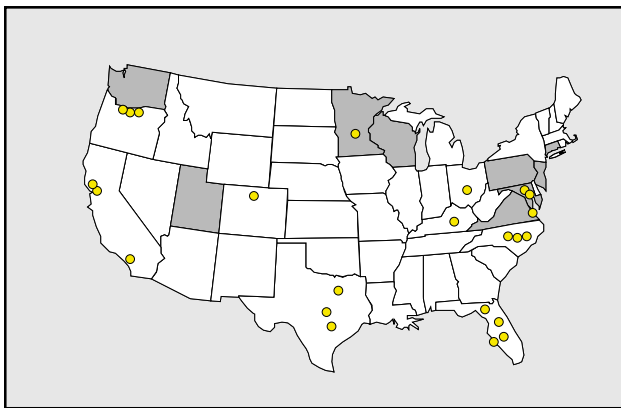
Meanwhile, towns are acting to answer the demand for walkable neighborhoods. CNU has collected over 30 examples of municipalities that have adopted zoning allow denser, walkable neighborhoods. Expedited permitting and New Urbanism-friendly zoning codes could enhance the range of housing choices, providing new walkable neighborhoods in many more markets.

Nothing Succeeds like Success

A final catalyst for cultural change is the growing presence of new walkable neighborhoods on the ground. New Urbanism first spreads slowly into a region. But once it is there, people quickly understand its benefits. Each code, development, or policy is easier than the last. For example, in Florida and Colorado New Urbanism has sunk in enough to get dozens of developments approved and on the ground. It is now widely understood in those markets, allowing bankers and local agencies to consider it without prejudice.

Because cultural and political change are less predictable than demographic change, the authors of the USC study keep their “expanded preference” scenario conservative. There is no way to estimate the high end of

market demand over the coming decades. What is sure is that New Urbanism is poised to boom. The only question is by how much.



Cities and states across the United States have adopted zoning codes, building codes, and code enabling legislation to facilitate the development of dense, walkable neighborhoods. As these Smart Growth laws spread, developers will be able to respond to the market demand for New Urbanism.

Major Sources

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Higher-Density Development

MYTH AND FACT



**Urban Land
Institute**

Higher-Density Development

MYTH AND FACT



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Institute**

About NMHC—the National Multi Housing Council

NMHC is a national association representing the interests of the nation's larger and most prominent apartment firms. NMHC advocates on behalf of rental housing, conducts apartment-related research, encourages the exchange of strategic business information, and promotes the desirability of apartment living. One-third of Americans rent their housing, and 15 percent of all U.S. households live in an apartment home.

Doug Bibby, *President*

About Sierra Club

The Sierra Club's members are 700,000 of your friends and neighbors. Inspired by nature, we work together to protect our communities and the planet. The Club is America's oldest, largest, and most influential grass-roots environmental organization.

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About AIA—the American Institute of Architects

Since 1857, the AIA has represented the professional interests of America's architects. As AIA members, more than 75,000 licensed architects, emerging professionals, and allied partners express their commitment to excellence in design and livability in our nation's buildings and communities. Members adhere to a code of ethics and professional conduct that assures the client, the public, and colleagues of an AIA-member architect's dedication to the highest standards in professional practice.

Douglas L. Steidl, *President*

About ULI—the Urban Land Institute

ULI—the Urban Land Institute is a nonprofit educational and research institute supported by its members. Its mission is to provide responsible leadership in the use of land to enhance the total environment. ULI sponsors educational programs and forums to encourage an open exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute has more than 24,000 members and associates from more than 80 countries representing the entire spectrum of the land use and development disciplines.

Richard M. Rosan, *President*

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Recommended bibliographic listing:

Haughey, Richard M. *Higher-Density Development: Myth and Fact*. Washington, D.C.:
ULI—the Urban Land Institute, 2005.

ULI Catalog Number: N27

International Standard Book Number: 0-87420-941-2

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1025 Thomas Jefferson Street, N.W.

Suite 500 West

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As this country continues to grow and change, communities are left to figure out where all these new people will live, work, and shop. New markets are emerging for real estate that offers a more convenient lifestyle than is offered by many low-density sprawling communities. New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant.

Unfortunately, in too many communities higher-density mixed-use development is difficult to construct because of zoning and building codes that favor low-density development with segregated uses and because of opposition from the community. This publication looks at several myths surrounding higher-density development and attempts to dispel them with facts to help dismantle the many barriers such developments face.

ULI is proud to have partnered with NMHC—the National Multi Housing Council, Sierra Club, and AIA—the American Institute of Architects on this publication. This convergence of interests highlights the importance each organization has placed on finding a new development pattern that better fits the needs of a growing and changing country.

ULI will continue to provide forums in which all stakeholders can explore and debate issues about growth and development patterns and how properly designed and incorporated density can be used to accommodate new growth. ULI will conduct research, produce well-balanced information, and identify best practices on issues relevant to growth and density. Through these efforts, ULI and its partners hope to play a role in planning a better development pattern for the future.

Harry H. Frampton III
Chair

Higher-Density Development: Myth and Fact

America's changing population is creating demand for new types of homes, offices, and retail outlets. Better solutions are needed to the challenges created by changing demographics, dwindling natural areas, smog and public health issues, shrinking municipal budgets, and traffic congestion. Communities that answer these challenges will develop into great places to live.

America will add roughly 43 million new residents—that's 2.7 million new residents per year—between now and 2020.¹ America is not only growing but also undergoing dramatic demographic changes. The traditional two-parent household with children is now less than a quarter of the population and getting proportionally smaller. Single-parent households, single-person households, empty nesters, and couples without children make up the new majority of American households, and they have quite different real estate needs.² These groups are more likely to choose higher-density housing in mixed-density communities that offer vibrant neighborhoods over single-family houses far from the community core.

The fact is that continuing the sprawling, low-density haphazard development pattern of the past 40 years is unsustainable, financially and otherwise. It will exacerbate many of the problems sprawl has already created—dwindling natural areas and working farms, increasingly longer commutes, debilitating traffic congestion, and harmful smog and water pollution. Local officials now realize that paying for basic infrastructure—roadways and schools, libraries, fire, police, and sewer services—spread over large and sprawling distances is inefficient and expensive.

Most public leaders want to create vibrant, economically strong communities where citizens can enjoy a high quality of life in a fiscally and environmentally responsible manner, but many are not sure how to achieve it. Planning for growth is a comprehensive and complicated process that requires leaders to employ a variety of tools to balance diverse community interests. Arguably, no tool is more important than increasing the density of existing and new communities, which includes support for infill development, the rehabilitation and reuse of existing structures, and denser new development. Indeed, well-designed and well-integrated higher-density development makes successful planning for growth possible.

Density refers not only to high-rise buildings. The definition of density depends on the context in which it is used. In this publication, *higher density* simply means new residential and commercial development at a density that is higher than what is typically found in the existing community. Thus, in a sprawling area with single-family detached houses on one-acre lots, single-family houses on one-fourth or one-eighth acre are considered higher density. In more densely populated areas with single-family houses on small lots, townhouses and apartments are considered higher-density development. For many suburban communities, the popular mixed-use town centers being developed around the country are considered higher-density development.

Most land use professionals and community leaders now agree that creating communities with a mix of densities, housing types, and uses could be the antidote to sprawl when implemented regionally. And across the country, the general public is becoming more informed and engaged in making the tough land use choices that need to be made while understanding the consequences of continuing to grow as we have in the past. Many have also come to appreciate the “place-making” benefits of density and the relationship between higher-density development and land preservation. Media coverage of the topic of growth and development has also evolved. Past media coverage of growth and development issues was often limited to the heated conflicts between developers and community residents. Many in the media are now presenting more thoughtful and balanced coverage, and several editorial boards support higher-density developments in their communities as an antidote to regional sprawl.

Yet despite the growing awareness of the complexity of the issue and growing support for higher-density development as an answer to sprawl, many still have questions and fears related to higher-density development. How will it change the neighborhood? Will it make traffic worse? What will happen to property values? And what about crime? Ample evidence—documented throughout this publication—suggests that well-designed higher-density development, properly integrated into an existing community, can become a significant community asset that adds to the quality of life and property values for existing residents while addressing the needs of a growing and changing population.

Many people’s perception of higher-density development does not mesh with the reality. Studies show that when surveyed about higher-density development, those interviewed hold a negative view. But when shown images of higher-density versus lower-density development, people often change their perceptions and prefer higher density.³ In a recent study by the National Association of Realtors® and Smart Growth America, six in ten prospective homebuyers, when asked to choose between two communities, chose the neighborhood that offered a shorter commute, sidewalks, and amenities like shops, restaurants, libraries, schools, and public transportation within walking distance. They preferred this option over the one with longer commutes and larger lots but limited options for walking.⁴ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵ Such contradictions point to widespread misconceptions about the nature of higher-density development and sprawl. Several of these misconceptions are so prevalent as to be considered myths.

To some degree, these myths are the result of memories people have of the very-high-density urban public housing projects of the 1960s and 1970s that have been subsequently deemed a failure. Somehow, the concept of density became associated with the negative imagery and social problems of depressed urban areas. The reality

is that complex interrelated factors such as the high concentration of poverty and poor educational and employment opportunities combined to doom the public housing projects. Even very-high-density housing can be practical, safe, and desirable. For example, the mixed-income apartments and condominiums or luxury high rises in New York and Chicago—some of the safest and most expensive housing in the country—prove that density does not equal an unsafe environment.

The purpose of this publication is to dispel the many myths surrounding higher-density development and to create a new understanding of density that goes beyond simplistic negative connotations that overestimate its impact and underestimate its value. Elected officials, concerned citizens, and community leaders can use this publication to support well-designed and well-planned density that creates great places and great communities that people love. With the anticipated population growth and continuing demographic and lifestyle changes, consensus is building that creating communities with a mix of densities, housing types, and uses will be both necessary and desirable.

Higher-Density Development: Myth and Fact is the sixth in a series of Urban Land Institute myth and fact booklets. The series is intended to clarify misconceptions surrounding growth and development. Other topics covered have included transportation, smart growth, urban infill housing, environment and development, and mixed-income housing.

Higher-Density Development: Myth and Fact examines widespread misconceptions related to higher-density development and seeks to dispel them with relevant facts and information. Although the benefits of higher-density development are often understated, so are the detrimental effects of low-density development. The advantages and drawbacks of higher-density development are compared throughout this publication with the alternative of low-density development. In the process, misconceptions regarding low-density development are also addressed.

MYTH

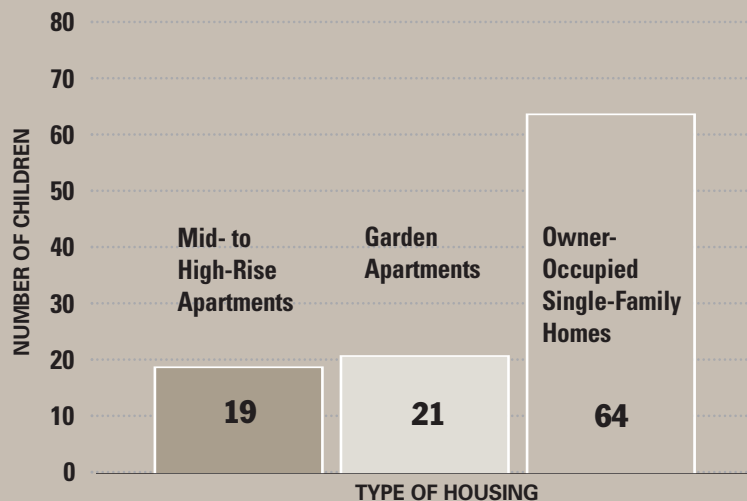
Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT

The nature of who lives in higher-density housing—fewer families with children—puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.

Public officials across the country struggle to afford the infrastructure needed to support sprawling development. A recent study analyzing the costs of sprawl estimated that more than \$100 billion in infrastructure costs could be saved over 25 years by pursuing better planned and more compact forms of development.⁶ The issue has transcended political parties and ideologies and has become an issue of basic fiscal responsibility. California’s Republican Governor Arnold Schwarzenegger has criticized “fiscally unsustainable sprawl,”⁷ while Michigan’s Democratic Governor Jennifer Granholm has noted that sprawl “is hampering the ability of this state and its local governments to finance public facilities and service improvements.”⁸

NUMBER OF SCHOOL AGE CHILDREN PER 100 UNITS OF NEW HOUSING



Source: 1999 American Housing Survey (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1999).

Progressive and conservative groups have identified sprawl as a real problem. Charter of the New Urbanism states that “placeless sprawl” is an “interrelated community building challenge.”⁹ Conservative groups have concluded that “sprawl is in fact a conservative issue” with “conservative solutions” and that “sprawl was in large part created through government intervention in the economy.”¹⁰

Indeed, numerous government policies over the last half century have led to and supported sprawl. Historically, federal spending for transportation has subsidized large-scale highway construction over other modes of transportation. Financing policies from the Federal Housing Administration have promoted suburban subdivisions across the nation. Large lot exclusionary zoning has forced the artificial separation of land uses, leading to large distances between employment centers, housing, and retail. But many government agencies now realize they cannot afford to continue providing the infrastructure and public services that sprawl demands.

Not only do local governments absorb much of the cost of more and more roadways, profoundly longer water and electrical lines, and much larger sewer systems to support sprawling development, they must also fund public services to the new residents who live farther and farther from the core community. These new residents need police and fire protection, schools, libraries, trash removal, and other services. Stretching all these basic services over ever-growing geographic areas places a great burden on local governments. For example, the Minneapolis/St. Paul region built 78 new schools in the suburbs between 1970 and 1990 while simultaneously closing 162 schools in good condition located within city limits.¹¹ Albuquerque, New Mexico, faces a school budget crisis as a result of the need to build expensive new schools in outlying areas while enrollment in existing close-in schools declines.

P R O F I L E



MCCAFFERY INTERESTS

The Market Common Clarendon

Located on the site of a former parking lot and occupying roughly ten acres of land, the Market Common in Clarendon, Virginia, just outside Washington, D.C., provides 300 Class A apartments, 87 townhouses, 100,000 square feet of office space, and 240,000 square feet of prime retail space. Located within walking distance of the Orange Line of Washington’s extensive subway system, residents can leave their cars parked while they take public transit to work. They can also walk to a Whole Foods grocery store adjacent to the highly successful development. Prominent national retailers occupy the ground level of the building, and structured parking is provided. The compact development form of the Market Common promotes walking, biking, and using public transit over autos. The apartments are attractive to young professionals without children, lessening the impact on the county’s

Located within walking distance of a Washington, D.C., Metro stop, the Market Common provides housing, offices, retail, and restaurants on a ten-acre site that was formerly a parking lot.

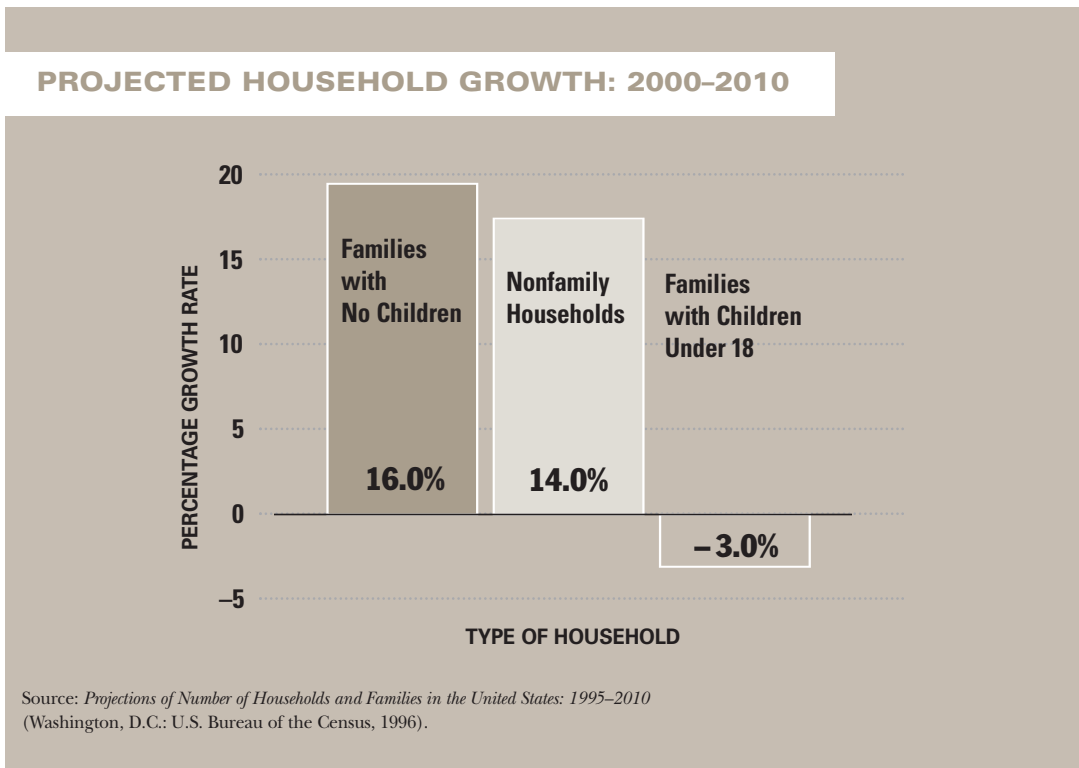
school system. The project is the result of a successful collaboration of McCaffery Interests, Arlington County officials, and citizens of the Clarendon neighborhood; it has spurred new retail, office, and residential construction on neighboring sites.

Unfortunately for local governments, a growing body of evidence shows that sprawling development often does not pay enough property tax to cover the services it requires. A study conducted for a suburban community outside Milwaukee found that public services for an average-price single-family house in that community cost more than twice as much as the property taxes paid by the homeowner.¹²

One reason for the disparity between property tax revenue and the cost of public services is expenditures for public schools. Low-density suburbs and exurban areas generally attract families with more school-age children. In fact, single-family developments average 64 children for every 100 units, compared with only 21 children for every 100 units of garden apartments and 19 children for every 100 units of mid- to high-rise apartments.¹³ The reason is that multifamily housing attracts predominantly childless couples, singles, and empty nesters.

And although apartment renters do not pay property tax directly, apartment owners do. Apartments are also usually taxed at a higher commercial real estate tax rate,¹⁴ so a typical mixed-use development with retail, office, and apartments may subsidize the schools and other public services required by residents of low-density housing in the same community. This phenomenon is further exacerbated because many multifamily developments and retail and office establishments pay for their own trash disposal, shuttle buses, and security.

Reducing the distance between homes, shops, and offices also reduces the cost of public infrastructure. According to one of many studies, “The public capital and operating costs for close-in, compact development [are] much lower than they [are] for fringe, scattered, linear, and satellite development.”¹⁵ And many of these studies do not take into account the advantages created by making public transit



more feasible as well as making delivery of basic services like mail delivery, trash collection, and police and fire protection more efficient.

Another emerging body of research suggests that higher-density development is an important component of economic development initiatives and helps attract new employers. “Information economy” is a term used to define the growing industries based on the economics of the Internet, information goods, and intellectual property. Workers in this field are known as “knowledge workers,” and many believe they are the future of the American economy. These workers are comfortable with the latest technology and, because their skills are transferable, choose their jobs based on the attributes of the town or city where they are located. They seek out vibrant, diverse urban centers that offer access to technology, other knowledge workers, and lifestyle.¹⁶

The economic development game has changed. Employers now follow the workers rather than the other way around. Therefore, communities that focus on providing a high quality of life with the energy and vitality created by urban centers will be much more likely to attract these highly prized, talented, and productive workers than communities of faceless sprawl. Companies that understand the appeal of these communities are making relocation decisions with these workers in mind. Studies have shown that increasing employment density increases labor productivity, generally by reducing commuting times.¹⁷

Thus, introducing higher-density projects into a community will actually increase that community’s revenue without significantly increasing the infrastructure and public service burdens. Blending apartments into low-density communities can help pay for schools without drastic increases in the number of students. Diversifying housing options and adding amenities like shops and offices close by will improve the quality of life and attract businesses and people that will strengthen the community’s economic stability. Increasing density provides a real economic boost to the community and helps pay for the infrastructure and public services that everybody needs.

PROFILE

Highlands’ Garden Village

Built on the site of the Elitch Gardens amusement park in Denver, Highlands’ Garden Village is a walkable, transit-linked community and a financially viable model for environmentally responsible infill development. New York-based developer Jonathan Rose & Companies developed single-family homes, townhouses, seniors’ and multifamily apartments, cohousing, offices, and retail space on the site. At the center, a historic theater and carousel from the original amusement park are being transformed



JONATHAN ROSE & COMPANIES

Highlands’ Garden Village reuses some structures from the amusement park previously located on the site. The compact development, combined with a variety of uses and housing types, uses public infrastructure more efficiently than low-density sprawling development.

into a community performing arts center and a walking labyrinth. Berkeley, California-based Calthorpe Associates designed a plan that put new homes on three sides of a square-shaped village and a commercial “main street” on the fourth. Restaurants, studios, and shops line the street with live/work townhouses and offices above, giving residents the opportunity to live, work, and shop in the same community. The proximity of amenities, location near downtown, and convenience of public bus lines encourage people to walk and reduce travel costs.

MYTH

Higher-density developments lower property values in surrounding areas.

FACT

No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

The precise value of real estate is determined by many factors, and isolating the impact of one factor can be difficult. Although location and school district are the two most obvious determining factors of value, location within a community and size and condition of the house also affect value. Several studies have examined whether multifamily housing has any impact on the value of nearby single-family detached houses. These studies have shown either no impact or even a slightly positive impact on appreciation rates.

PROFILE



HAILE PLANTATION CORPORATION

Haile Plantation

Haile Plantation is a Gainesville, Florida, icon. Although it is denser than surrounding communities, the values of homes in Haile Plantation are often higher than the values of houses in neighboring lower-density communities, because the traditional neighborhood design employed there makes Haile Plantation more desirable and valuable. Beginning with the master plan in 1979, Haile Plantation has been called one of the first new urbanist communities in the country. Developers Bob Rowe and Bob Kramer in conjunction with the Haile Plantation Corporation developed the 1,700-acre site to include more than 2,700 units, ranging from single-family homes to townhouses and garden apartments. The sense of community has only grown with the expansion of the development to include a town center, a village green, trails, civic uses, and offices. Indeed, it is density and diversity that together add value to this popular Florida community.

Homes in Haile Plantation sell for more than neighboring homes because prospective buyers view the traditional neighborhood design as a valuable and desirable amenity.

For instance, one study by the National Association of Home Builders looked at data from the American Housing Survey, which is conducted every two years by the U.S. Census Bureau and the Department of Housing and Urban Development. It found that between 1997 and 1999, the value of single-family houses within 300 feet of an apartment or condominium building went up 2.9 percent a year, slightly higher than the 2.7 percent rate for single-family homes without multifamily properties nearby.¹⁸

Another study, commissioned by the Family Housing Fund in Minnesota, studied affordable apartments in 12 Twin Cities neighborhoods and found “little or no evidence to support the claim that tax-credit family rental developments in [the] study eroded surrounding home values.”¹⁹ And a long-term study by Harvard University’s Joint Center for Housing Studies published in 2003 also confirms that apartments pose no threat to nearby single-family house values, based on U.S. Census data from 1970 to 2000.²⁰

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby.²¹ They cite three possible reasons. First, the new apartments could themselves be an indicator that an area’s economy is vibrant and growing. Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses. Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.²²

P R O F I L E

Echelon at Lakeside

Echelon at Lakeside is the only multifamily development in an upscale, master-planned single-family suburban neighborhood of Lakeside on Preston in Plano, Texas a suburb of Dallas. Florida-based developers Echelon Communities, LLC, overcame initial community opposition from area residents through high-quality innovative design. The award-winning architecture blends seamlessly with the surrounding neighborhood’s traditional style. Larger-than-normal floor plans, individual entries, and attached garages combine to mirror the grand

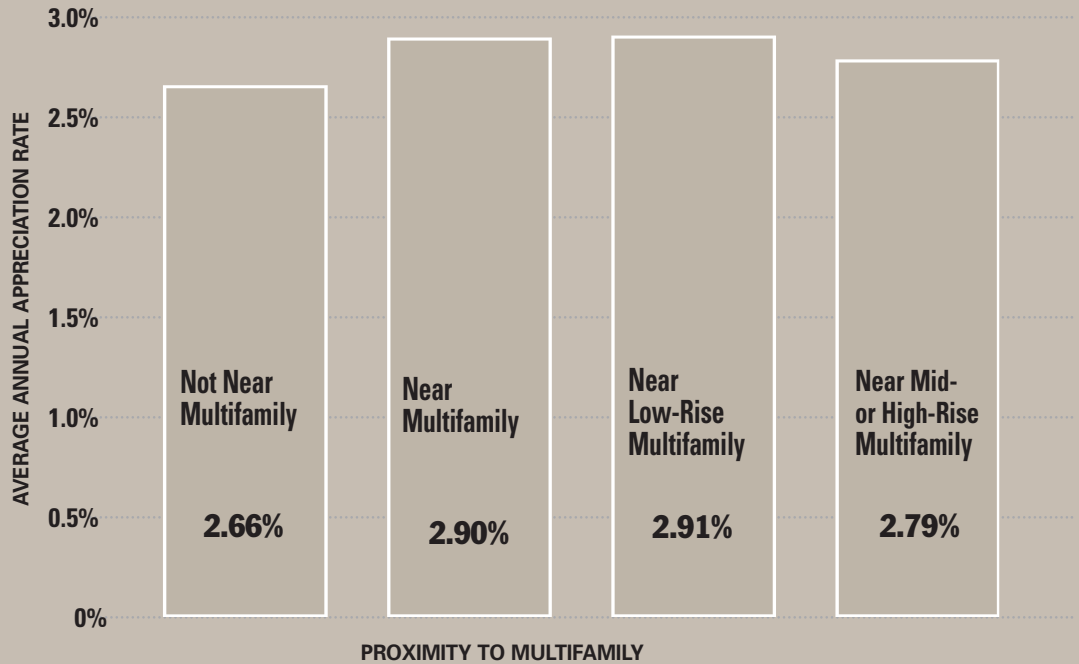


COURTESY OF ECHELON COMMUNITIES, LLC. PHOTOGRAPH BY STEVE HINDS

The award-winning apartments at Echelon at Lakeside were designed to blend with the neighboring luxury homes.

estates in the surrounding communities. Although street elevations make the buildings appear to be one single-family home, they actually house several multifamily units. Memphis-based architects Looney Ricks Kiss used five building types and three building styles. All units include high-quality interior finishes; community amenities include a resort-style pool, fitness facility, clubroom, business and conference center, and full-time concierge.

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the *American Housing Survey: 1997 and 1999* (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1997 and 1999).

Concerned citizens should use the entitlement process to demand high-quality development in their communities while understanding that density and adjacent property values are not inversely related. Higher-density real estate developers and investors in higher-density real estate need to appreciate the fact that most Americans’ wealth is held in their home equity. Therefore, changes in property values can have very real consequences to existing property owners. Likewise, homeowners would benefit from knowing that developers make a substantial financial commitment when investing in new higher-density projects. This investment is an incentive to make the project successful, which can give the community leverage in working with the developer. Such interrelated and overlapping economic interests among these stakeholders make it all the more likely that a mutually beneficial agreement can be reached. Such an agreement can result in a project that enhances the existing community, ensures the appreciation of residents’, developers’, and the local government’s financial interests, and addresses the needs of current and future residents of the community and region.

3 MYTH 3 FACT

Higher-density development creates more regional traffic congestion and parking problems than low-density development.

Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.

Most people assume that higher-density development generates more traffic than low-density development and that regional traffic will get worse with more compact development. In fact, the opposite is true. Although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household.²³ And according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled by 38 percent.²⁴

PROFILE

Mockingbird Station

The residents of Mockingbird Station in Dallas, Texas, are far less dependent on their cars, because they have a whole host of amenities at their doorstep. Dallas developer Ken Hughes partnered with Denver-based Simpson Housing Group to create the ten-acre pedestrian-oriented urban village, which includes 216 loft apartments, an eight-screen film center and café, more than 90 shops and restaurants, offices, an enclosed public plaza, and parking, all directly linked to the Dallas Area Rapid Transit (DART) light-rail system. Mockingbird Station provides direct platform access to DART trains, which offer residents an eight-minute commute to Dallas's central business district and a single train connection to the Dallas Convention Center, Reunion Arena, and other downtown entertainment. The new village is also immediately adjacent to the campus of Southern Methodist University and within walking distance of the university's new stadium and sports center. RTKL created architecture reminiscent of historic train stations but with a modern twist to the materials and detailing. Although only limited driving is necessary, a parking garage is provided but placed out of sight and underground. The myriad materials, architectural styles, and amenities create a vibrant transit-oriented community.



Residents of Mockingbird Station can leave their cars in the garage and take an eight-minute train ride to downtown Dallas; they can also walk to shops, offices, and a movie theater.

The reason is that higher-density developments make for more walkable neighborhoods and bring together the concentration of population required to support public transportation. The result is that residents in higher-density housing make fewer and shorter auto trips than those living in low-density housing.²⁵ Condominium and townhouse residents average 5.6 trips per day and apartment dwellers 6.3 car trips per day, compared with the ten trips a day averaged by residents of low-density communities. (A trip is defined as any time a car leaves or returns to a home.)

Increasing density can significantly reduce dependency on cars, but those benefits are even greater when jobs and retail are incorporated with the housing. Such mixed-use neighborhoods make it easier for people to park their car in one place and accomplish several tasks, which not only reduces the number of car trips required but also reduces overall parking needs for the community. But if retail uses are to survive, they must be near households with disposable income. Having those households within walking distance of the shops builds in a market for the stores. One study indicates that in some markets, 25 to 35 percent of retail sales must come from housing close to shops for the shops to be successful.²⁶

PROFILE

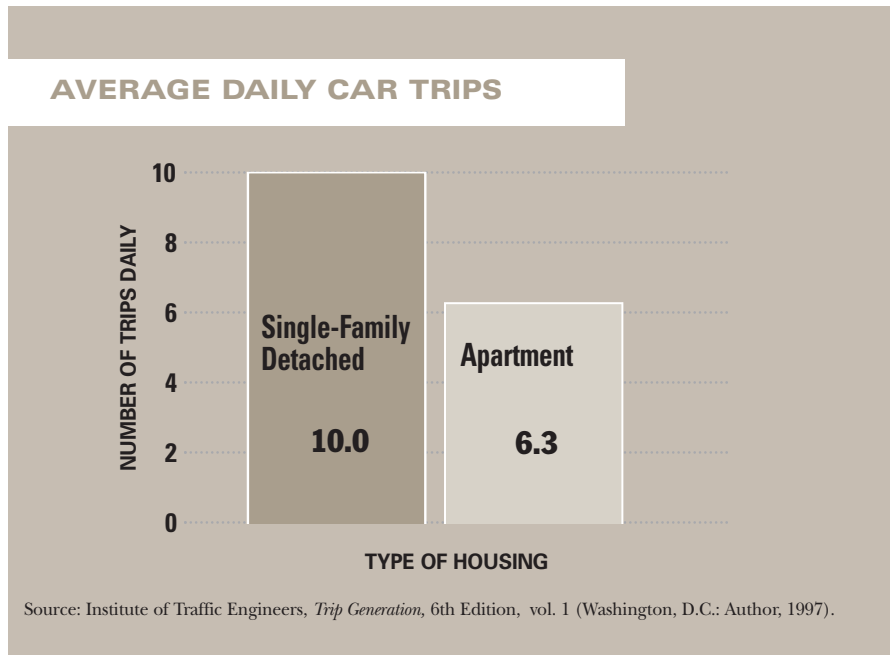
Southwest Station

The Southwest Metro Transit Commission is a small suburban bus system near Minneapolis that serves downtown Minneapolis and numerous other employment and recreation centers, including Minnesota Twins baseball games. The American Public Transportation Association calls it the “best small system in the country.” In an effort to capitalize and expand on the success of the system, the commission has encouraged transit-oriented development at its bus stops. In Eden Prairie, Minnesota, the commission completed a bus depot and five-story parking garage on 22 acres of excess right-of-way. In 2001, it started selling land around the transit complex for retail and residential development. Restaurants, shops, and more than 250 apartments, condominiums, and townhouses soon followed. The new development generated revenue for the commission, new public transit riders, affordable convenient housing, and a suburban lifestyle with the amenities usually afforded only to city dwellers.



The Southwest Metro Transit Commission in suburban Minneapolis runs an award-winning bus system and has encouraged higher-density development around transit stops, like this one at Southwest Station in Eden Prairie, Minnesota.

With a typical family now making more car trips for family, personal, social, and recreational reasons than for commuting to work,²⁷ reducing the number of noncommuting trips takes on greater importance in the battle to reduce traffic congestion and parking problems. A case study in Washington, D.C., found that workers in dense downtown Washington made 80 percent of their mid-day trips by foot while suburban workers made 67 percent of their mid-day trips by car.²⁸ Although a suburban office park would never reach the density levels of a downtown area, planners can still reduce the auto dependency of suburban office workers by using some of the same design techniques. Concentrating density around



suburban offices, allowing and encouraging retail and restaurants in and near the offices, and planning for pedestrian and bike access can all reduce the number of lunchtime car trips required by office workers.

Higher-density mixed-used developments also create efficiencies through shared parking. For example, office and residential uses require parking at almost exact opposite times. As residents leave for work, office workers return, and vice versa. In addition, structured parking becomes feasible only with higher-density developments.

Higher-density development also makes public transit more feasible. When a community that includes residences, shops, and offices reaches a certain threshold of density, public transit-shuttles, bus service, trams, or light rail becomes an option for residents. It is estimated that a minimum density of seven dwelling units per acre is needed to make local bus service feasible with an intermediate level of service.²⁹ Light rail needs a minimum density of nine dwelling units per acre to be feasible.³⁰ When a community can take advantage of these options and increase the transportation choices for residents, relief is greater as total car dependency is further broken. Such choices are impossible for low-density developments.

MYTH

Higher-density development leads to higher crime rates.

FACT

The crime rates at higher-density developments are not significantly different from those at lower-density developments.

People sometimes associate density with crime, even though numerous studies show that no relationship exists between the two. A study in Irving, Texas, using geographic information systems and crime statistics, found no link between crime and density. In fact, it found that single-family neighborhoods are “not all associated with lower crime rates.”³¹ Another study conducted by the University of Alaska found no relationship between housing density and crime in Anchorage.³²

PROFILE

Westminster Place

Although today Westminster Place is a thriving, safe community in midtown St. Louis, it was not always the case. The area, approximately 90 acres, was well known by the St. Louis police department for its high rate of violent crime, which led to the area’s becoming blighted. McCormack Baron Salazar, a St. Louis-based developer, brought the community back through the addition of higher-density mixed-income housing comprising affordable and market-rate units. The master plan included for-sale and rental housing, garden apartments, townhouses, single-family homes, and even an assisted living facility for seniors. A new community pool, a bustling retail center, and a magnet school are included as well. The new plan slowed traffic through the community, added landscaping and street and parking lot lighting, and new “eyes on the street,” making it more difficult for criminals to go unnoticed. The area blossomed into a place where people once again feel safe walking. The success of the community spurred the revitalization of surrounding areas.



MCCORMACK BARON SALAZAR

Increasing the housing density, adding some market-rate housing, and developing a design that slowed traffic and added additional lighting changed Westminster Place from a crime-ridden neighborhood to a thriving, safe community.

PROFILE

East Village

East Village is a small urban revitalization project on the edge of downtown Minneapolis. Before the project was built, the neglected 2.9-acre site contained several deteriorating rental homes, old commercial buildings, and abandoned surface parking lots. The neighborhood wanted to improve the area and the image of one of the city’s oldest neighborhoods, Elliot Park. The developers of the project, Central Community Housing Trust and East Village Housing Corporation, developed the new mixed-income housing and commercial community to encourage a sense of community and ownership. East Village now features community green space, pedestrian paths, and neighborhood businesses. Buildings surround the greenway that leads to Elliot Park, a city park with year-round activities and a community center. Brick, bay windows, and French balconies complement historic buildings in the area. In addition, all buildings have multiple entrances to encourage interaction among neighbors. An underground 350-space parking garage frees up space for landscaped areas. This once neglected area has won two awards for innovation and design and become an exceedingly successful vibrant and safe community.



CENTRAL COMMUNITY HOUSING TRUST

The additional “eyes on the street” created by the development of East Village in Minneapolis has led to a safer vibrant community.

Arizona researchers found that when police data are analyzed per unit, apartments actually create less demand for police services than a comparable number of single-family houses. In Tempe, Arizona, a random sample of 1,000 calls for service showed that 35 percent originated from single-family houses and just 21 percent came from apartments. Similarly, a random sample of 600 calls for service in Phoenix, Arizona, found that an apartment unit's demand for police services was less than half of the demand created by a single-family house.³³

One reason for the misperception that crime and density are related could be that crime reports tend to characterize multifamily properties as a single "house" and may record every visit to an apartment community as happening at a single house. But a multifamily property with 250 units is more accurately defined as 250 houses. To truly compare crime rates between multifamily properties and single-family houses, the officer would have to count each household in the multifamily community as the equivalent of a separate single-family household. When they do so, many find what the previous studies prove: that crime rates between different housing types are comparable.

Higher-density developments can actually help reduce crime by increasing pedestrian activity and fostering a 24-hour community that puts more "eyes on the street"³⁴ at all times. Many residents say they chose higher-density housing specifically because they felt more secure there; they feel safer because there are more people coming and going, making it more difficult for criminals to act without being discovered. This factor could explain why a ULI study of different housing types in Greenwich, Connecticut, shows that higher-density housing is significantly less likely to be burglarized than single-family houses.³⁵ The relationships among design, management, and security became better understood in the past few decades with the publication of several seminal works, including *Defensible Space: Crime Prevention through Urban Design* by Oscar Newman³⁶ and *Fixing Broken Windows: Restoring Order and Reducing Crime in our Communities* by George Kelling and Catherine Coles.³⁷ Many new higher-density developments include better lighting plans and careful placement of buildings and landscaping to reduce opportunities for crime, contributing to a safer community.

With the emergence of better-quality designs, higher-density mixed-use development is an attractive and safe addition to a community, one that is increasingly attracting a professional constituency seeking safety features. In fact, the luxury segment is one of the fastest-growing components of the multifamily industry.³⁸

5 MYTH FACT

Higher-density development is environmentally more destructive than lower-density development.

Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.

Low-density sprawl takes an enormous toll on our air, water, and land. The United States is now losing a staggering 2 million acres of land a year to haphazard, sprawling development.³⁹ More than 50 percent of Americans live in places where the air is unhealthy to breathe,⁴⁰ and childhood asthma and other respiratory diseases are on the rise.⁴¹ Almost half the damage to our streams, lakes, and rivers is the result of polluted runoff from paved surfaces.⁴²

It is inefficient land use, not economic growth, that accounts for the rapid loss of open space and farms. Since 1994, housing lots larger than ten acres have accounted for 55 percent of the land developed.⁴³ This loss of land often causes unexpected economic challenges for rural communities, where farmland, forests, rangeland, and open space tend to be the economic drivers that attract businesses, residents, and tourists. Low-density sprawl compromises the resources that are the core of the community's economy and character. The majority of American homeowners think it is important to stop these trends. In fact, 76 percent of local ballot initiatives related to land conservation passed in November 2004, making \$2.4 billion in funding available for protection of parks and open space.⁴⁴ But purchasing land is only part of the solution and not always an option for financially strapped governments.

Higher-density development offers the best solution to managing growth and protecting clean air and clean water. Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community. Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.⁴⁵

PROFILE

Prairie Crossing

The developers of Prairie Crossing, George and Vicky Ranney, saved \$1 million in infrastructure costs through environmentally sensitive design. The 677-acre conservation community is located in Grayslake, Illinois, 40 miles northwest of Chicago and one hour south of Milwaukee. The community features 350 acres of open space, including 160 acres of restored prairie, 158 acres of active farmland, 13 acres of wetlands, a 22-acre lake, a village green, and several neighborhood parks. Houses are sited to protect natural features such as hedge-rows, native habitat, and wetlands. Designed with colors and architecture inspired by the landscape, every home has a view of open space and direct access to ten miles of on-site walking and biking trails. Wide sidewalks, deep front porches, and rear garages encourage neighbors to meet. The homes were built with U.S. Department of Energy–approved green building techniques. As a result, they are 50 percent more energy efficient than other homes in the Chicago area, and they sell for a 33 percent sales premium. Station Village is the last phase of Prairie Crossing. When complete, it will include residential, retail, and office space, all within walking distance of two commuter train stations. Residents can ride Metra’s North Line to Chicago’s Union Station or the Central Line to downtown Chicago and O’Hare Airport.

More than half the land at Prairie Crossing was preserved as open space, and homes were built with approved green building techniques.



PRAIRIE CROSSING

PROFILE

The Preserve

USS Real Estate originally held a 550-acre tract of land in Hoover, Alabama, but sold 250 acres to the city, intending to create the Moss Rock Nature Preserve. The 680 single-family homes, 50,000 square feet of retail, and 50,000 square feet of office space are concentrated on the remaining 311-acre site. Before development of the Preserve, Hoover was characterized by sprawling conventional development and lacked a town center. The Preserve's future town center is planned to include 34 live/work units, 14 retail units, and two restaurants: at the heart of the community is the village green, an impressive eight-acre park with a town hall, a fitness center, a junior olympic swimming pool, and a kiddie pool. Residents have access to 15 acres of parks and seven miles of trails that connect to award-winning Hoover schools and the newly created Moss Rock preserve.

Clustering development at the Preserve in Hoover Alabama, enabled the creation of the 250-acre Moss Rock Nature Preserve.



USS REAL ESTATE

Many communities employ techniques such as infill and brownfield development to transform unused, abandoned lots into vibrant, revenue-generating components of the community. Some create direct incentives for higher-density development. The city of Austin, Texas, for example, created a program that rewards developers for locating projects in the city's existing neighborhoods and downtown. Others award points for a variety of attributes, such as transit access, the redevelopment of empty lots, and an increase in pedestrian facilities. By employing standards for factors like open space, dense development, and impact on water quality, communities can facilitate good urban design that preserves natural resources.

Although a well-designed higher-density community offers residents a higher-quality environment, poorly planned sprawl does the opposite. Because low-density sprawl gobbles up so much land through large-lot zoning, it ends up destroying the very thing most people moved there for in the first place—the natural areas and farmland. It forces people to drive longer distances, increasing regional air quality problems. The average American man spends 81 minutes behind the wheel every day, while women average 63 minutes. And surveys show that the time spent driving has been consistently increasing every year.⁴⁶ The national road network, currently at 4 million miles according to the U.S. Department of Transportation, is still growing at an alarming rate, mainly for the purpose of connecting new low-density suburbs back to core communities. Along with the water and air pollution, construction of these highways perpetuates the cycle of sprawl, fragments wildlife habitats, and dries up a community's financial coffers.

Increasing density not only improves air and water quality and protects open space but also redirects investments to our existing towns and cities. It can revitalize existing communities and create more walkable neighborhoods with access to public transit and hiking and biking trails. Pedestrian-friendly higher-density developments offer general health benefits as well. Mixed land uses give people the option to walk and bike to work, shops, restaurants, and entertainment. The convenience of compact communities may help fight diseases related to obesity.⁴⁷ Higher-density communities are vital to preserving a healthy environment and fostering healthy lifestyles.

MYTH

Higher-density development is unattractive and does not fit in a low-density community.

FACT

Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.

Higher-density development comes in many forms. Some of the most attractive well-planned modern development is built at a high density. Across America, appealing higher-density mixed-use town centers have been wildly popular with the public. Lushly landscaped boulevards, fountains, and showcase architecture have created a sense of place in areas previously known only for faceless, uninteresting low-density development. The enduring appeal

PROFILE

Post Riverside

Atlanta is often called the poster child for suburban sprawl. However, it is also the home of Post Riverside, a revolutionary new mixed-use pedestrian-oriented community developed by Atlanta-based Post Properties, Inc., and located on the banks of the Chattahoochee River between Atlanta's bustling Buckhead and Vinings communities. As is the trend nationally, 65 percent of all vehicle trips in Atlanta are to run errands, not to commute to work. With offices, shops, and restaurants within walking distance of the apartments, Post Riverside residents depend on autos much less than their neighbors in lower-density areas. In addition, the community is connected to Atlanta's MARTA subway system and the Cobb County transit system. This award-winning 85-acre mixed-use development includes 25,000 square feet of retail space, 225,000 square feet of office space, and 535 apartments, all designed around a gracious town square. For many people, this amenity-rich, low-maintenance lifestyle better suits their needs than a traditional single-family home in a low-density neighborhood.



POST PROPERTIES, INC. PHOTOGRAPH ©STEVE HINDS

Post Riverside in Atlanta demonstrates that higher-density development can be attractive and successful in a community known for lower-density development.

and desirability of older and more gracious higher-density neighborhoods—Georgetown in Washington, D.C., Beacon Hill and Back Bay in Boston, and Lincoln Park in Chicago—attest to the fact that some of the more desirable neighborhoods in America historically have been of higher density than that found in typical outer suburbs.

This return to the design principles of the past is at the core of the new urbanist movement that took hold in the 1990s. The movement grew as many people came to miss the sense of community that was created by the mixed-density and mixed-use communities of the past. They realized that low-density subdivisions isolated their owners not only from pedestrian access to shops and offices but also from their neighbors. The growing sense of social alienation, highlighted in books like Robert Putnam’s *Bowling Alone*,⁴⁸ has led many back to the comfort of communities that are a reminder of the places where many of us grew up. These new communities combine the best design ideas of the past with the modern conveniences of today to provide residents with what has been missing from many sprawling areas—a sense of community.

Today’s developers, architects, and planners know that to attract customers and to secure zoning approvals and community acceptance, they must produce attractive and innovative properties that complement their surroundings. Design professionals are driven to produce projects that meet users’ demands, understand and respond to the context of a site, enhance its neighborhood, and are built to last.⁴⁹ In fact, attendance at a recent American Institute of Architects–sponsored conference on density far surpassed expectations, speaking to the interest among land use professionals in addressing the design issues associated with density.⁵⁰

It is plausible that the high level of citizens’ opposition to density may be based on an outdated notion of what higher-density development looks like. A University of North Carolina study revealed that when given a choice between two attractively designed communities, one higher density and the other low density; the majority preferred the higher-density option.⁵¹ Other visual preference surveys confirm that there is an almost universal negative reaction to the visual appearance of commercial strip sprawl and an almost universal positive reaction to traditional town-like communities of the past, communities that almost invariably included a mix of densities and uses.⁵²

P R O F I L E

The Plaza at the Arboretum

This award-winning mixed-use project in Santa Monica, California, developed by California-based Legacy Partners, achieves a density of 97.5 dwelling units per acre. The attractive seven-story building includes 10,000 square feet of retail space and 350 apartment units ranging from 612 to 1,555 square feet. The architecture firm Meeks and Partners used strong geometric forms to create a playful architectural character that fits nicely in the avant-garde Hollywood studio section of Santa Monica. The development includes a swimming pool, spa, fitness center, and clubhouse.



MEEKS AND PARTNERS PHOTOGRAPH © STEVE HINDS

Higher-density developments like the Plaza at the Arboretum present opportunities to create outstanding award-winning architecture.

MYTH

No one in suburban areas wants higher-density development.

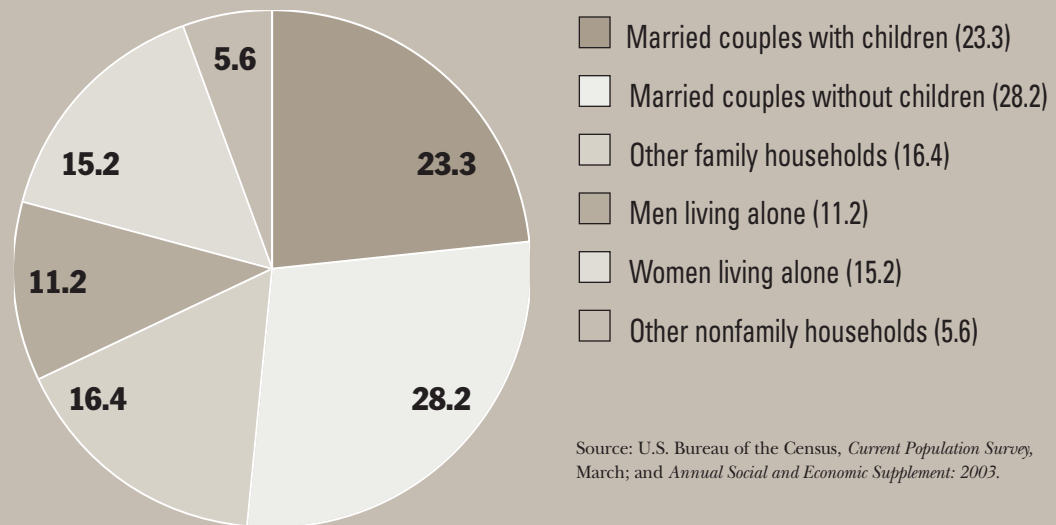
FACT

Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban locations.

When many of us think of the American Dream, we envision married couples with children living in single-family detached houses in the suburbs. The notion is that the only people who want to live in higher-density areas are those who cannot afford a traditional house with a back yard or who want to live in the middle of the city. Both perceptions are flawed.

This country's population is changing, and so are its real estate preferences. These lifestyle changes have significant implications for suburban development. For the first time, there are more single-person households (26.4 percent) than married-

HOUSEHOLDS BY TYPE: 2003 (PERCENTAGE OF TOTAL)



Source: U.S. Bureau of the Census, *Current Population Survey*, March; and *Annual Social and Economic Supplement: 2003*.

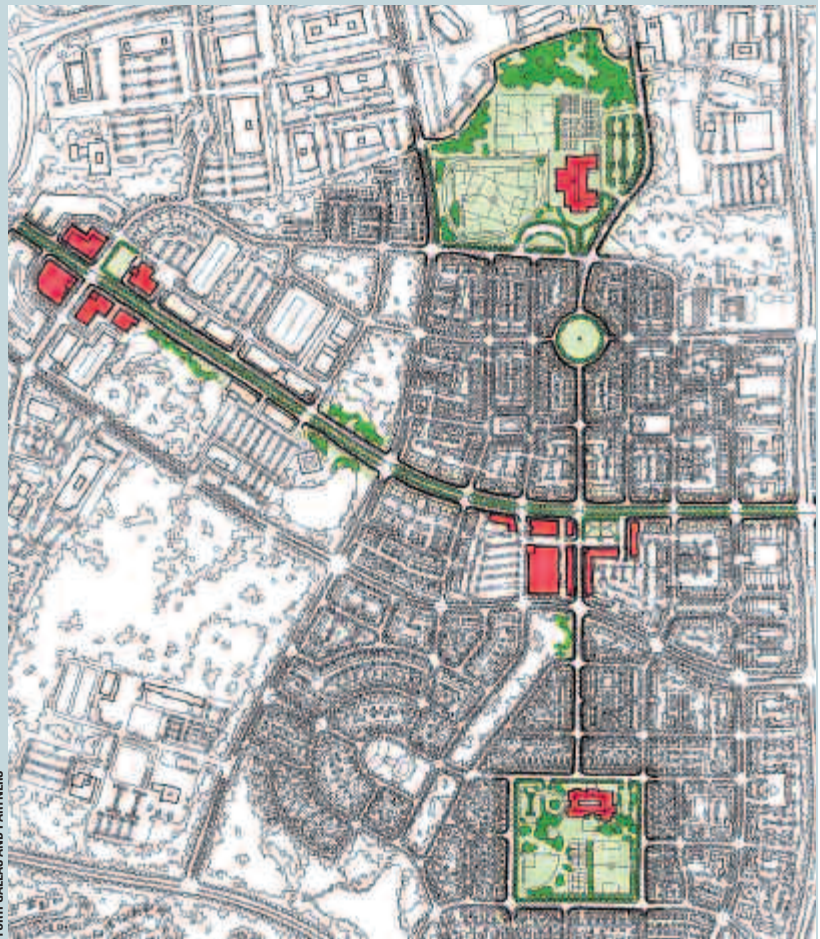
couple-with-children households (23.3 percent).⁵³ The groups growing the fastest, people in their mid-20s and empty nesters in their 50s, are the groups most likely to look for an alternative to low-density, single-family housing.⁵⁴

A growing number of Americans are redefining their American Dream. They are seeking a more convenient and vibrant lifestyle. And while some seek this lifestyle in cities, many others seek the same lifestyle in the suburbs. According to a 2002 study by the National Association of Home Builders, more than half the renters questioned said they wanted to live in the suburbs.⁵⁵ Moreover, a national survey of homebuyers' community preferences found that nearly three-quarters of all

PROFILE

King Farm

This 430-acre community is characterized by the historic architecture of the region but offers an assortment of modern conveniences as well. Developed by King Farm Associates, LLC, King Farm is located in Rockville, Maryland, five miles from the Washington, D.C., beltway, 15 miles from downtown D.C., and walking distance from the Shady Grove Metro station. The neighborhood was designed for pedestrians, but the King Farm shuttle makes getting around even easier. The shuttle runs a complimentary route between the King Farm Village Center, the Metro station, and the Irvington Center, a 90-acre commercial complex next to the Metro. In addition, two types of public bus service are available at King Farm. At the Village Center, 120,000 square feet of retail space is within walking distance from both residential and commercial development. The center also includes 47 loft apartments and a one-acre village green. Watkins Pond and Baileys Common are King Farm's two residential villages. They offer single-family homes, townhouses, condominiums, and luxury apartments intertwined with natural areas. The center of Watkins Pond is a 12-acre city park with tennis and basketball courts, a soccer and softball field, two playgrounds, several picnic areas, benches, and paths.



TORTI GALLAS AND PARTNERS

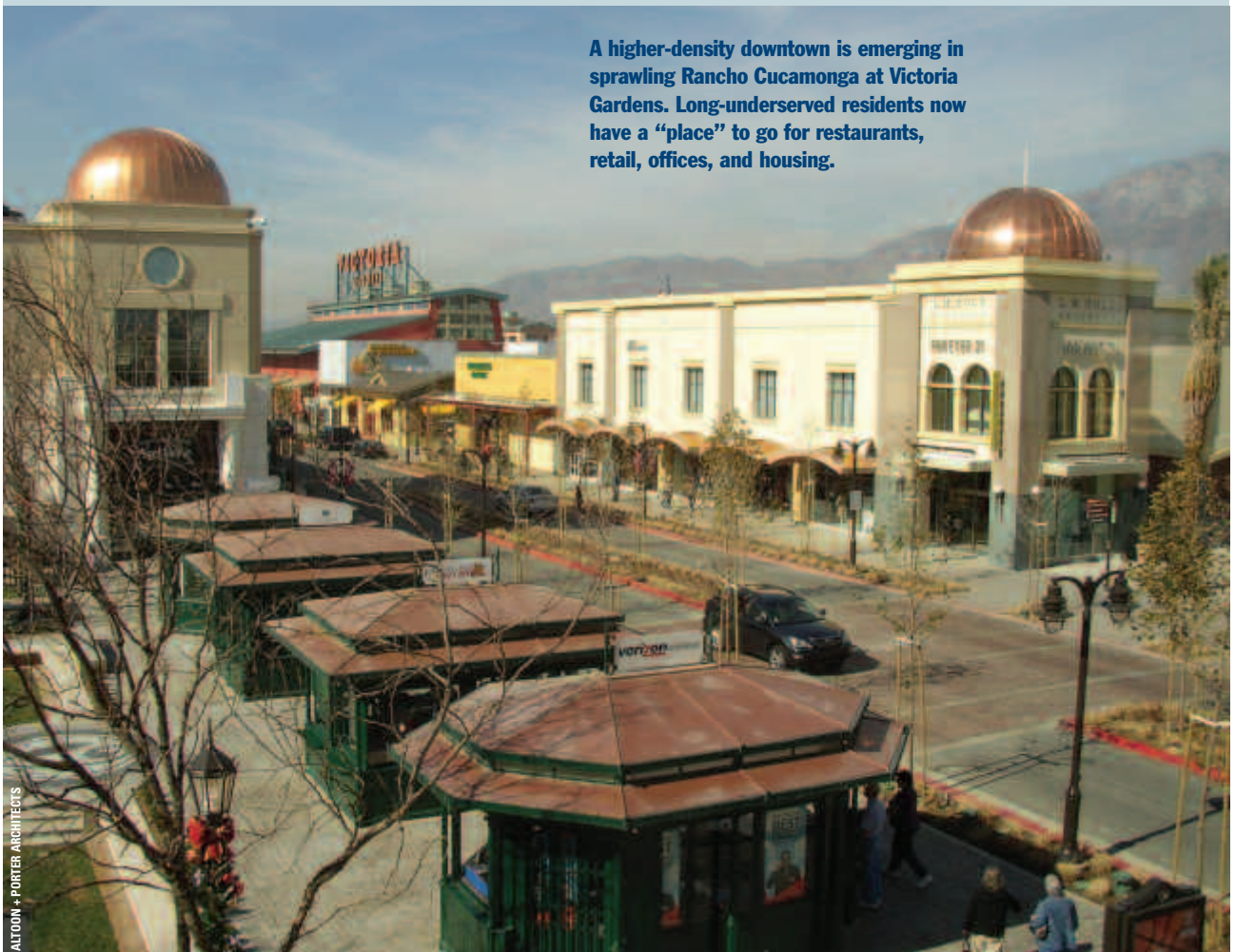
King Farm is a successful higher-density suburban community that integrates housing, retail shops, offices, and public transit.

PROFILE

Victoria Gardens

The city of Rancho Cucamonga, located roughly 60 miles east of Los Angeles in California’s Inland Empire, has a rich agricultural history and, more recently, a history of low-density sprawl with no real city center. This situation is changing, however, with the opening of the first phases of a huge new mixed-use development known as Victoria Gardens. The development, designed by L.A.-based architects, Altoon + Porter, and being developed jointly by California-based developers Forest City California and the Lewis Investment Company, will create a vibrant higher-density downtown where none previously existed. Rapidly growing Rancho Cucamonga has been traditionally underserved by restaurants and entertainment options. The long-awaited addition of a “place” in the city has been well received by residents. The 147-acre development will eventually contain 1.3 million square feet of commercial and community space, including retail, entertainment, office, and civic uses with a cultural center and a library. Twenty acres of housing on site will allow people to live within walking distance of all the amenities of Rancho Cucamonga’s new downtown.

A higher-density downtown is emerging in sprawling Rancho Cucamonga at Victoria Gardens. Long-underserved residents now have a “place” to go for restaurants, retail, offices, and housing.



ALTOON + PORTER ARCHITECTS

buyers prefer to live in a community where they can walk or bike to some destinations.⁵⁶ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵⁷ These surveys confirm that many people prefer the suburbs but want the amenities traditionally associated with cities, including living close to work.

With the continuing decentralization of cities and the rise of suburban communities with urban-like amenities, many people find that they can live and work in the suburbs with all the attributes of suburbia they desire without giving up walkability and convenience. A recent study confirms that in many regions, more office space is located in suburban locations than downtowns,⁵⁸ providing an opportunity for people to live near their jobs. Communities and developers that have recognized and responded to the dual trends of decentralized offices and a growing desire for a more convenient lifestyle have been rewarded. Well-placed mixed-use, higher-density developments in the suburbs are increasingly popular, creating a new sense of place.

Communities are being developed using the best concepts of traditional communities—smaller lots, a variety of housing types, front porches and sidewalks, shops and offices within walking distance, and public transit nearby. Communities like Celebration in Florida and King Farm in Maryland have been so popular with the homebuying public that past worries over whether the demand exists for them have been replaced by concerns about their rapid price appreciation, putting them out of the reach of all but the highest-income households. Today's real demographic and lifestyle changes are inspiring a return to traditional development styles that offer walkable, bikeable, and more dynamic communities that put residents closer to shops, offices, and parks.

8 MYTH

Higher-density housing is only for lower-income households.

FACT

People of all income groups choose higher-density housing.

Multifamily housing is not the housing of last resort for households unable to afford a single-family house. Condominiums, for instance, are often the most sought after and highly appreciating real estate in many urban markets. The luxury segment of the apartment market is also rapidly expanding. Most people are surprised to learn that 41 percent of renters say they rent by choice and not out of necessity, and households making more than \$50,000 a year have been the fastest-growing segment of the rental market for the past three years.⁵⁹ Multifamily housing throughout the world has historically been the housing of choice by the wealthiest individuals because of the access and convenience it provides. From Manhattan to Miami to San Francisco, higher-density housing has been prized for the amenity-rich lifestyle it can provide.

Higher-density development can be a viable housing choice for all income groups and people in all phases of their lives. Many financially secure baby boomers, who have seen their children leave the nest, have chosen to leave behind the yard maintenance and repairs required of a single-family house for the more carefree and convenient lifestyle multifamily housing provides. Interestingly, their children, the echo boomers, are entering the age where many will likely live in multifamily housing. Just starting careers, many are looking for the flexibility of apartment living to follow job opportunities. Their grandparents, likely on a fixed income, may also prefer or need to live in multifamily housing as physical limitations may have made living in a single-family house too challenging.

Providing balanced housing options to people of all income groups is important to a region's economic vitality. The availability of affordable multifamily housing helps attract and retain the workers needed to keep any economy thriving. In many American towns and cities, rapidly rising house prices are forcing working families to live farther away from their jobs. In fact, the lack of affordable housing is mentioned as the number one problem facing working families today.⁶⁰

PROFILE

Rollins Square

Rollins Square, a mixed-use development in Boston's South End, is a truly mixed-income community that provides housing for a wide spectrum of people in all income brackets. Twenty percent of the overall units are reserved for people whose income is 30 to 60 percent of the Boston area median income (AMI), 40 percent are for-sale condominiums reserved for working households with incomes 80 to 120 percent of the AMI, and the remaining 40 percent are market-rate units sell-

ing for up to \$750,000. The residences occupy two city blocks and integrate seamlessly into the existing neighborhood. The varying heights and diverse exterior materials give the appearance that the development was constructed over time. Rollins Square was developed by the Planning Office for Urban Affairs, Inc., a nonprofit developer associated with the Archdiocese of Boston.

Rollins Square effectively provides housing for low-, moderate-, and high-income households in one attractive development that is well integrated into the existing community.



CBT/CHILD BERTMAN TSECKARES ARCHITECTS

PROFILE

I’On

I’On is a 244-acre master-planned community along the deep-water marshes of Hobcraw Creek in Mount Pleasant, South Carolina. Just six miles east of Charleston, the community features 700 single-family homes, community facilities, and a small-scale commercial area. Vince Graham, principal with the I’On Company, is developing six residential neighborhoods connected by narrow streets, pedestrian corridors, and community spaces. An I’On Guild member, one of 18 builders selected for experience, talent, and financial strength, builds each individual home. The architecture is inspired by classic Lowcountry style with large balconies, deep front porches, and tall windows on even taller homes. Homes now sell for \$685,000 to \$1.7 million. Community facilities include I’On Square, I’On Club, the Creek Club, and the Mount Pleasant Amphitheater. Residents also enjoy easy access to the Cooper and Wando rivers, the Charleston harbor, and the Atlantic Ocean. One neighborhood boat ramp and four community docks are available for crabbing and fishing. Two miles of walking trails are available for residents; a five-acre pond, the Rookery, is a protected nesting site for wading birds. In addition, the public and private schools in Mount Pleasant are some of the best in the area.



Some home prices in the well-planned higher-density community of I’On are approaching \$2 million. The traditional neighborhood design combined with the community amenities made possible by higher densities have made the community one of the most desirable in the Charleston area.

As the problem of affordability worsens, workers on the lower end of the salary scale may move to more affordable cities, leaving a labor shortage in their wake. Such shortages make a region less desirable as an employment center. According to PricewaterhouseCoopers, access to a large and diverse labor pool is the most important factor in making corporate decisions on locations.⁶¹ Communities that do not provide housing for all income groups become less desirable corporate locations.

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Higher-Density Development Myth and Fact

Richard Haughey

No one likes sprawl and the traffic congestion it creates, yet proposals for increasing density in new and existing neighborhoods often are squashed by community fears of public housing, crime, and ugly high rises. *Higher-Density Development: Myth and Fact* dispels these negative connotations, by comparing the advantages and drawbacks of higher- and low-density development. The definition of higher-density development is relative to the community the development is in—it could be single-family homes on smaller lots, or townhouses and apartments in more populated areas. Eight widespread misconceptions about higher-density development are examined and dispelled with well-researched facts and examples of high-quality, compact developments.

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- Higher-density development creates more regional traffic congestion and parking problems than low-density development.
- Higher-density development leads to higher crime rates.

- Higher-density development is environmentally more destructive than lower-density development.
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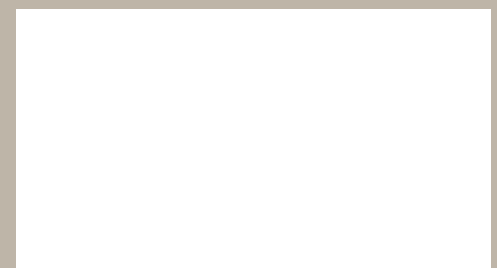
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Ten Principles for Rebuilding Neighborhood Retail



Urban Land
Institute

Ten Principles for Rebuilding Neighborhood Retail

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The Urban Land Institute gratefully acknowledges the financial support of Bank of America in underwriting this project.

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ULI—the Urban Land Institute is a non-profit education and research institute that is supported by its members. Its mission is to provide responsible leadership in the use of land in order to enhance the total environment.

ULI sponsors education programs and forums to encourage an open international exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute today has more than 20,000 members and associates from some 70 countries representing the entire spectrum of the land use and development disciplines.

Richard M. Rosan
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Recommended bibliographic listing:

Beyard, Michael D., Michael Pawlukiewicz, and Alex Bond. *Ten Principles for Rebuilding Neighborhood Retail*. Washington, D.C.: ULI—the Urban Land Institute, 2003.

ULI Catalog Number: T21
International Standard Book Number:
0-87420-922-6

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1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

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Introduction

Over the past five decades, retailing in urban neighborhoods has hollowed out, leaving most cities and inner-ring suburbs with too little to support healthy neighborhoods and strong communities. The results are apparent to anyone living in or visiting a 21st century city: commercial streets with deteriorating buildings, empty storefronts or marginal month-to-month tenants, an undersupply of essential goods and services, social problems, poor pedestrian environments and amenities, and untended streets and sidewalks.

The decline of neighborhood retailing has had a profound effect on the desirability of many urban neighborhoods and communities. The convenient availability of goods and services is a key factor that people consider when choosing a place to live, and neighborhoods without suitable retailing are dramatically weakened. Residents who can afford it, leave, and potential new residents choose to live somewhere else. In this type of environment, communities cannot be sustained over the long term.

The challenges of rebuilding persist not only in low-income neighborhoods, but also in many other urban locations where retailing never recovered from the shift of buying habits that led people to suburban shopping centers. Even in some of the most affluent communities—where first-generation, auto-oriented shopping streets have begun to urbanize and take on characteristics of urban shopping districts—redevelopment efforts are often stymied by NIMBYists

Orenco Station, Hillsboro, Oregon.





who object to the transition as well as to the changes in character, diversity, and density that the transition brings.

In all cases, rebuilding neighborhood retail streets is a difficult, lengthy, and complicated process. It differs significantly from developing a suburban shopping center or reestablishing downtown shopping districts, so innovative strategies must be employed to restore the neighborhood's vitality and competitiveness. Neighborhood retail streets are betwixt and between most communities' established retail locations, and they have been largely forgotten or purposely avoided for years by retailers, developers, and shoppers. The reasons are clear: misperceptions about the extent of urban buying power are widespread, retail opportunities are perceived to be greater elsewhere, and the many social problems faced by urban neighborhoods have proved difficult to solve.

As a result, even those who live near neighborhood shopping streets are often forced to travel outside their own neighborhoods to shop for goods and services that most others take for granted in their everyday lives.

Opportunities to reestablish retailing along neighborhood commercial streets are great. Through careful planning, new roles can be found for these streets to fill in today's marketplace to better serve neighborhood residents. But a word of

The Village at Shirlington in Arlington, Virginia, is a mix of 1940s neighborhood retail buildings and new retail and residential developments.

caution: Attempts to re-create past glories—a commonly voiced goal—rarely succeed because most urban neighborhoods have changed dramatically over the past few decades, and their position in the regional hierarchy of retail destinations has been marginalized by newer concentrations of retailing in wealthier neighborhoods with better access, visibility, parking, security, and retailing environments.

The large trade areas that many neighborhood streets once enjoyed have been cut off by newer centers, changes in retail merchandising have rendered obsolete much of the retail space along neighborhood streets, demographic shifts have reduced population densities and buying power, and a critical mass of retailers no longer exists along many of these streets. The result has been lower demand, high vacancies, a poor retail environment, and a failure to adapt to changed competitive circumstances. To achieve long-term sustainability, plans for rebuilding neighborhood shopping streets must recognize these changes and embrace solutions that are realistically market-based. It is not enough to base them solely on enlightened public policy goals or the community's wish list, no matter how well intentioned.

In spite of the challenges faced by neighborhood retail streets, their future is turning much brighter, and the Urban Land Institute believes that the timing is

Bloor West Village in Toronto, Ontario.



right to rebuild them. Numerous metropolitan trends are redirecting growth back into existing communities, which has positive implications for the rebirth of neighborhood retailing. Urban lifestyles are becoming more popular among empty nesters, singles, the elderly, and nontraditional households; immigrants are flocking to many neighborhood streets as low-cost places to open small businesses, stores, and restaurants; retailers are again interested in urban locations because their traditional suburban markets are saturated; states are increasingly concerned about the effects of sprawl and are instituting smart growth policies; pedestrian-oriented, streetfront retail environments are gaining favor with today's consumers; inner-city crime has declined dramatically in the past ten years; and local governments are using increasingly sophisticated planning, regulatory, and financial incentives to encourage market-based real estate investments in distressed urban neighborhoods.



The revitalization of Old Pasadena, California, incorporated new retail trends for shopping and entertainment in a historic main street environment.

But these positive trends alone are not enough to ensure that rebuilding will occur—even in affluent locations—since it takes far more time and effort to rebuild neighborhood retailing than it took to destroy it. The challenge for the public and private sectors is to work together aggressively to create the environment in which retailing can thrive. If this doesn't happen, retailing will continue to shun neighborhood streetfront locations and choose more competitive sites. Gaining the public sector's commitment is a difficult challenge because cities and states are faced with increasingly limited resources and many new and competing obligations. Nevertheless, ULI believes that ways must be found, as part of a long-term strategy, to get started today on the task of rebuilding retail services because the future prosperity of our metropolitan areas depends on it.

**New Haven,
Connecticut.**



Part of ULI's mission is to examine cutting-edge issues and propose creative solutions for improving the quality of land use and development. To that end, ULI sponsored a charrette on smart growth solutions to devise strategies to realistically restore the vitality of neighborhood shopping streets to create more livable environments and sustainable communities. In June 2003, during three days of intensive study of three neighborhood shopping streets in the greater Washington, D.C., area, teams of planning and development experts from around the country toured and stud-

ied three very different types of neighborhood streets. The teams were made up of leading commercial developers, public planners, nonprofit developers, architects, economic consultants, and property advisers.

The three streets were chosen as representative of different types of urban neighborhood environments. H Street N.E., at the edge of a gentrifying neighborhood, is an elongated and dilapidated commercial arterial that until the 1960s was one of Washington's major shopping streets; upper Wisconsin Avenue N.W. is a discontinuous, poorly merchandised, and unsightly commercial street in the midst of one of Washington's wealthiest uptown neighborhoods; and the devastated commercial district surrounding the intersection of Charles Street and North Avenue in Baltimore is in one of the poorest and most crime-ridden neighborhoods in the city.

ULI teams were assigned to each strip and given the following tasks: to determine the critical issues and challenges that neighborhood streets face; to determine the most effective ways to rebuild neighborhood streets to ensure their long-term competitive position; and to set strategic principles to guide community residents, public planners, and developers in this effort. These principles were consolidated and refined by the three teams so that they could be applied universally to all types of neighborhood streets around the world. ULI had the support and participation of the two cities—Washington, D.C., and Baltimore, Maryland—in whose jurisdictions the streets are located. Each provided detailed background information, briefings, and tours for the ULI teams. After much deliberation, the teams adopted the following ten strategic principles to guide communities, developers, retailers, and residents in rebuilding their neighborhood retail streets.

Ten Principles for Rebuilding Neighborhood Retail

- 1 Great Streets Need Great Champions**
- 2 It Takes a Vision**
- 3 Think Residential**
- 4 Honor the Pedestrian**
- 5 Parking Is Power**
- 6 Merchandise and Lease Proactively**
- 7 Make It Happen**
- 8 Be Clean, Safe, and Friendly**
- 9 Extend Day into Night**
- 10 Manage for Change**

1 Great Streets Need Great Champions

Every revitalization project needs a champion—someone to initiate the process, fight to ensure it is done right, and follow through to completion. This is particularly true for rebuilding neighborhood retailing because of the length and complexity of the undertaking. In most situations, the champion will be a person (or a group of people) who is a committed, responsible stakeholder who recognizes the problem, has dreams of something better, and has the passion to overcome obstacles to achieve results. Without a champion, retail revitalization efforts will most likely get lost among competing needs in a community when it comes time to fight for attention and limited resources.

In some quarters, neighborhood revitalization efforts are seen as inherently public responsibilities that should be led exclusively by public representatives, because the private sector is often seen as unwilling, uninterested, or unable to do the job itself. Others believe that if a market exists, the private sector will find it and, without government help, lead the way through its own entrepreneurial efforts. ULI believes that, in most cases, neither extreme is an effective approach.

King Street,
Alexandria, Virginia.



Long-term success will come only when public/private partnerships are created that marry the public's planning, coordination, infrastructure, and public financing tools with the private sector's entrepreneurial savvy, development expertise, retailing know-how, and private capital. When new retail markets are just being formed, neither sector can achieve its goals without aggressive assistance from the other.

It doesn't matter whether the champion is from the public or private sector, but he or she must make sure that all the other stakeholders are included in the redevelopment effort.

- The champion can be a group or an individual. Possible group champions include a business improvement district (BID), corporation or partnership of businesses, community development group, financial institution, or neighborhood anchor such as a hospital or university.

- An individual champion can be a resident, a business or community group leader, an elected official such as a mayor or councilperson, a property owner, a retailer, or a city staff person.

- The champion should pull together a core group of involved stakeholders to form a public/private partnership entity to guide the rebuilding effort.

- The stakeholders are the people and groups who will be directly affected by the redevelopment and the decisions made by the public/private partnership. Ideally, they will transcend political turnover because the redevelopment effort will last through several election cycles. Politicians may be involved, of course, but they should be willing to remain involved if they lose future elections or choose not to run. Staying power is essential to long-term success.

- The champion should lead efforts to develop a process or mechanism to resolve conflicts among the stakeholders and reach consensus. Conflict is healthy, and the champion is ideally positioned to help resolve conflicts and make sure that potential problems and issues are debated and not avoided.



By building interest and commitment among diverse stakeholders, a champion can foster the development of a consensus vision for the street.

2 It Takes a Vision



Retailing has changed forever. Big-box stores and category killers; fortress malls; outlet, lifestyle, and power centers; catalogs; and the Internet are where today's consumers shop. The competition is fierce, and consumers want it all: low prices, endless variety, the latest designs, parking at the door, and an environment so entertaining that they go there even when they don't need to shop! How can neighborhood streets hope to compete? By providing goods and services tailored to the specific needs of each neighborhood in an environment that is convenient, service-oriented, pedestrian-scaled, and connected to the urban lifestyles of the neighborhood's residents.



The visioning process can identify streetscape improvements that are needed, how tenants will be recruited, and other action items. A thorough visioning process will help ensure retailers that the city and property owners are committed to redeveloping a vibrant urban retail street.

The successful rebuilding of a neighborhood shopping street will be incremental, so it must be based on a shared vision that provides a strategic framework for imagining, analyzing, judging, and implementing each step along the way. The champion of a rebuilding effort is the one best positioned to pull together the diverse partnership of stakeholders to create the long-term vision for the street. Although the champion should make sure that no interests are left behind, the community's vision must be rooted in market realities. Too often, communities have followed the loudest voices and pursued plans that cannot be sustained economically, which inevitably leads to disappointment and failure. Recognize that there is often a great difference between what one group of stakeholders may want and what the market will support.

Reaching a shared vision requires facing the tough questions upfront, making sure everyone understands the realities of the situation, and setting short-, medium-, and long-range goals that are realistically attainable. There is no cookie-cutter solution that will be effective long term, and pie-in-the-sky doesn't qualify as vision, so it is essential to understand the reality of the street and what is possible before asking what it can become. There is a general rule: Strive to be what you really can be. Most urban streets cannot successfully become like a suburban mall, and it's doubtful that this would be a good idea even if it were possible. Each retail street needs to be individually crafted to reflect the community, people, lifestyle, and aspirations of its neighborhood because one-size visions do not fit all.

The first task of the public/private partnership is to make sure that the vision is shared. Property owners, residents, and nontraditional neighborhood anchors, such as churches, colleges, and hospitals, must buy in because they have the most at stake. These players have a strong vested interest in the neighborhood environment because their success depends in part on desirability of their surroundings. Large employers should be actively recruited because they have important resources that can be brought to bear.



Visioning will help create and enhance an identity for the street that reflects the neighborhood.

- Do not allow the rebuilding process to be “hijacked” by any one group or individual—even the residents. It is only natural that stakeholders have agendas; bringing these agendas into the open and aligning them are critical.

- Create momentum for the vision by assigning specific roles to each stakeholder and getting them to buy in to the plan. Getting stakeholders monetarily involved in the process may help to ensure their continued involvement and support.

- Identify negative influences that are hindering the redevelopment effort and neutralize or eliminate them as soon as possible; they could be a person, a building, or a neighborhood condition.

- Create an identity for the street that is inventive and reflects the neighborhood. Some neighborhood streets are already place-specific and have identities that can be reinforced or enhanced. In other cases, the identity is either nonexistent or negative—in which case, changing the perceived identity (or overcoming the nonidentity) will be one of the biggest challenges.



M Street, Washington, D.C.

- Adapt the retail environment to serve and enhance the surrounding neighborhood. Serving a broader trade area may be important, but will usually be a secondary goal.

- Recognize that nearby competition not only will dramatically affect the market for your street, but will also affect the vision you have for its future.

- Hire a leasing professional from day one to coordinate management and recruitment of retail tenants. Recognize that retailers will “vote” on the soundness of the redevelopment’s vision by deciding whether to rent or not.

3

Think Residential



High-density single-family homes accommodate families and make neighborhoods more walkable.

Successful retail depends on successful residential neighborhoods. Retailing cannot survive in an environment of deteriorating neighborhood housing, declining population and homeownership rates, disinvestment, crime, and neglect. Most important, successful retail needs a growing number of high-quality residents because this is what retailers look for. High-quality residents are found in high-, medium-, and low-income brackets so, individually and as a group, residents need to take ownership of their streets and start changing the negatives in their neighborhoods so the environment is right to attract retailers.

Great streets are always surrounded by dense residential development. Where residential growth and revitalization is occurring, retail is primed to follow; it simply will not occur the other way around. Retailers will not be attracted to a neighborhood street, regardless of how much public money they get, unless they see the cash registers ringing, and this depends on the strength of the surrounding residential market.

Streets evolve over time, and the quality and amount of the residential development will dictate what type of retail tenant will be interested in leasing space. The typical pattern is for home-grown, startup businesses and creative enterprises looking for low-cost locations to move in first, followed by mass-market national stores and, if the neighborhood is very successful, by specialized higher-end retailers. The community should not expect the best stores to move in immediately, but to the extent that higher-quality residential development occurs, retailing will continue to improve.

- Increase homeownership (including condominium ownership) to stabilize the neighborhood and create more stakeholders and customers.
- Residential development creates a customer base for neighborhood-serving retail, especially grocery store and pharmacy anchors. It is important for such stores—which commonly are national chains and require the most parking—to conform to the urban character of the community.

■ Encourage mixed-use developments. A mix of housing and offices supports retail by creating more customers, supporting longer business hours, and bringing in rents up to 20 percent higher than would be likely in the same place without the mix of housing and office space. Office components provide daytime retail and restaurant demand, while residents add customers in the evening.

■ It isn't necessary to attract national retailers to be a success. Successful streets often have a

mix of locally owned and operated vendors, especially specialty food stores (selling baked goods, ethnic foods, coffee, and wine), ethnic restaurants, pharmacies, art shops, antique stores, hardware stores, and service providers (laundry, video rental, garden). If you sit around waiting for Pottery Barn, nothing else is going to happen.

■ Recognize that although neighborhood residential development provides a strong shot in the arm for retailing, it does not provide the only source of demand.

■ Encourage mixed-income housing. A big challenge of retail is the recruitment of retail workers, and they need a convenient place to live. A stock of potential workers living close by enhances the attractiveness of the site for retailers.

■ Ground floor space does not need to be all retail. If the neighborhood street is too long for shopping the entire length, retailing should be concentrated in designated blocks. Shoppers typically will walk for only three or four city blocks. Residential or office uses should predominate beyond a core walking area.

■ Don't underestimate the value of anchors on the street. They help the smaller, independent tenants succeed by drawing customers to the area.



Residential units above retail keep the street active around the clock, providing convenience for residents and sales volume for retailers.

4 Honor the Pedestrian



The era when anything developed in an urban neighborhood was considered to be better than nothing is over. Desperation has driven many communities to accept developments that are inappropriate for an urban street and antithetical to an enjoyable pedestrian experience. Suburban-style, pedestrian-deficient retailing with blank walls facing the sidewalk, parking lots that disrupt retail continuity, throw-away architectural quality, inappropriate building design and scale, and lack of pedestrian amenities are some of the most egregious mistakes that made many urban streets mean and decidedly unfriendly to shoppers.

Neighborhood retailing that is rebuilt in these ways has proved unsustainable, failed to generate ongoing improvements in retail quality or spin-off activity, and fallen short of attracting the level of customer loyalty from the neighborhood or beyond that is necessary for long-term growth. When pedestrians are not honored with a pleasant and enjoyable shopping experience, they usually choose competing locations that do a better job of creating such an environment.

The first goal for a neighborhood shopping street should be to satisfy the aspirations and enhance the lifestyles of a neighborhood's residents. Neighborhood retail should not be structured in a way that encourages commuters to move quickly through the neighborhood to reach other neighborhoods. Too often, neighborhood streets have evolved in ways that make it easier and more enjoyable for shoppers and commuters to travel to other neighborhoods than to stay and conveniently shop nearby.

BARRY ELBAS/NIELS ARCHITECTURE

Pedestrian amenities entice shoppers to linger.

- Don't let traffic engineers rule the streets. Accommodating traffic is only one of many goals for successful shopping streets. Retail streets must balance the needs of the pedestrian and the needs of the automobile. Traffic must be calmed, and pedestrian amenities must be added for successful shopping streets to be rebuilt.
- Street width is an important determinant of retail success. In neighborhood locations, wide streets form a great barrier to success since they make it difficult to establish either an intimate neighborhood feel or a community connection.



Successful single-loaded retail streets are rare, so to improve chances for success, narrow the street or introduce a landscaped median that will tie the two sides of the street together into one retail experience and make it easier for customers to shop both sides of the street.

■ Recognize that street patterns also affect the pedestrian experience. In most cases, one-way streets should be converted to two-way streets to eliminate the raceway effect of one-way arterials and give the streets more of a neighborhood character.

■ Convenient parking must be designed to enhance the pedestrian experience and not detract from it. Traffic can be slowed by providing on-street parking—this type of configuration protects shoppers from speeding traffic, allows shoppers to park in front of the store, and creates a stronger connection to the street.

■ Encourage multiple entrances to shops so they are accessible from the front sidewalk as well as from off-street parking areas.

Landscaping and brick sidewalks—often on a modest scale—add significantly to a neighborhood’s ambiance for pedestrians and shoppers as in West Chester, Pennsylvania.

- Pedestrian amenities should be added first along the blocks with the greatest concentration of retailing or those with the greatest potential. In some cases, neighborhood shopping streets are too long and some blocks may no longer be suited for retail. In such cases, clearly designate the blocks that are targeted for retailing and concentrate pedestrian amenities there first.
- Sidewalks should be wide enough to accommodate outdoor dining while providing enough room to allow an unimpeded pedestrian flow; tables should be permitted at the curb line to allow window shoppers to stroll next to the shop windows. Rebuilding sidewalks with brick or patterned concrete also can have a positive effect.
- Greening the street is necessary to make it more comfortable for pedestrians. Improvements should include tree canopies that provide shade from day one, green spaces where shoppers can linger and relax, and flowers and shrubs that enliven store fronts, tree boxes, light standards, and parking lots.

VISIBILITY

Transparency is critical. Buyers want to see inside the store—they want it to look safe, they want to see that it offers the goods or services they are interested in, and they want to feel comfortable that a salesperson is not hovering to accost them when they walk in the door. The best design provides visibility into the store and not just into a window display.

ARCHITECTURE

Buildings must look as though they belong in the neighborhood, especially in terms of scale, height, and character. Retail is most successful when it is on a single level, but offices and apartments work very well in levels over retail. The neighborhood vernacular should be expressed in the design of buildings. Good architecture improves the quality of

the neighborhood. In revitalization, it can serve as a model of good design. Flexible guidelines that allow variation within acceptable ranges may be best. Even convenience stores can be accommodated with good design standards. The standard retail bay in the United States is 30 feet wide by 60 to 90 feet deep. Multiples of this module can accommodate larger users, such as restaurants. Neighborhood retail often has regular turnover, and adherence to these standards can help find new users. Windows that offer visibility into the store are good advertising and contribute to comfort on entry. Awnings or recessed entries provide comfortable shelter from rain and sun.

LANDSCAPING

Designs for visibility and landscaping often conflict. Here again, the need for trans-

parency and visibility of retail takes precedence. However, in addition to meeting a community's consumer needs, a retail street can be a place to socialize or to relax and linger, especially when the hard urban edge is softened and enhanced with high-quality plant material. Outdoor dining is an instant indicator of safety and congeniality, but it needs a minimum sidewalk depth of ten to 12 feet for convenient pedestrian flow.

SIGNAGE, LIGHTING, AND STREET FURNITURE

As in other design media, quality sells—particularly over the long term. Signs, lighting, and street furniture (seating) are low-cost and highly visible ways of projecting a quality image. To ensure consistency and quality, adopt design guidelines that regulate the scale, typeface, materials, and other

design elements of signage, while at the same time encouraging flexibility and creativity. A critical consideration is whether to allow freestanding or hanging signs on buildings. Flush mounting is desirable because it doesn't intrude into the pedestrian zone, but the need for signage to be visible to motorists and pedestrians should contribute to decisions about sign guidelines. Differentiation in retail graphics is both an indicator of unique offerings and a brand identifier. A graphics scheme should not prohibit free expression, but should set standards to ensure long-term quality. Lighting and street furniture in complementary design families add character and safety—lighting for visibility and seating to attract people to the street.

William B. Renner, EDSA / Edward D. Stone, Jr. and Associates



The city of San Rafael, California, encourages the development of housing as a way of bringing life—including evening activity and customers for merchants—to its commercial streets.

- Landscaping, street furniture, and other pedestrian amenities should be sensitively designed so as not to block retail sight lines for motorists or shoppers.
- High visibility for potential customers who are driving or walking by the stores is as important for retail success as easy accessibility and parking.
- Lighting should be bright enough to ensure security in the evening, but sodium vapor—often referred to as “slum lighting”—should be avoided in favor of white lighting, which renders more realistic colors, less sinister appearances, and a more inviting, comfortable, and reassuring feeling for shoppers.
- Set design standards and work with retailers regarding facade improvements, appropriate historic preservation measures, store signage, awnings, window displays, and advertising. These details indelibly frame the pedestrian experience.

5

Parking Is Power

Easy accessibility, high visibility, a sense of personal security, and adequate, convenient parking are all preconditions for successful retailing, and without them retail likely will fail, regardless of the sophistication of the shopping environment or the quality of the tenants.

Parking is arguably the most important of these requirements because today's consumers, conditioned by their suburban shopping center experiences, expect nothing less than a guaranteed space close to their shopping destination every time they shop. Neighborhood streets that replicate the convenience and abundance of suburban parking—albeit in quite different configurations—will have solved one of the great dilemmas that urban shopping locations face. These are the challenges: How can communities squeeze enough

convenient parking into a pedestrian environment where it is not desirable to have large parking lots facing the street in front of the stores? How can communities configure parking in ways that are clearly organized so that shoppers can find spaces in multiple locations from block to block?

- Size the street's parking requirements realistically. Recognize that parking needs will usually be less along neighborhood shopping streets than in suburban shopping centers because some urban shoppers will arrive on foot or by transit, shuttle, or bicycle.

- Recognize that parking needs often change over time. If a neighborhood gets improved transit service, parking needs may decline. Conversely, the introduction of additional anchors, changes in tenant types, or a denser concentration of retailers as the street's popularity grows can increase the number of parking spaces needed.

- Provide spaces in a clear, evenly distributed supply of parking that includes on-street and off-street options. Encourage store employees to park away from store entrances.

- On-street parking is critical for some retailers' success because it is the most convenient type of parking and creates the steady turnover of shoppers needed by stop-and-go retailers like coffee shops, dry cleaners, and specialty food stores.



FEDERAL REALTY INVESTMENT TRUST

At Bethesda Row in the Maryland suburbs of Washington, D.C., designers placed parking behind and to the side of buildings. This fosters a pedestrian-friendly environment and allows stores to utilize most of the road frontage.

A mix of parking accommodates different users. Short-term customers can park on the street, while shoppers planning a longer stay can park in the garage.



■ Metered parking—whether on- or off-street—should be designed to encourage people to use it. The time limits should be fairly enforced so that the needed turnover actually occurs, but don't go overboard. Customers will shop elsewhere if they are turned off by unreasonable and inflexible adherence to the rules.

■ Off-street parking needs to be highly visible from the street, but it should not dominate the landscape, break up the retail district into disjointed parts, or be located farther than one block from storefronts.

■ Parking should be user-friendly, starting with clear signage directing customers to individual lots and lighting that is configured to ensure their personal safety and provide a sophisticated ambiance that makes them feel comfortable at night.

■ Innovative parking designs—such as parking behind, above, or below the stores—should be considered in dense, high-value urban locations. If these configurations are used, parking must be seen as nonthreatening, as visible as possible, and easily accessible, or motorists will avoid it.

■ Shared parking should be planned to accommodate the parking needs of different groups of shoppers as they appear at different times of day. This will eliminate unnecessary spaces that otherwise would sit unused during periods of inactivity.

■ Transit (retailer-sponsored shuttles, bus, light rail, and subway) should be actively promoted by developers, retailers, and employers because it reduces parking needs, extends the street's trade area, and brings a greater diversity of demand.

■ Don't forget about bicycle parking. Bicycles are a growing part of the urban lifestyle and parking for them is cheap to build. The need for bicycle parking is especially important in college communities and in neighborhoods with young, highly educated, and sophisticated residents.



On-street parking along Clematis Street, West Palm Beach, Florida.



The parking garage at Seventh and Collins, Miami Beach, Florida.

6 Merchandise and Lease Proactively

Retailers are the soul of the neighborhood commercial street, so getting the right tenant mix and quality will give the street its unique character as well as the diversity of product offerings it needs to compete successfully with more established retail destinations. To achieve this mix, a neighborhood commercial street must be managed and operated like a shopping center—but recognize that having multiple landowners and operating in the public realm enormously complicate these tasks.

Finding tenants that meet all of these criteria is tough, especially in the early years of rebuilding when a critical mass of retailers is often absent and the environmental and social conditions along the street may not yet be optimal to achieve high sales levels. Complicating this task is the fact that the city cannot rely individually on landlords along neighborhood shopping streets to recruit appropriate high-quality tenants, since they are inclined—understandably—to lease their spaces to whomever is willing to pay the rent. It's not easy for a landlord to turn down a tenant because it does not fit within a street's overall leasing plan or add to its optimal tenant mix. Retailers also do not like to take risks, but if you have a coordinated merchandising plan and strive for a good tenant mix, the risk to retailers will be reduced.

To achieve higher sales, rents, and land values, landlords along the street need to band together and work proactively with the public sector to merchandise and

lease their street in a coordinated and mutually supportive way.

- Establish a quasi-public retail leasing and management agency to plan and coordinate the street's leasing strategy, actively recruit tenants, and direct them to appropriate landlords and property owners so that leasing deals can be made privately. Recognize that the tighter the leasing control this agency has, the more quickly the street will evolve into a thriving retail destination.

Bellevue, Washington.



■ As the first priority, hire a leasing and management professional to set up the leasing agency and direct its activities. This needs to be someone who can dynamically “sell” your street and neighborhood, and has a sophisticated understanding not only of retail leasing but also of shopping center management and public/private partnerships. The leasing professional should be part of the street’s planning and design team, so she/he not only understands the long-term vision of the project but also helps to shape it.

■ Develop a comprehensive leasing plan that is flexible and builds on the strengths and competitive advantages that the street and neighborhood already have. Recognize that the plan will need to be adjusted constantly to reflect changing market conditions.

■ Context matters. Tailor the leasing strategy to your community and its position in the regional retail hierarchy. Understand the characteristics of your market and location, know your customer and competition, and evaluate nearby retail streets and tenants to guide tenant recruitment.

■ Recognize what your street is now and what it can become, and market the space realistically with an eye to the future. Cookie-cutter stores are not attractions in and of themselves, but they do lend legitimacy to the location in the eyes of other retailers, and they have advertising clout that helps one-of-a-kind stores.

■ Lead the leasing effort with destination- and neighborhood-appropriate retailers. This will lay the foundation for more intense commercial activity as the street matures.

■ Initiate the leasing program along one or two blocks that have the greatest potential. Creating a successful retail nucleus to build around will give momentum to the project, stimulate the interest of other retailers, and form a critical mass that becomes a recognizable retail destination for neighborhood shoppers.

■ Besides coordinating the leasing program, the leasing and management professional should provide technical assistance to existing and prospective retailers. Financial assistance may also be desirable for facade improvement, building improvements to achieve code compliance, new signage, and the like. She or he should also coordinate maintaining the streetscape and making needed repairs if there is no business improvement district in place.

Shopping centers carefully choose tenants based on many factors, and neighborhood streets must do the same.

Tenants should:

■ **Fit into the street’s agreed-upon vision and leasing strategy;**

■ **Fill gaps in the street’s retail mix or reinforce specialized tenant concentrations;**

■ **Sell merchandise aimed at the street’s targeted customer markets;**

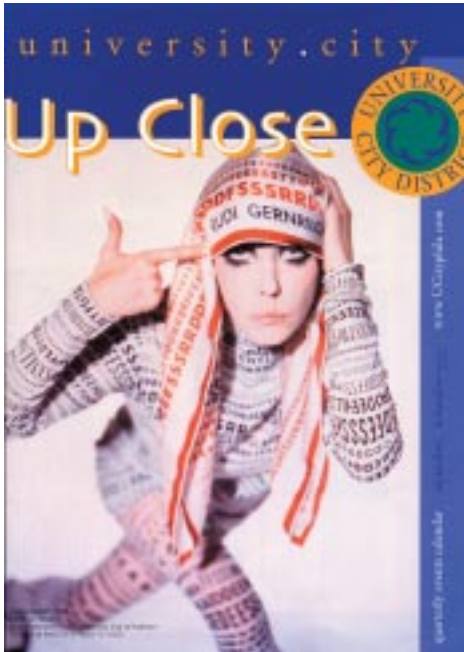
■ **Project the right image, aesthetic, and lifestyle orientation;**

■ **Fit within the physical limitations of the available space;**

■ **Be well managed and creditworthy; and**

■ **Be able to afford the rent!**

7 Make It Happen



Neighborhood retailing will not spontaneously regenerate. Miracles happen in the movies, but they rarely happen in real life. In many communities, market conditions that caused neighborhood commercial streets to decline are still in place, and it takes an aggressive commitment by the public sector in partnership with the private stakeholders to address negative influences before sustainable retail revitalization will occur.

Communities have powerful financial and regulatory tools to attract desired private investment capital if used judiciously. Some of these tools are “carrots” that create a positive investment climate, improve infrastructure, or reward investors who further community goals. Others are “sticks,” which may need to be used if carrots are not sufficiently convincing. Communities should be willing to use both to convince landowners, developers, and retailers that the revitalization efforts are in their interests. Willingness to exercise regulatory powers to achieve the stakeholders’ vision and protect it from negative influences projects a sense of momentum to the stakeholders and potential tenants and enhances the street’s appeal as a place to do business.



Produce markets, often sponsored by BIDs, add a lifestyle-oriented dimension to neighborhood shopping streets.

- Research carefully what public regulatory and financial tools are available to achieve your goals and what is required to qualify for them, then determine how you can use them as catalysts to make things happen when and where you want them to happen. Direct public resources to generate the maximum bang for the buck in terms of generating and leveraging private investment money.

- Develop a strong relationship with local financial institutions and non-profit organizations, and partner with them to achieve your goals. These organizations are likely to be more willing than national institutions to

lend money to developers of nontraditional urban real estate projects and to neighborhood retailers. They are also likely to be more flexible in terms of what you can do with the money.

■ Set up design guidelines and development standards to make sure that new developments as well as facade and other improvements are compatible with the planned character of the street. These standards can control not only aesthetics, but also such concerns as the types of stores that are acceptable, store operating hours, building scale and materials, building setbacks, and number of parking spaces required.

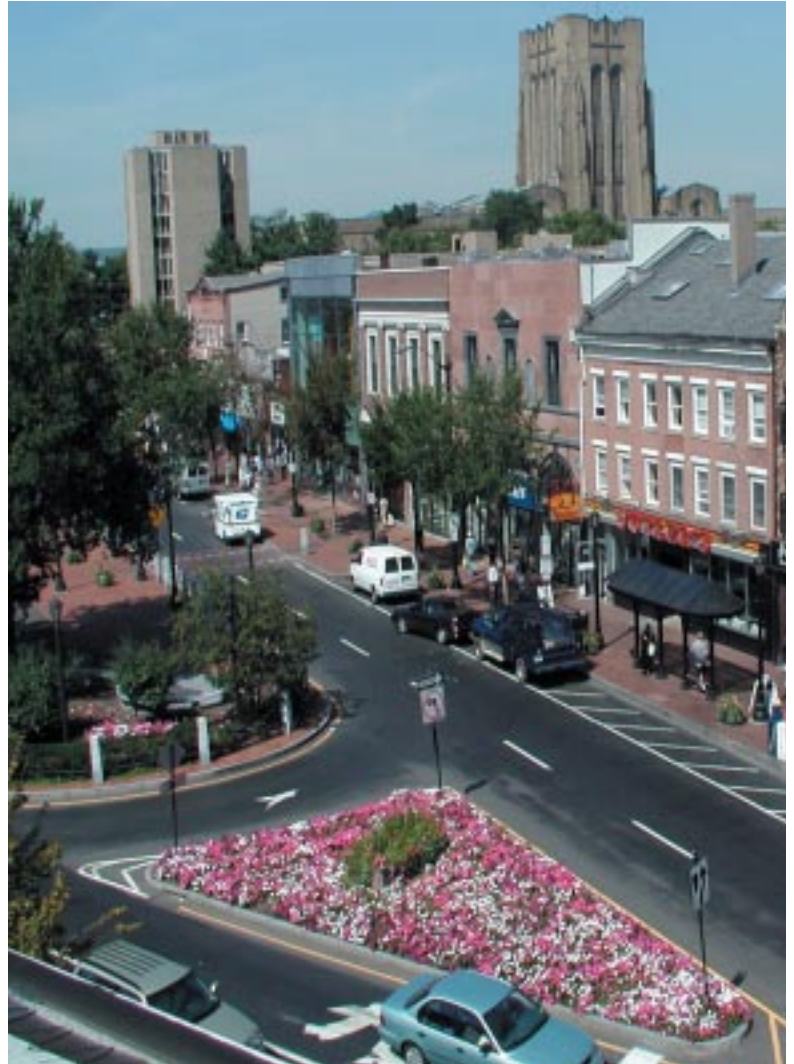
■ Business improvement districts are quite effective at enhancing both the business and physical environment for retailing and for engaging business owners in the revitalization process. Retailers, however, cannot fund BIDs alone; offices are needed to help pay for BID operations. BIDs or special taxing or assessment districts should be set up in the more established commercial streets where landowners and tenants can afford the incremental tax increase. These types of districts should be viewed more as revitalization tools than redevelopment tools.

■ Tax increment financing is best used in districts where major land holdings need to be rebuilt and where infrastructure is substandard or lacking.

■ “Demolition by neglect” statutes should be added to zoning and land development codes to deter landowners from letting their properties deteriorate to the point that they have to be torn down. Don’t be afraid to use eminent domain powers to take control of properties that are abandoned or neglected. These properties are a cancer, and cannot be allowed to spread blight throughout the neighborhood. However, before proceeding, have a full understanding of applicable laws in your state, and give the property owner adequate opportunity to correct the problem.

■ So-called friendly eminent domain can be useful with some property owners who may be willing to sell a deteriorated property to rid themselves of a problem. This can be an effective tool to assemble property required for a large-scale redevelopment project.

■ Use targeted requests for proposals or requests for qualifications to solicit interest in redeveloping key properties.



New Haven, Connecticut.

8

Be Clean, Safe, and Friendly



Successful BIDs keep standards for maintenance, cleanliness, and security high. They also organize activities and events that draw customers to the shopping street, as in Cleveland, Ohio's Playhouse Square.

If a neighborhood shopping street is clean, safe, and friendly, customers will be drawn to their favorite shops even though the street as a whole may still be in transition from failure to success. If even one of these characteristics is absent, some neighborhood residents will continue to shop elsewhere, and few commuters are likely to stop as they drive through. Achieving an acceptable comfort level for neighborhood shoppers, however, won't happen without a coordinated, holistic approach to addressing the street's underlying problems and deficiencies.

To solve these problems, an ongoing management entity for the street should be created to perform many of the tasks that a shopping center manager performs. This organization will need to manage the street in perpetuity, operate it like a

shopping center, protect its competitive position against more established retail locations, and ensure that it does not slip back into its old dysfunctional ways. A BID is an effective vehicle to act as the management entity because it has the support of the property owners and has a dedicated income stream to support its activities. If a BID is not available to fill the management role, it may fall to a group of business leaders, retailers, or city government representatives.



- Think of the street holistically. Work with the city to stringently enforce building health and safety codes to maintain the street's quality, appearance, and safety. But make sure the codes are flexible and suitable for older/historic buildings, and don't stymie undercapitalized but legitimate improvement efforts.

- Be the advocate for the neighborhood—lobby for scarce resources and ensure that commitments are fulfilled.

- Regularly check the pulse of property owners and retailers to keep on top of issues, concerns, and problems before they spin out of control.

■ Enact extra levies and assessments on property owners who neglect their property. This will encourage them to adhere to the neighborhood's standards.

■ Provide an extra layer of security along the street. Crime prevention and customer security are keys to bringing the shoppers back, so security guards need to be visible but benign, helpful, and unobtrusive.

■ Added police patrols also lend peace of mind for potential retailers and customers, particularly if the area had a bad reputation before redevelopment. But public resources are often stretched thin, and the police alone probably won't be able to solve the problem.

■ If homelessness and drug abuse are problems along the street, work closely with city agencies and neighborhood nonprofit organizations to address them. Social services, however, should not be clustered nearby.

■ Work with the city to make sure that street people don't overwhelm the street—although when street people begin moving to the area, it is an indication of success!

■ Security devices such as roll-down metal doors and window grilles should be eliminated or altered so they are see-through and provide visibility to the shop windows.

■ Plan holiday and other special events to give people an extra reason to visit and bond with the shopping district.



BID staff stand ready to offer assistance to stranded motorists in Birmingham, Alabama.



University City, Philadelphia, Pennsylvania.

9 Extend Day into Night

An artistic facade creates an inviting destination at night in the Manayunk district of Philadelphia.

Longer hours equal stronger sales, and strong sales define a successful shopping street. It's as simple as that! As revitalization accelerates and rents rise, retailers will be unable to survive unless business hours can be extended to capture more business. The way to do this is to identify, plan for, and tap multiple markets to keep the cash register jingling throughout the day and after the sun goes down. The evening is the hardest time to keep businesses open even though that's when people have time to shop, and it will take a healthy dose of imagination and hard work to achieve the mix of stores, coordinated hours, and

sense of security to create an environment where people are comfortable going out after dark.

Different customers can be drawn to the street during different periods of the day, but the revitalization team must implement a comprehensive strategy to make it happen. Only in the strongest locations will vital retail streets evolve on their own. In the best of these locations, commuters, residents, and nearby workers can be drawn to the street in the morning for coffee or breakfast, to use neighborhood services, and to visit the gym. At midday, office and retail workers will eat lunch, run errands, and leisure shop. In the afternoon, residents and workers will go food shopping, stop at pubs and outdoor cafés, and use neighborhood services. As the evening progresses, neighborhood residents and visitors from other neighborhoods can be drawn out of the house to leisure shop, visit the gym, have dinner, go to the movies and theaters, and take advantage of the nightlife.

This is the ideal that neighborhood commercial streets should strive for. To achieve it requires that multiple



sources of demand be brought to the street to broaden the support for retailing.

■ Day and night, it's the density and mix of uses that extends the shopping day and creates an exciting urban feel to the street.

■ Day and night, it's the proximity and continuity of diverse retailers that creates the opportunities for cross-shopping that makes the street a compelling retail destination.

■ Office uses should be recruited because they are "demand anchors" for retailing along the street, especially in the morning and at noontime, if they are integrated with other activities along the street. If they are self-enclosed fortresses or if they disrupt the retail continuity, they will detract from rather than add to the street.

■ Professional tenants such as doctors and lawyers are very desirable because they steadily attract visitors, employ office staff, and serve neighborhood residents—all of whom are potential shoppers.

■ Civic, cultural, and entertainment anchors attract a high number of visitors and create the possibility for trip chaining and multiple purchases along the street. Nighttime uses such as restaurants, theaters, and cinemas can help compensate for smaller daytime populations such as office workers.

■ Civic uses should be encouraged because they can be attuned to the neighborhood's demographics. A social security office, community center, youth activity center, or department of motor vehicles branch office serves the neighborhood while adding a steady stream of customers to the street.

■ Educational facilities, such as university satellite campuses, should also be encouraged because they bring teachers, students, and educational workers to the neighborhood. A bonus is that they fill off-peak parking spaces.



Signpost decorations, tree lights, and a handsome cab set the scene for an exciting evening during the winter holiday season. Holiday decorations and festivals are a great way to attract families to a shopping area during the evening hours.

As the sun sets, Third Street Promenade in Santa Monica, California, lights up. The well-lit pedestrian street remains active long after dark.



10

Manage for Change

Plan for the long term, but manage for constant change in the short term. Rebuilding a neighborhood retail street is a long reinvestment process, and market realities will undoubtedly continue to change throughout the ongoing life of the street. If the champion, the city, or the property owners are not prepared to support this dynamic in perpetuity—with both their efforts and their money—the revitalization project should not be undertaken. One-shot projects will fail, following a formula will fail, operating on autopilot will fail, and locking a street into an unchanging reality will fail as well. These truisms need to be recognized up front.

Rebuilding neighborhood retail should be planned comprehensively as an integral piece of the larger community that surrounds it, and it should be tailored to the realities of the area. Communities should focus their initial efforts on carefully chosen development nodes to maximize the impact of their efforts, create momentum, and foster faith in the project. As more resources become available, the focus should expand to neighboring blocks and streets. Individual strategies will vary widely because every street is different—each has its own set of problems and opportunities, each has a unique identity that can be capitalized on, and each will evolve over time as entrepreneurship grows. What usually begins

Clematis Street, West Palm Beach, Florida.



as a street with local retailers will likely attract regional and national stores as its success builds and its market is reestablished. And even after a critical mass of retailing is achieved, the street still must be constantly managed and nurtured, like a shopping center, to meet fickle consumer demands.

- Treat emerging retail districts as living, breathing entities. Build momentum by continuously putting energy into them, and they will create energy on their own.

- Like children, retail streets could grow and change without guidance, but we wouldn't like the results. If you doubt this conclusion, simply visit most of our cities' neighborhood shopping streets.

- Keep close tabs on the markets that you serve, and lease proactively to match the changing demands of these markets.

- Sometimes there is a need to "prune the deadwood" when leases run out. Even when a retailer may be willing to renew its lease, it may no longer fit into the vision or image of the area. In these cases, the space should be leased to a more suitable tenant. It is not unusual for a shopping center to remove 5 to 10 percent of its tenants every year to remain at the cutting edge of what its customers want. Neighborhood shopping streets need to be willing to do the same.

- Monitor emerging trends, problems, and conflicts closely so that they can be dealt with quickly. An ongoing conflict resolution process should be established to resolve conflicts among stakeholders.

- An ongoing central point of reference and clearinghouse for information should be operated to serve existing and potential customers, tenants, and investors.

- Representatives of the business community and citizen leaders should develop and nurture long-term relationships with public sector representatives who have responsibilities for the district to get an appropriate share of attention and funding. Public officials should likewise reach out to the business and citizen leaders. Strong two-way working relationships will help to achieve both public and private goals over the long term.



At Ohio State University, High Street, in Columbus, Ohio, is undergoing a revitalization that will include 250,000 square feet of retail, restaurant, and entertainment space.

**Final Scope
For The
Draft Environmental Impact Statement (DEIS)**

Project Name:
Heritage Square

Location:
Redman Road
Town of Sweden, Monroe County, NY

Lead Agency:
Town of Sweden Town Board
18 State Street
Brockport, NY 14420
Contact: Robert Carges, Deputy Supervisor

Date:
December 29, 2005

This final scope (in outline form) is intended to define the scope of information to be included in the Draft Environmental Impact Statement (DEIS), required by the Town of Sweden Town Board, as Lead Agency pursuant to the State Environmental Quality Review Act. The proposed action is the rezoning of four parcels, totaling 132± acres, from R1-2 Residential to B-1 Business. According to the proposed conceptual plan these parcels are proposed to be developed with a senior residential portion, a non-age restricted residential portion, parkland, open spaces, recreation areas, restaurants, a hotel and commercial/retail spaces.

The Lead Agency has determined that the pending action is a Type I Action for purposes of the SEQRA environmental review.

The DEIS shall include a discussion of all listed topics as specified in this outline, which includes the narrative information required under 6 NYCRR Part 617.8(f). All technical appendices, supporting documentation and calculations shall be included as a part of the DEIS.

1) COVER SHEET

A) This shall identify all required information contained in SEQRA, Part 617.9(b)(3).

2) TABLE OF CONTENTS

A) The Table of Contents shall identify all main topics with reference to page numbers and shall be presented in the same order as the scoping outline.

3) SUMMARY

A) The summary shall identify:

- i) A brief description of the proposed action including the goals & objectives of proposed Heritage Square;
- ii) Significant beneficial and adverse impacts;
- iii) Mitigation measures proposed;
- iv) Alternatives considered; and

- v) Regulatory requirements.

4) DESCRIPTION OF THE PROPOSED ACTION

A) Project Purpose, Need and Benefits

This section shall identify the purpose of the proposed action, including a summary of the public need and a discussion of the potential social, economic and other benefits related to the proposed project.

B) Location

This section should establish the geographic location of the project area, using location map(s) of suitable scale and identifying known landmarks such as street names, adjacent buildings, other facilities, etc.

C) Design and Layout

This section shall include, at a minimum, a description of the following;

- i) An overview of the history of the Property including past uses, and owners;
- ii) A description of the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, ground water, or surface water of the Property. Copies of any Phase I or Phase II Environmental Site Assessments should be included in the Appendices;
- iii) Total site area, including the proposed types of building and their uses
- iv) Discussion of the constructability of the site, and any limitations that may exist;
- v) Discussion of existing and proposed access routes to the Property;
- vi) Discussion of transportation improvements necessary. Traffic studies shall be included in the Appendices;
- vii) Discussion of existing and proposed drainage improvements;
- viii) Discussion of existing and proposed sanitary sewers;
- ix) Discussion of existing and proposed watermains and appurtenances;

- x) Discussion of existing and proposed electrical, gas, and telephone improvements;
- xi) Discussion of existing and proposed site lighting;
- xii) Map showing wetlands and proposed green space on the Property;
- xiii) Discussion on proposed buffering between this development and adjacent lands;
- xiv) Conceptual site development and architectural drawings,

D) Construction and Operation

Indicate the total construction period anticipated and potential phasing sequence of the project.

E) Regulatory Approvals

This section should include a discussion of how the project complies with all applicable permit and approval standards. This should include provisions under the Town of Sweden – Village of Brockport Comprehensive Plan; Town of Sweden Zoning Ordinance; compliance with applicable Wetland regulations; Monroe County and New York State Highway standards, Federal Emergency Management Agency (Floodplain) regulations and any other approvals and/or permits. A list of any variances sought should also be provided. In addition, there should be a discussion of the applicability of Town of Sweden Code Article XII, P.U.D. development and procedure. The discussion should include the question of whether Article XII is applicable, and if so the reasons for following a procedure other than that set forth in Article XII.

5) ENVIRONMENTAL SETTING / IMPACTS AND MITIGATION

A) Land Use and Zoning

This section should present existing land use information as documented in the Town's Comprehensive Plan along with a list of allowable uses pursuant to the existing zoning district. A description of adjoining land uses, zoning districts and development densities should be presented.

This section shall include a discussion of any potential impacts to adjoining land uses, zoning districts and development densities as listed in the Town's Comprehensive Plan. The compatibility of this project to the goals and recommendations set forth in the Town

Comprehensive Plan should be examined. The potential impacts of this project on adjacent lands should be outlined and an analysis of potential mitigation measures should be provided, if applicable. Any variances that would be required for land uses in the existing zoning district should be identified, and justified.

Applicant should discuss how this proposed project conforms to the goals, objectives and actions that are presented in the Town of Sweden / Village of Brockport Comprehensive Plan, specifically with respect to environmental, character, commerce and transportation objectives.

B) Transportation

Planning and operational analysis procedures using Highway Capacity Manual (HCM) methodologies or similar will be used in the investigation. The Traffic Impact Analysis (TIA) will contain all pertinent information regarding roadway description within the project area. Existing peak hour traffic volumes, turning movements and associated levels of service (LOS) will also be included. Upon preparation of the TIA, existing traffic studies pertinent to the immediate project area will be reviewed. Analysis of the immediate project area shall provide detailed and accurate information regarding future operation, site access, sight distance, and possible deficiencies. The need and availability of land acquisition for additional right-of-way for these road improvements should be discussed. Secondary access points to this site should be included as part of this investigation. Intersections to be included in the study of the “immediate project area” are as follows:

- Fourth Section Road and Redman Road;
- New Campus Drive and Redman Road;
- Sweden Town Park Driveway and Redman Road;
- Canal Road-Holley Street and Redman Road;
- Brockport Holley Road and Redman Road.

All traffic counts shall take into consideration added volumes associated with both the public schools as well as the SUNY Brockport campus. Volumes associated with these entities shall be accounted for through field traffic counts and/or data collected from the school including but not limited to: school hours, class schedules, number of buses and associated routes and the number

of commuters (SUNY) for both day and evening classes with associated routes. All data shall be included to determine LOS at intersections within the study area. Furthermore, analysis should provide a breakdown between consumer vehicle traffic and delivery trucks generated daily at this site.

The results of the traffic impact analysis shall be discussed. Impacts to transportation shall be outlined as well as improvements required to achieve an acceptable level of service upon completion of the proposed project. Special attention shall be paid to the intersections listed above, access to the proposed site, as well as sight distance issues. Items to be included, as a minimum, in the scope of the analysis are:

- Collection of intersection turning movements at the recommended study intersections, documenting peak traffic hours.
- The number of trips estimated to be generated by the proposed development. Re-evaluate trip distribution projections.
- Estimate future “background” traffic volumes expected on the adjacent roadway system due to nearby development and normal increases in traffic volumes.
- Identification of high accident locations within the project study area
- Analyze the effects of signalization at the entrance to this project site and review the need to provide/modify traffic light synchronization.
- Apply conservative application of pass-by and diverted trip links so traffic impacts are not underestimated.

C) Terrestrial and Aquatic Ecology

This section shall identify any and all New York State Department of Environmental Conservation (NYSDEC) or Federal wetlands within the Property. The primary benefits derived and functions of these wetlands should be generally described. A summary discussion should generally outline site vegetation, habitat, and the type of dominant vegetation found on the site, as well as, identifying mammals, birds and reptiles which are likely to be present on or near the site. The NYSDEC Natural Heritage Program should be contacted to obtain records of reported rare, threatened, or endangered species on or near the project site.

Determine the affects that the proposed development would have on terrestrial and aquatic resources. Identify any restrictions or regulatory issues resulting from the presence of terrestrial

and/or aquatic resources that would hinder the development of the property as proposed. Provide mitigation measures as appropriate, if applicable. Impacts of the permanent loss of meadow, brush land, or forest land from this site should be investigated and discussed. Mitigation plans for the loss of open space, forest, or brush land habitat should be identified. Mitigation measures should also be discussed with respect to impacts to the existing wetland areas on the Site.

D) Drainage, Floodways, Floodplain Conditions

Existing drainage patterns for the site and all upstream areas draining to or through it should be identified and shown on a map. All discharge points and downstream receiving waters should be identified. An evaluation of existing drainage conditions within the site and immediately downstream of the site should be included.

A discussion on how developed drainage conditions will meet the standards of the *NYS Stormwater Management Design Manual* & the *NYS Standards and Specifications for Erosion and Sediment Control* shall be provided.

A summary of how the project will obtain and comply with a NYS SPDES Stormwater General Permit GP-02-01, and how a Stormwater Pollution Prevention Plan (SWPPP) will be developed, shall also be included as a part of this section.

Discuss the potential impacts to water quality, and the mitigation measures that would be incorporated into the project design. Discuss how developed runoff rates from this site will be attenuated to levels equal to or less than pre-development runoff rates. Mitigation measures that would be required as a part of the Stormwater Pollution Prevention Plan, and NYSDEC SPDES permit requirements should also be discussed in this section.

E) Water and Wastewater Services

Provide an evaluation and description of the existing water and wastewater systems that this project is proposed to connect to. Documentation shall be included verifying their respective fire flow availability and requirements (per Insurance Services Office), pressure requirements and reserve capacities, along with any deficiencies or concerns.

Descriptions of any improvements to existing water or wastewater systems that would be required if the project were constructed should be provided as well. Copies of any engineering reports should be included in the Appendices.

F) Gas, Electric, and Telephone Services

Provide a brief description of the existing gas, electric, and telephone systems that will be connected to the proposed project. An analysis should be provided to determine if the respective systems have sufficient capacity to serve the proposed site.

G) Soils, Geology, and Topography

This section should provide a list of soil types (classification, soil group) found on the site, including soil characteristics such as permeability, erodability, bearing capacity, suitability for use (buildings, pavement, underground utilities, etc.) and should reference source of information. Any hydric and/or potential hydric soils should also be identified.

An analysis of subsurface conditions including overburden, depth to bedrock, and depth to groundwater should be outlined. The presence of any underground or aboveground petroleum, hazardous waste, or chemical storage tanks on the site should be noted, as well as the presence or absence of any hazardous waste, hazardous substance, or petroleum spill sites within 0.5 miles of the property. An analysis should also be given as to the suitability of subsurface conditions for the installation of any underground storage tanks (if any are planned for this project).

This section should also detail and map the site topography and include all slopes, ditches, creeks and other prominent site features. A general description of the topography surrounding the site should also be noted and evaluated.

H) Historic, Cultural, and Archeological Resources

The completion of a records search of archaeological and historical buildings identified near the project area shall be completed to investigate the potential for impacts to Historic, Cultural, and Archeological Resources by the construction of the proposed project. The results of a Phase I Cultural Resources Survey (CRS) completed in the vicinity of the proposed project shall be

summarized in this section. A copy of the CRS shall be included in the Appendices. Applicant should also identify structures of significant architectural design and natural areas of significant scenic value located in the general proximity of this site.

Discuss findings from the Phase 1A Cultural Resources Survey (CRS) along with the potential impacts and mitigation. Identify any conditions or restrictions that would hinder development of the proposed site. Identify the need for further analysis, if required, per the recommendations of the State Office of Parks, Recreation and Historic Preservation.

I) Public Services

This section shall identify the providers of police, fire, ambulance, and emergency services to the proposed project location. An assessment of the ability of these agencies to provide such services shall be included in this section, along with an assessment of the increased demand for these services due to the proposed project. The location of the various school buildings within the Brockport Central School District should also be presented.

J) Air Quality

This section shall describe the existing air quality levels and discuss the potential impact to the air quality of neighboring residential developments and parklands due to pollutant sources such as idling trucks at the loading dock areas, pick-up/drop-off areas at the senior living facilities, and airborne dust/dirt particles from the commercial / retail parking lot areas and driveways.

The direction of the prevailing winds should be noted in this section. Any mitigation that is proposed such as through the buffering of facilities or relocation of areas of concern should be discussed.

K) Noise, Lighting, Landscaping, and Visual Resources

Background noise and lighting levels as they exist today on the Site should be described. This section shall also include an overview of change the proposed project will have on the existing noise and lighting levels. Provide a discussion on proposed mitigation to address the potential adverse effects of increased noise and lighting levels to the adjacent property owners.

This section should also discuss the visual compatibility of the project in relation to the adjacent community.

Mitigation measures should be discussed for short-term noise associated with the construction of the project, and long-term noise associated with the operation of the proposed project.

This section should also discuss how mitigation measures such as landscaping, buffering and architectural design will be used to minimize impacts to visual resources, and reduce the impact of lighting on adjacent residential and parkland areas, especially during nighttime hours.

L) Community Character

This section should include a discussion of the existing character of the community and historic resources as it currently exists with the local retail centers and residences in the Village of Brockport and the Town of Sweden.

A discussion of possible impacts of increased business and related population due to the proposed project and related mitigation, if necessary, should be included in this section.

M) Fiscal Analysis

This section should explore the potential costs incurred for public services that would be necessitated by this development. Evaluate taxes that would be generated by this development as well as subsidies that would be granted to the same.

6) ALTERNATIVES

The following alternative development scenarios shall be analyzed and presented in this section as follows:

- A) Full development pursuant to R1-2 zoning district regulations; and
- B) “No Action” Alternative.

7) UNAVOIDABLE ENVIRONMENTAL IMPACTS

This section shall identify and provide a brief evaluation of those adverse impacts considered as being unavoidable and which can be reasonably expected to occur.

WHEREAS, the project sponsor, MacLean Development, LLC, has applied for a change of zone, for purposes of a mixed-use project to be known as HERITAGE SQUARE, of four parcels located on the west side of Redman Road north of the Town Park directly across from the intersection of Redman Road and New Campus Drive, bearing tax lot numbers 068.03-1-13.111; 068.03-1-14.1; 068.03-1-18; and 068.03-1-19; and

WHEREAS, this Board, the Lead Agency, issued a Positive Declaration on or about September 26, 2005, pursuant to the State Environmental Quality Review Act (SEQRA), and required an Environmental Impact Statement; and

WHEREAS, this Board adopted a Final Scoping Outline by Resolution No. 199, dated December 29, 2005; and

WHEREAS, this Board adopted a Resolution on May 23, 2006, accepting the Draft Environmental Impact Statement (DEIS) as complete and ready for public comment, and filed and distributed same pursuant to SEQRA regulations; and

WHEREAS this Board, after determining that adequate preparation of the FEIS required more time, adopted a Resolution on August 8, 2006, extending the time within which to complete the FEIS to September 26, 2006; and

WHEREAS, upon review of the FEIS, the Town Board is ready to accept the FEIS as complete and ready for public review and comment,

NOW, THEREFORE, BE IT RESOLVED THAT:

Sec. 1. This Board, as Lead Agency under SEQRA, hereby accepts the FEIS as complete;

Sec. 2. The Town Clerk of the Town of Sweden is hereby directed to prepare a Notice of Completion of FEIS, and to file and circulate same in accordance with SEQRA regulations;

Sec. 3. Public comment will be accepted up to the 10th calendar day after the filing and circulation of the Notice of Completion of FEIS, per 6 NYCRR §617.11(a);

Sec. 4. This Resolution shall be effective immediately.

MOTION for the adoption of this Resolution by Councilperson Connors
Seconded by Councilperson Ferris

Discussion:

VOTE BY ROLL CALL AND RECORD:

Councilperson Carges	<u>Aye</u>
Councilperson Connors	<u>Aye</u>
Councilperson Ferris	<u>Aye</u>
Councilperson Windus-Cook	<u>Aye</u>
Supervisor Lester	<u>Abstain</u>

STATE OF NEW YORK]
COUNTY OF MONROE]
TOWN OF SWEDEN] SS

I, Karen M. Sweeting, Town Clerk of the Town of Sweden, Monroe County, New York, DO HEREBY CERTIFY, that I have compared the foregoing with the original resolution adopted by the Town Board of the Town of Sweden at a meeting of said Board held on the 12th of September 2006, and that the foregoing is a true and correct transcript of said original resolution and of the whole thereof, and that said original resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of said Town Board had due notice of said meeting, and that Robert Carges, Patricia Connors, Thomas Ferris, and Danielle Windus-Cook, Councilpersons, were present at such meeting, and that Nat O. Lester III, Supervisor was present at such meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Sweden, this 13th day of September 2006.



Karen M. Sweeting, Town Clerk

9) ADDENDUM TO THE ENVIRONMENTAL IMPACT STATEMENT

A) Response to Draft Environmental Impact Statement Comments

On May 23, 2006, the Sweden Town Board accepted the DEIS for Heritage Square as complete and the public review and comment period was begun. On July 10, 2006, the comment period concluded.

This addendum responds to the comments received during the DEIS review and comment period.

Please note that the text of the original comment letters is shown in this document in italics, while the responses are shown as bold.

i) Letter from Sweden Planning Board Member Hale

The Sweden Town Clerk received a letter dated May 8, 2006 from Sweden Planning Board Member David Hale regarding the Heritage Square DEIS (see Exhibit FF1).

In regards to this letter, we offer the following responses:

I have reviewed the Draft Environmental Impact Statement for its adequacy “with regard to its scope and content for the purpose of commencing public review” (6 NYCRR 617.9 (a) (2)). Comparing the DEIS to the Final Scope (Dec. 29, 2005), I believe that it is. There are, however, a number of points on which the Town Board may wish to request additional or revised information. This might avoid later having a lot of people make the same comments, especially about the demographic and economic assumptions about the project. I will go through the draft in order, referencing the Exhibits as called for. Incidentally, enclosing a copy of the Final Scope (or identifying it more prominently) would facilitate the comparison for those who do not already possess a copy.

Cover sheet: Since this project will have a coordinated review for possible eventual subdivision and site plan approval by the Planning Board (6 NYCRR 617.6 (3)), these approvals should be included in the Proposed Action.

The “Description of Action” section is hereby amended to include the subdivision and site plan for the project.

Page 4. Inconsistency in referencing the land: “a 130 acre parcel,” “two separate vendors,” but “four parcels” (p. 23).

The combined project site is approximately 130 acres, currently owned by two different entities, and consisting of four separate tax lots.

Pages 4-5, 8. Senior residents. Since I am such a person, and have been involved with residential projects over many years in several states--first with the previous generation, now with my own—I have acquired a fair amount of experience, from the point of view of the consumer. The DEIS first envisions a development “that will allow seniors to stay in their communities,” then speculates about “1,000 seniors making an average of \$45,000 per year” moving to Sweden. Would this translate to couples making \$90,000 per household? The exhibits do not include any studies indicating that, given population figures and competing facilities now or planned in Monroe County, a market for 585 senior units (p. 33) exists.

The reference to \$45,000 is an approximate Median Household Income, based on US Census Data for the Town of Sweden. A copy of this Census Data can be found in Exhibit JJ. In addition, a Housing Demand Analysis completed by the developer indicates a need for the project. This analysis can be found in Exhibit GG.

Similarly (pp. 5, 33), the project proposes 175 units for “young professionals” who desire “housing options not currently available in the Town.” Again, there is no study indicating that these “young professionals” exist, or exist in sufficient numbers. Many, perhaps most, of the well-educated young people moving to Brockport are new faculty and staff at SUNY Brockport. In my experience they (in descending order) purchase existing homes in the Brockport area (four single women in the English Department alone have done this), live in Rochester or Brighton (employment for spouses), or rent houses or apartments in

Brockport. Indeed, the frequent lament is that young professionals are leaving upstate New York in very substantial numbers (including my two children).

Heritage Square is designed to provide options and diversity to the current housing stock of the Town. According to the housing demand analysis of the Monroe County housing market (Exhibit GG), there is substantial demand for both age restricted and non-age restricted housing units, including both for-sale and rentals. Within the Rochester MSA (Market Study Area) two thirds of all households are owner occupied, leaving one third occupied by renters. Within the age delineated categories and maintaining a five percent target market share, the MSA would yield 857 owner occupied and 428 renter occupied households 45 years of age or older and 701 owner occupied and 350 renter occupied households in the 20 to 44 age group. Choosing to maintain the determined required market share throughout, the project warrants the following: 533 owner occupied and 267 renter occupied residential units for the 45 years of age and older group; 200 owner occupied and 100 renter occupied residential units for the 20 to 44 age group.

Heritage Square also proposes to “develop a traditional neighborhood commercial center focusing on serving the needs of our immediate residents” (p. 5). This emerges as 245,500 sq. ft. “Lifestyle Retail Center” successful in areas with median household income of \$84,000 a year and up, in contrast to the \$44,151 in Sweden (pp. 33, 43. Exhibit C). Just how does this translate into a “need” which is not being met (p. 44)? Is a “traditional neighborhood center” bigger than a Wal-Mart Supercenter? As the DEIS also indicates, “people from the more affluent, southeastern suburbs do not tend to travel to destinations west of the Genesee River for shopping or other activities” (p. 43, Exhibit C). I have visited a number of senior communities with commercial facilities for the residents, most recently one in Lennox, Massachusetts. There is a bank office (open two mornings a week) with an ATM, a doctor’s office (again, two mornings a week), a beauty shop, a small card and book shop, and a small convenience store (for those who run out of milk before the next van trip to the supermarket two miles away). There are also substantial common rooms—library, game room, workout room, auditorium, and so on.

As per the proposed conditions attached to the “Description of Action” section of the Positive Declaration for the Heritage Square Project (See Resolution No. 117 of the Town Board, dated and adopted July 12, 2005, the full text of which is reproduced as Exhibit N to the DEIS), the retail center is limited to only 150,000 square feet, with no single tenant occupying a space greater than 20,000 square feet. This is smaller than the Wal-Mart Super Center currently under construction on the east side of town. The Retail Market Indicators (Exhibit C) shows that Retail expenditures by residents of the market area were estimated by Claritas to total \$836,111,000 in 2004. Using average sales figures for various retail categories in community shopping centers, these expenditures support approximately 2,410,000 square feet of retail space. Therefore, the market area’s 1,400,000 square feet of space are capturing only around 58% of residents’ expenditures. Retailers in the Town of Sweden and Village of Brockport are capturing around 36% of these expenditures.

The remaining points made by the author as to the design of other senior communities are noted.

Page 9. Revise to include details of the ownership and uses of all four parcels, from, say, 1940 to the present.

A history of the four Heritage Square parcels, from 1940 to the present, is as follows:

Tax Parcel #068.030-0001-013.111:

1925-1944: Owner: William J. Sime & Arthur H. Sime; Land use: Agriculture

1944-1951: Owner: Arthur H. Sime; Land use: Agriculture

1951-1962: Owner: May N. Sime; Land use: Agriculture

1962-1993: Owner: George Whitney Sime; Land Use: Agriculture progressing to fallow farmland

1993-1999: Owner: Allan & Mary Smith; Land Use: Fallow farmland

1999-present: Owner: J.G.C. Hage Realty, Inc.; Land Use: Fallow farmland

Tax Parcel #068.030-0001-014.1:

1921-1950: Owner: Charles E. Boyle (and heirs); Land Use: Agriculture

1950 (portion of): Owner: Harry J. Dean; Land Use: Agriculture

1950-1956: Owner: Christian & Ida Ruoff; Land Use: Agriculture

1956-1967: Owner: Sherwin & Eileen Swartout; Land Use: Agriculture

1967-2004: Owner: Eileen Swartout; Land Use: Agriculture progressing to fallow farmland

2004-present: Owner: Kevin Swartout & Torin Swartout; Land Use: Fallow farmland

Tax Parcel #086.030-0001-018:

1925-1944: Owner: William J. Sime & Arthur H. Sime; Land Use: Agriculture

1944-1951: Owner: Arthur H. Sime; Land Use: Agriculture

1951 (portion of): Owner: May N. Sime & George Whitney Sime; Land Use: Agriculture

1951-1964: Owner: George & Lucile Burlingame; Land Use: Agriculture

1964-1994: Owner: Sherwin & Eileen Swartout; Land Use: Fallow farmland

1994-2004: Owner: Eileen Swartout; Land Use: Fallow farmland

2004-present: Owner: Kevin Swartout & Torin Swartout; Land Use: Fallow farmland

Tax Parcel #086.030-0001-019:

1917- 1944: Owner: Marshall Berlingame; Land Use: Agriculture

1944- 1945: Owner: Marshall & Ruth Berlingame; Land Use: Agriculture

1945-1952: Owner: Edward & Mary Downey; Land Use: Agriculture

1952-1958: Owner: Sam & Mary Sorce; Land Use: Agriculture

1958-1970: Owner: Sam Sorce; Land Use: Agriculture

1970-1994: Owner: Sherwin & Eileen Swartout; Land Use: Agriculture

1994-2004: Owner: Eileen Swartout; Land Use: Fallow farmland

2004-present: Owner: Kevin Swartout & Torin Swartout; Land Use: Fallow farmland

Pages 21, 25-26. The negative characterization of PUD ordinances in the Village and Town is irrelevant at best at this point. Since the Comprehensive Plan Committee, in a political compromise, adopted "project specific" language (p. 27, Exhibit P ["PUD Lite"]), we should go with what is, not what might have been, unless this language should be moved to page 49 (Alternatives). Therefore, the Town is left with a request to rezone 130 acres to B1-Commercial, really opening the box to all sorts of possibilities. By contrast, a request with a much smaller Commercial component and a good deal of MR-1, Multiple Residence, might inspire more confidence. Consequently two topics which would have been dealt with under the Town's PUD Ordinance were omitted from the Scope, and are ignored here. The DEIS speaks of an "estimated 10-year buildout of the project" (p. 39); one would like to have some idea of the phasing, especially what might be the first one or two phases. Also, one

would like evidence of whatever sort that the developer has the financial resources to complete the project.

Rezoning the subject parcels to PUD was discussed with the developer, the developer's engineer, developer's counsel, representatives of the Town Board and representatives of the Planning Board during initial discussions regarding this project. The intent and objectives of the PUD District are set forth in §175-47 of the Sweden Code. The difficulty of PUD zoning in this development is the projected time for full build out – up to fifteen years. The PUD code requires full engineering design of the entire project. The developer's engineer has indicated that this will increase preconstruction costs by at least \$600,000.00. Given the changing regulatory environment (for example, Storm Water Regulations) and the changing economic environment, requiring the developer to incur these costs prior to any construction was determined not to be necessary to meet the objectives of the Sweden Code and the Comprehensive Plan.

As a result, the developer and the Town Board, working together, have created a set of conditions which will meet the same objectives as set forth in the PUD law, including, but not limited to maximum choices of types of housing, useable open space and recreation area, accessory commercial and services business that are convenient to the residents, preservation of natural features, the creative and efficient use of land, development in harmony with the objectives of the Comprehensive Plan and a more desirable environment than would be possible without the conditions which have been agreed to. Initial conditions are contained in the Resolution calling for a public hearing on the rezoning application. (See Resolution No. 117 of the Town Board, dated and adopted July 12, 2005, the full text of which is reproduced as Exhibit N to the DEIS). Further, as conditions change, the successive phases of the development can be planned and engineered with full input from the Planning Board addressing regulatory, engineering and economic issues that may evolve over time.

In regards to the phasing of the project, the developer has provided a plan that is designed to build out the site from east to west beginning at the main entrance on Redman Road, moving towards the Town of Sweden Park entrance and Northrup Subdivision connection. The phasing plan is based on the conceptual site plan submitted with the Environmental Impact Statement. Each Phase is based on current market information available at this time. Future market conditions may require the alteration of one or more phases. The number preceding the land use refers to the conceptual site plan for reference purposes only.

Phase One-Front 30 acres (eastern most 30+/- acres):

Phase One targets the construction of the primary infrastructure for the development including the main line sewer and water services, the main entrance at Redman Road, the entrance to the Town of Sweden Park and offsite improvements to NYSDOT roads. The goal will be to build along the main road first then north to complete the section with a mix of residential and commercial space.

- #1-Restaurant (Included in Retail Square Footage)
- #2-Hotel 50,000 sf*
- #3-Commercial/Retail 150,000 sf*
- #4-Commercial/Apartments** 150 Units*
- #12-Townhouses 100 Units*
- #13-Senior Assisted Living 150 Units*

- #15-Single Senior Homes 50 Units*

*Square Foot and Unit counts are estimates based on current market data.

**During Phase One, the Heritage Square project will be limited to construct 50,000 square feet of retail space before the equivalent square footage of residential is constructed. For this purpose, residential includes rental apartments and assisted living; retail does not include the Hotel use.

Phase Two-Victorian Square:

Phase Two develops the center of the site with two large parks and recreation space, along with higher density senior residential and the Victorian Square, an architectural centerpiece of the development.

- #5-Paddle Boat Launch
- #8-Victorians
- #9-Garden Condos
- #10-Garden Condos
- #11-Park

Phase Three-Senior Flats:

Phase Three finishes the development of the projects by completing the lower density senior housing.

- #6-Country Homes
- #7-Country Homes
- #14-4 Unit Senior

Page 24. The land use directly to the north is the Falls Railroad (correct on p. 8). The description of the commercial on Route 31 should include the north side (Wegmans) and the distances from the Redman Road intersection. The comment about Wal-Mart and Lowe's is irrelevant because both are more than two miles east of Redman Road and on land which has for decades been zoned commercial or industrial.

Section 5) A), under the title "Adjoining Lands Uses" shall now read as follows:

Adjoining Land Uses:

Land uses, zoning districts and development densities of properties adjoining the Heritage Square site are as follows:

- North: Falls Railroad; Single-family homes on R1-2 zoned parcels that front on Canal Road and the adjacent Barge Canal (immediately north of railroad).
- South: Sweden Town Park; Northview Subdivision (zoning: R1-3S, 219 lots, ranging in size from 10,000 sqft. to 30,000 sqft.). The first section of the Northview Subdivision is scheduled for construction this year. Also located to the south of the site is a single-family residence (#4717 Redman Road) built on a R1-2 zoned parcel.
- East: State of New York lands occupied by the State University of New York (SUNY) College at Brockport. Land uses include academic buildings, dormitories, and parking facilities.
- West: Vacant R1-2 zoned land and the previously mentioned R1-3S zoned Northview Subdivision.

In addition to the immediate surrounding land uses described above, the land uses located along Route 31 located south of the site and the land uses east of the SUNY property are included in the general study area. Route 31 is the principal east-west thoroughfare closest to the project site. Small R1-2 zoned properties are located along Route 31 on either side of its intersection with Redman Road. The development in this residential strip is characterized by free-style arrangement, inconsistent in terms of setback from the roadway and does not include a large number of residential homes. Bracketing this residential strip to the east and west, approximately 1 mile from of the Route 31/Redman Road intersection in each direction, are two areas of B-1 retail and commercial zoning on the south side of Route 31, along with Wegmans Plaza, which is located on the northwest corner of the intersection of State Routes 19 & 31. In general, the retail uses appear free-style and unregimented in terms of signage, depth of front yards, exterior building materials and design, and parking arrangements.

The area north of Route 31 and east of the SUNY at Brockport property is marked by high-density residential housing, and also includes the Brockport Central School District campus. The Village of Brockport, with its high-density older housing stock and downtown retail and commercial area is located east of the project site and north of the aforementioned school district property.

ii) Letter from the Monroe County Department of Transportation

The Sweden Town Clerk received a letter dated May 10, 2006 from the Monroe County Department of Transportation regarding the Heritage Square DEIS (see Exhibit FF2).

In regards to this letter, we offer the following responses:

General Comments

We previously reviewed the traffic report in this DEIS and sent a response letter dated September 13, 2005 giving our comments to Craig McAllister, Planning Board Chair. Please include this letter in the exhibits for this DEIS.

This letter has been added to the FEIS as Exhibit FF2.

iii) Letter from the Sweden Town Engineer

The Sweden Town Clerk received a letter dated May 11, 2006 from the Sweden Town Engineer regarding the Heritage Square DEIS (see Exhibit FF3).

In regards to this letter, we offer the following responses:

The following comments have been generated based on the Draft Environmental Impact Statement submitted by Schultz Associates on April 21, 2006. In general, the review comments of March 13, 2006 have been addressed, however additional information or clarification is required on the following:

General

The final scoping document should be included as part of the DEIS as a reference for those reviewing this report.

The Final Scope has been added to the FEIS as Exhibit PP.

Drainage

Provide a copy of the HydroCad Model referenced on page 15 of the DEIS, so that the pre-developed conditions, post-developed conditions, and the storage requirements summarized in the report can be further evaluated. (CN, times of concentration, etc).

The HydroCad Model has been added to the FEIS as Exhibit HH.

Since the outfall elevations of the stormwater management facilities will be based on flood stage elevations of the receiving waters, has preliminary flood stage information for Moorman Creek been compiled to date?

Preliminary flood stage information for Moorman Creek has not been compiled to date, neither as part of this application, nor by FEMA (see Exhibit W). However, from a review of Exhibit U, it can be seen that Moorman Creek does have a well-defined channel, and that the adjacent land is well above the limits of this channel. Since the westernmost proposed storm water facility will be located approximately 100' to the east of the creek in these higher adjacent lands, no problems are anticipated. The proposed storm water management facilities will be designed to meet all applicable government regulations. More information will be provided as engineering plans are developed as part of the site plan development phase of this project.

Sanitary Sewer

The DEIS states that when the existing pump station was designed in 2002, the Town of Sweden required the station be sized to accommodate the full build-out of this property. Full build-out under the current R 1-2 Residential Zoning District would yield approx. 180 single family homes x 4 people/home x 100gal/per/day = 72,000gal/day water use. Heritage Square proposes an estimated 265,000 gal/day water use. The impact of this additional flow on the pump station and sewers will need to be evaluated versus the remaining capacity that needs to be reserved for Town and other development needs.

The approved sanitary sewer report, dated March 24, 2004, gives the proposed capacities that the pump station was designed to. The capacity analysis was comprised of several contributing developments. These are stated below:

- a. Northview Subdivision = +/-200 lots @ 400 gal/lot/day= 80,000 gal/day
- b. Town Park = 20 people/field x 26 fields x 10 gal/person = 5200 gal/day
- c. Future development allotment = +/-200 lots @ 400gal/lot/day=80,000 gal/day
- d. Future Bus Garage = 20 gal/day

Therefore the pumps, cycle time and storage volume were designed for a total of +/-165,220 gal/day. This allows for +/-80,000 gal/day for our future development without any adjustments to the system. As shown in the table provided in Section 4, C, iv) of the DEIS on page 17 for proposed water and sewage capacities, our project proposes approximately 86,000 gal/day to flow to the existing pump station. The remaining of the development would be collected into a new pump station and subsequently pumped to the existing station.

The existing pump station was designed to handle the first phases of the Heritage project for development that can gravity drain to the existing pump station. For anything developed beyond the approximate surface gravity elevation of 555', it will have to be directed to the future on-site pump station. At that time, the Heritage Square development would be responsible for any system modifications, including additional cost, or improvements necessary at the existing pump station in order to accommodate these excess flows.

It does not appear that peaking factors were used in the evaluation of the existing station and downstream gravity lines. Please advise.

The approved sanitary sewer report states that the rate used to derive the design capacities was 127 gal/min. A peaking factor of 3.7 was used for the estimated population resulting in a design flowrate of +/-470 gpm. This is the flowrate used by the equipment manufacturer in sizing the pumps and forcemain piping currently installed in the existing station/system. The ultimate pump performance was slated to handle a capacity of just under 500 gpm. This rate does not include the allowable 20% decrease in flowrates from required water saving devices, which would bring down the rate to 320 gal/lot/day.

The transmission main that runs from the Northview Subdivision to the Wegmans property along NYS Rte. 31A was sized at 12" diameter to accommodate future buildout. The proposed design, as it is stated in the report and reiterated above, calls for an estimated 165,000 gal/day flow to and through the 12" gravity main. This figure is converted to 0.25 cfs (cubic feet per second) and adjusted with a 3.7 peaking factor for the appropriate population. Thus, the resulting flowrate for the existing and proposed development to the existing pump station is 0.93 cfs. The allowable flowrate in the flattest section of the 12" gravity main is 1.80 cfs at 0.25%.

This main also provides for future pump stations and mains beyond the existing system to discharge into this main.

Site Impact Traffic Evaluation

The intersections within the project study area, except Route 31-31A/Redman Rd are noted to adequately accommodate the full development conditions, with the recommended mitigation measures in place. A discussion on potential alternatives to improve the level of service (currently at level F) at the Route 31-31A/Redman Road intersection should be added to the DEIS.

Due to the physical constraints of the intersection (grades, wetlands, etc...), the mitigation measures proposed by Exhibit K for the Route 31-31A/Redman Road intersection comprise the only viable solution to remedy the existing traffic issues. This entails installing turn lanes as required by NYSDOT as mitigation for this project.

The only other possible solution to improve operating conditions at this intersection would be to install an additional through travel lane on Route 31/31A in the east and westbound directions (in addition to the turn lanes). However, installing an additional through lane on Route 31/31A would need to be a corridor wide improvement, not just at this intersection. The traffic volumes along Route 31 through the Town of Sweden have been studied in the past by NYSDOT, and resulted in another study to explore the feasibility of extending Route 531. Extension of State Route 531 expressway would relieve traffic along Route 31. Therefore, the mitigation required by NYSDOT (adding turn lanes) at the Route 31/31A/Redman Road intersection is the most effective alternative to improving operations at this location.

iv) Letter from Sweden Planning Board Member Hertweck

The Sweden Town Clerk received a letter dated May 13, 2006 from Sweden Planning Board Member William Hertweck regarding the Heritage Square DEIS (see Exhibit FF4).

In regards to this letter, we offer the following responses:

After reviewing the Draft Environmental Impact Statement, I would like to comment on the waste water distribution system.

During the 1960's, the State University College at Brockport went through a tremendous building program. The expansion of the college required the upgrading of their sanitary sewer system. The college sewer system was tied into the village of Brockport's system. What is the feasibility of connecting the proposed Heritage Square sewer system into the college or Village of Brockport system?

Several years ago, it was determined by the Town of Sweden Highway Department that the best way to service the northwestern portion of the Town with sanitary sewer would be to install a trunk main along State Route 31/31A corridor rather than connecting to either the Village of Brockport's or SUNY Brockport's sewer systems. Along with this main, a sanitary sewer pump station was installed to service not only the Town Park and the Northview Subdivision, but also development at the Heritage Square site. Connecting the Heritage Square sewer system to the Village or SUNY systems was not pursued as the Town had already deemed those routes unfeasible.

The present sewer system on Holley Street does not extend beyond the village line. The Town residents, on the west end of Holley Street, are on septic systems. What is the feasibility of Heritage Square extending their sewer system to Holley Street and tie into the village system? This might gain some support from residents in the area for the Heritage Square project. Incidentally, some residents on Holley Street have their waste wash water draining into the storm water system.

The question posed by the author refers to an item that is beyond the scope of the Heritage Square project.

The whole area south and west of the Heritage Square project seems to be at higher elevations. The highest elevation on the Swartout property seems to be at about New Campus Drive Elevation 576). To the east, the elevations drop to 550 and eventually drops to 499 and less to the north.

In general, this statement is true. However, there is a low point along the common property line between Heritage Square and the Town Park that will allow the south half of the development to gravity sewer to the sanitary sewer pump station in the Town Park.

It would be an ideal time for the college, the town, and the village to work together on issues that affect all the residents in this area.

v) Letter from the State University of New York (SUNY) College at Brockport

The Sweden Town Clerk received a letter dated May 23, 2006 from SUNY Brockport regarding the Heritage Square DEIS (see Exhibit FF5).

In regards to this letter, we offer the following responses:

Dear Ms. Sweeting:

Thank you for inviting comments from the SUNY College at Brockport for the proposed rezoning on Redman Road that would allow the development of Heritage Square. As an interested state agency and adjacent landowner, we have reviewed the Draft Environmental Impact Statement (DEIS) and all of its Exhibits with great interest.

We believe the increase in nearby housing, hotel and retail opportunities map have a favorable impact (in our campus community and our neighbor, the Town of Sweden. However, we have very serious concerns regarding significant traffic increases and potentially reduced safety on Redman Road because many of our students, faculty and staff use it for campus access. It is important that these issues be fully addressed and substantial mitigation strategies are included in the Heritage Square plans before the implementation of this project begins. We feel that it is very important to be proactive in regards to these issues, rather than waiting until they become more problematic as the Heritage Square project moves forward. In this manner, unnecessary risks to our college constituencies would be avoided. Some specific recommendations and comments regarding traffic and other items are attached.

In recent years, the SUNY Brockport main entrance has moved to the west side of our campus. Traffic entering the campus from both Route 31 and Rodman Road has steadily increased. These entrances are also heavily used by the adjacent Brockport Central School District. The very few selected traffic study days (3) conducted for this DEIS cannot be considered fully representative of traffic conditions, This study only used one weekday afternoon, and it did not include our student traffic peak periods (See DEIS Exhibit K). It is essential that morning rush hour and all student traffic peak periods be evaluated in order to have a valid traffic study sample.

Both NYSDOT and MCDOT have reviewed the Site Impact Traffic Evaluation (Exhibit K) and set forth mitigation implementation strategies that are required prior to start of the project.

The days used for data collection purposes represent accurate traffic volumes along the study roadways as SUNY Brockport and other schools within the area were in session while data was collected. Traffic volumes on roadways are not exactly the same everyday; volumes vary day by day with reasonable and expected variations. The two-way PM peak hour data collected for this project in April 2005 is comparable to data collected by MCDOT in June 2001. Therefore, the data collected for this project can be considered fully representative of traffic conditions. Furthermore, these volumes were reviewed and approved by NYSDOT.

The study analyzes the PM and Saturday peak hour periods, as these are the peak periods with the highest possible traffic generation from the proposed development. The anticipated traffic from this development is significantly less during the AM peak hour period (see Exhibit K). Furthermore, the PM commuter peak period (4:00 –

6:00 PM) represents the highest hourly volumes on Redman Road, when compared to the student PM peak and AM rush hour. This is documented by MCDOT 24-hour traffic count data collected in June 2001. NYSDOT reviewed this same information and did not require the analysis of the AM peak or student PM peak periods as part of their review letter.

An on site observation of actual driving practices should be undertaken to more fully understated the nature of the traffic situation. This should include the use of shoulders as de facto turn lanes; line of sight clearance problems; actual speeds; volume of traffic "cutting through" the College campus; and various vehicle types, including a large number of school busses. Further, documented driving abilities of a student population and the proposed senior population are not considered as parameters in the DEIS, but they have real world implications.

The author of the traffic study visually observed all intersections studied and driving practices were documented in order to calibrate traffic analysis models. Site distance issues were noted at the Holley St. - Canal St. / Redman Road intersection and suggested mitigation was proposed. The traffic patterns of heavy vehicles, such as large trucks and busses, were documented and included in the traffic analysis model.

In general, the senior population tends to drive slower and waits for larger gaps in traffic, while students tend to drive faster and accept smaller gaps in traffic. The differences between younger and older drivers is documented and explained in the Older Driver Highway Design Handbook, U.S. Department of Transportation Federal Highway Administration, January 1998. The traffic analysis was based on an "average" age driver, as it is impossible to predict the number of drivers of each level.

Although recognized in the DEIS, the pending adverse traffic impacts from the two proposed new, nearby development projects already in progress have not been adequately resolved nor are they fully incorporated into this plan with an acceptable solution. Traffic for the Town's park has not been included in the calculations. We fully agree with the findings of Exhibit K that the combination of traffic from all three developments coupled with general west side future growth will degrade traffic safety and quality for Redman Road and its intersections. Counter to the implications of Exhibit K and the summary section 3) A) iii), we firmly believe that the full resolution of poor traffic conditions cannot be left for resolution after the commencement of construction of Heritage Square without adversely impacting the SUNY Brockport community and probably the proposed development itself. More extensive and proactive mitigation measures are needed.

Besides the traffic that will be generated by Heritage Square, this traffic study also took into account background volumes that would be produced by four other project in the vicinity of the site:

- **Northview Subdivision**
- **Remington Woods**
- **Sweden Town Park**
- **The Woods at Sable Ridge**

By including these four developments in the study, a "worst case scenario" in regards to the total traffic generated was estimated. It should also be noted that the estimated traffic generated by each of the listed project may never come to fruition.

Please see Exhibit II for the proposed phasing of the mitigation measures. A summary of these measures is as follows:

1. Install a 425' (350' storage and 75' taper) southbound right turn lane on Redman Road at the site driveway when the traffic volumes from the development warrant the need for an exclusive right turn lane.
2. Construct a westbound right turn lane on Route 31 (Fourth Section Road) at Redman Road as a result of the additional traffic from this development and the Town Park. The feasibility and constructability of a westbound right turn lane on Route 31 at this intersection requires further investigation to determine the actual length of the right turn lane.
3. Install a 360' (285' storage and 75' taper) northbound left turn lane on Redman Road at the proposed site driveway when the traffic volumes from the development warrant the need for an exclusive left turn lane. In the interim, a by-pass lane should be provided for northbound left turn vehicles entering the Heritage Square development.
4. Install a westbound left turn lane on Brockport Holley Road at Redman Road when volumes generated by the development warrant the need for an exclusive left turn lane.
5. Based on the full development volumes shown in this report, it appears that warrants for the installation of a traffic signal will be met. Traffic volumes and vehicle delays at the proposed Heritage Square driveway should be monitored and signal warrants reanalyzed to determine the point at which a traffic signal is needed.
6. The developer should investigate the possibility of a roundabout at the proposed intersection with Redman Drive, as opposed to a traffic signal.
7. The proposed drive should provide two exiting lanes, one left turn lane and one shared thru/right turn lane. Corresponding modifications would need to be made on New Campus Drive to provide a left turn lane and one shared thru/right lane.
8. Restripe Redman Road at the intersection of Holley Street / Canal Road to provide north and southbound left turn lanes, and one through lane in each direction; effectively decreasing the four lane section to three. The stop bars for the east and westbound approaches should be moved accordingly to provide increased sight distance for motorists on the side streets.
9. All recommended roadway and intersection improvements within the project study area are subject to review and approval by the Monroe County Department of Transportation (MCDOT) and New York State Department of Transportation (NYSDOT).

SUNY Brockport is already experiencing an unacceptable amount of traffic "cutting through" our campus using New Campus Drive and Commencement Drive to avoid the already poor Route 31/Redman Road intersection. Because of this situation, we are already evaluating such actions as one way traffic and traffic calming practices (such as speed bumps and / or stop signs) on these roads. Campus roads are not designed, maintained, or intended for such traffic volumes. More importantly, this is unsafe for our campus community, Brockport Central School District students, and any athletes or guests using our parking lots and sports fields. The new road system for the proposed Heritage Square development with its main entrance directly across from New Campus Drive on Redman Road also includes adding traffic from the Town of Sweden's park and the Northrup Subdivision. This will certainly create untenable traffic problems on SUNY Brockport roads.

The traffic study does not document the amount of cut through traffic on the SUNY Brockport campus. Assuming that traffic cuts through the campus to avoid current operating conditions at the Route 31/Redman Road intersection; the improvements required as mitigation for this development at Route 31/Redman Road will improve the current conditions. Decreasing the delay to motorists traveling through the Route 31/31A intersection could potentially decrease the number of motorists cutting through the SUNY campus.

Finally, while we have insufficient information to fully address the impact; of the proposed Route 531 extension, we feel confident that if the project becomes a reality, more traffic than ever will approach the campus from the west and be traversing through the Redman Road/Route 31 intersection to our Redman Road intersection.

The question posed by the author refers to an item that is beyond the scope of the Heritage Square project.

Thank you for allowing us to comment. We look forward to a continued dialogue on the resolution of our concerns as the project moves forward. We do request to be notified of future meetings, hearings, votes and opportunities to comment.

Sincerely,

*Louis M. Spiro
Vice President of Administration and Finance*

Heritage Square DEIS Recommendations and Comments by SUNY Brockport, May 2006

- 1. See cover letter for a summary of the primary concerns regarding traffic impacts on to the campus. See 7) B) iii) and Exhibit K.*

These concerns have been addressed point-by-point within the cover letter.

- 2. For compatibility with the surrounding environment and integration of Heritage Square with the surrounding area, a sizable setback from Redman Road, with appropriate plantings, should be prescribed. Sec 3) A) ii) and 4) C) xiii). Also see section 5) K).*

The Heritage Square project will adhere to the setback requirements of the Town of Sweden and the New York State Department of Transportation (NYSDOT). In addition, the project will adhere to any and all additional requirement that are imposed as part of the conditions adopted by the Town Board as part of the rezoning resolution, if any, and by the Town of Sweden Planning Board during site plan and other review.

- 3. There has been no official discussion with SUNY Brockport about a recreation trail on New Campus Drive. There are no plans for such a project and there are no existing sidewalks. Traffic considerations mentioned in the cover letter are also a consideration. See 3) A) iii).*

Discussions with SUNY Brockport regarding the trail system will be initiated as plans are developed and a trail route is better defined.

- 4. References to "College Drive" found in 4) C) I) actually refer to New Campus Drive.*

Noted.

5. *Many of the mitigation measures found on page 15 should be implemented as part of the first phase of the project. This is particularly the case for the turning lanes on Remand Road for both north and south traffic, as well as a traffic light or round-about at New Campus Drive. Also see Exhibit K.*

Because Redman Road is under the jurisdiction of the NYSDOT, they control the phasing of the proposed mitigation. Please see Exhibit II.

The implementation of traffic mitigation measures will be done so according to the NYSDOT. Please see Exhibit II.

6. *To allow for future Route 31 impacts and other increases in traffic volume, a sizable setback from Redman Road should be prescribed. See Exhibit K.*

The Heritage Square project will adhere to the setback requirements of the Town of Sweden and the NYSDOT.

7. *SUNY Brockport is evaluating obtaining water from the MCWA from the west side of our campus at Redman Road. Our water, currently obtained from the Village of Brockport, already comes initially from MCWA. We would request affirmation that pipe sizing would take into account this possibility, and any other development on Redman Road. Our high rise residential buildings present unique fire fighting requirements. See 4) C) ix) and 4) E).*

The question posed by the author refers to an item that is beyond the scope of the Heritage Square project.

8. *Section 5) F) indicates that no telephone system improvements are anticipated. Verizon has not been contacted to confirm this. SUNY Brockport would object to overhead lines at the entrance to its campus.*

SUNY Brockport's objection to overhead wires at their entrance is noted. The Town has the authority to require underground lines.

9. *The need for Cable TV or data line infrastructure such as Time Warner's Road Runner is not addressed. Again, SUNY Brockport would object to overhead lines at the entrance to its campus.*

Please refer to the response to Question #8.

10. *Exhibit C, memo #1 indicated that the Wegmans/Chase Pitkin Plaza is fully leased. This needs to be updated.*

Chase Pitkin was still a tenant in the plaza at the time the study was completed. By way of this addendum, the referenced plaza shall be referred to in this FEIS as "Wegmans Plaza".

11. *Exhibit C, memo #3 indicates that SUNY Brockport "would make" its athletic facilities available to guests. This should be corrected to read "would consider making".*

By way of this addendum, Exhibit C, Memorandum #3, first page, last paragraph shall read as follows:

“If a new hotel were built in the area the University would consider making its athletic facilities, including the ice rink, pool and fitness center, available to guests.

12. *Exhibit C could be updated to include the proposed and partially funded Special Events Recreation Center to be constructed on campus. More events and demand for hotel services would be generated.*

Inquiries to SUNY Brockport in regards to the Special Events Recreation Center have been made by the developer of the Heritage Square project, however no information has been forthcoming.

13. *It is noted that the largest adjacent neighbor to the proposed development and area for rezoning, SUNY Brockport was not officially notified by this letter for this process as required. This is particularly important for the development of Exhibit K that addresses traffic future development, as this is the area of largest impact to our campus community. We request formal notification and close coordination in the future.*

The Town delivered materials to SUNY Brockport offices immediately after the realization that an inadvertent omission had been made. To the extent that there was any inconvenience, it is hoped that the opportunity to make comments has corrected the situation.

14. *Exhibit K, conclusion #7 indicates modifications to our New Campus Drive will need to be made to provide new turn lanes. This has not been coordinated or discussed with SUNY Brockport. No funding or plans for such changes are currently in place.*

Clearly, no modification of road patterns can be made on SUNY Brockport property without the cooperation of SUNY Brockport. It will be necessary for the developer to contact SUNY Brockport regarding the referenced turn lanes when the design process begins. The developer will have to ensure that SUNY Brockport concerns are adequately addressed. Work within the State right-of-way is under the jurisdiction of the NYSDOT. If SUNY Brockport is unable to participate, the turn lanes will have to be concentrated on the Heritage Square side of the road.

15. *The conclusion and recommendation of Exhibit K imply a “wait and see” process. Specific milestones for future evaluations and traffic mitigation during the ten-year phased development effort must be included, such that construction is held in abeyance until resolution is obtained. Responsibility for funding and implementation must also be clearly defined.*

The NYSDOT agrees with the findings of Exhibit K. Please see Exhibit II. However, the Town of Sweden will require periodic updates after significant changes brought about by the phased development of the site.

16. *SUNY Brockport is considering the installation of a small wind farm and/or natural gas wells on the west side of our campus along Redman Road.*

Noted.

vi) Letter from the Monroe County Department of Planning & Development

The Sweden Town Clerk received a letter dated May 26, 2006 from the Monroe County Department of Planning & Development regarding the Heritage Square DEIS (see Exhibit FF6). In this letter it state the following:

“The DEIS adequately addresses our concerns relating to county-wide and intermunicipal impacts and we have no further comment.”

vii) Letter from the Sweden Environmental Conservation Board

The Sweden Town Clerk received a letter dated June 1, 2006 from the Sweden Environmental Conservation Board regarding the Heritage Square DEIS (see Exhibit FF7).

In regards to this letter, we offer the following responses:

The ECB believes the environmental concerns addressed in our previous comments of August 2, 2005 are still valid and will not repeat them here.

Key Elements to Consider

- *Fragmentation and Impervious Surface*
 - *112.2 acres of the 132.2 acres to be developed in 25 phases over 10 years → 85% of site is developed.*

The Density Calculations for the proposed development are as follows:

- **53 percent of the site allows for Senior Residential;**
- **17 percent of the site allows for Non-Age Restricted Residential;**
- **30 percent of the site allows for Commercial.**

However, the actual built space of the site will include the preservation of at least 30 percent of the site. The concept plan indicates that less than 70 percent of the site will be developed, including the preservation of the forest in the southwest area of the site. As well, the developed areas of the site will adhere to Town of Sweden building regulations controlling site coverage, built area, and landscaping.

- *96 acres of vegetation is to be removed including 20 acres of forest and 76 acres of meadow and brushland.*
 - *Fragmented contiguous habitats differ substantially in a number of ways including, increased edge habitat, increased predation, increased brood parasitism, moisture gradient changes (usually drier), increased vulnerability, increased insularity (species become more and more separated from other populations), and decreased dispersal success.*
 - *Habitat is usually first fragmented around the edges, then roads and paths penetrate the interior, new patches are created along these roads or excavation sites and the old habitat has been replaced with a number of deleterious effects for many species. However, rats, house sparrows and pigeons thrive in fragmented habitats.*

The points raised by the author are noted.

- *The biodiversity of the meadow, shrub layer and forest will be replaced with 36 acres of lawn and landscaping. This is absurd from an environmental viewpoint – its diversity is nearly sterile.*
- *Toxic runoff in to the created water areas and remaining natural resources with this extent of impervious surface and compromised landscape complete with automobile wastes, human activities, fertilizers, and lawn chemical use after development is a virtual certainty.*

- *This much open water is bound to attract geese, ducks, and the displaced wildlife with the consequential waste issues. (We certainly hope Sweden would never endorse disposing of wildlife.)*
- *Alternatives considered*
 - *Current zoning allows 180 single-family homes and would conserve much more open space, biodiversity, and habitat for wildlife with much less impervious surface.*

The calculation used to determine the number of lots that could be subdivided at the Heritage Square site under the current R1-2 zoning is as follows:

Total area of the project site: 5,662,880 sqft.

Total area of existing wetlands to remain: 374,616 sqft.

Area of development = (5,662,880 sqft. – 374,616 sqft.) = 5,288,264 sqft.

R1-2S required lot area: (150' x 100') = 15,000 sqft.

To account for a right-of-way width of 60', add half of right-of-way area to each lot: [15,000 sqft. + (30' x 100')] = 18,000 sqft.

Number of lots possible = (5,288,264 sqft. / 18,000 sqft.) = 293 lots

Account for items that will reduce lot count (bends in the roadway, storm water detention areas, lands to be preserved, etc...):

(293 lots x 0.60) = 180± lots

Estimated number of lots possible under R1-2 zoning: 180 lots

Single-family subdivisions tend to utilize all of the available land, and homeowners tend to utilize all of their purchased land. Therefore, this type of single-family residential development would not likely create the continuous preservation of land for habitat that the project proposes to set aside.

In regards to storm water runoff from impervious surfaces, this project must meet the water quality and quantity requirements of the Town of Sweden, as well as the more stringent regulations of the New York State Department of Environmental Conservation's (NYSDEC) State Pollution Discharge Elimination System (SPDES) General Permit No. GP-02-01. These regulations will ensure that the best possible storm water management system is designed for the project.

The points raised by the author as to geese and other wildlife are noted. The Town of Sweden does not endorse of disposing of wildlife.

- *The "smart growth" embraced by McLean Development seems perhaps to best benefit McLean Development.*

Smart Growth is intended to view real estate development in the critical context of the entire society. Therefore, the project was designed with more than just responsible buildings. The project will add an estimated \$4.4 million dollars per year to municipal budgets in tax revenue, including \$2.5 million to the local school district, while having a negligible affect on the Brockport School District's enrollment. These tax revenue

values were estimated by a study of data provided by the Town Assessor. Please refer to Section 5) M) for more information.

The project also aims to maintain the character of the community through height and architectural restrictions, as well as restrictions against big box and other potentially harmful types of large-scale retail. Furthermore, we have proposed a public fitness and recreation trail through the site; road improvements to increase safety on Redman Road; and the dedication of nearly 30 acres of parkland and forest to the Town Park. Smart Growth prevents sprawl, which increase taxes to maintain infrastructure, leads to the destruction of the environment through more intensive land use, and results in the demise of downtowns and community centers.

- *The no action alternative is of course the best for the environment.*
 - *The ECB takes exception to the negative implication that this “alternative would result in fallow farmland remaining so in a very visible face of the Town of Sweden.” (p. 6)*
 - *While the ECB recognizes the importance of agricultural land as a natural resource. Fallow agricultural land – fields in succession ranging from meadows to shrub and forestlands are a much greater resource environmentally – offering a great range of habitat and diversity of species.*
 - *Fallow farmland is recognized and appreciated by the vast majority of the residents of the Town – as our treasured “rural character.”*
- *The PUD zoning ordinance would require information absent from this B-1 zoning request DEIS – the Developer’s financial resources to complete the project and phasing details.*

Rezoning the subject parcels to Planned Unit Development (PUD) was discussed with the developer, the developer’s engineer, developer’s counsel, representatives of the Town Board and representatives of the Planning Board during initial discussions regarding this project. The intent and objectives of the PUD District are set forth in §175-47 of the Sweden Code. The difficulty of PUD zoning in this development is the projected time for full build out – up to fifteen years. The PUD code requires full engineering design of the entire project. The developer’s engineer has indicated that this will increase preconstruction costs by at least \$600,000.00. Given the changing regulatory environment (for example, Storm Water Regulations) and the changing economic environment, requiring the developer to incur these costs prior to any construction was determined not to be necessary to meet the objectives of the Sweden Code and the Comprehensive Plan.

As a result, the developer and the Town Board, working together, have created a set of conditions which will meet the same objectives as set forth in the PUD law, including, but not limited to maximum choices of types of housing, useable open space and recreation area, accessory commercial and services business that are convenient to the residents, preservation of natural features, the creative and efficient use of land, development in harmony with the objectives of the Comprehensive Plan and a more desirable environment than would be possible without the conditions which have been agreed to. Further, as conditions change, the successive phases of the development can be planned and engineered with full input from the Planning Board addressing regulatory, engineering and economic issues that my evolve over time.

- *Compliance with the Comprehensive Plan*
 - *The only conformance with our Comprehensive Plan mentioned is in regard to the statement added to the Comprehensive Plan (pp. 26-27) in response to the Heritage Square rezoning application.*

The Heritage Square project has been designed in conformance with many of the ideals presented in the Town of Sweden / Village of Brockport Comprehensive Plan, specifically those in Chapter Four, “Goals and Policies”, pages 4-1 through 4-28. The following presents several examples by section:

- A. **Housing and residential Land Uses (Pages 4-2 to 4-3):** Heritage Square is designed to provide “a variety of housing styles and patterns of development to meet the diverse needs of the community” through the construction of a housing plan that includes several different building types and prices, yet does not include single family homes. Heritage Square also “discourages sprawl and strip development” through a Traditional Neighborhood design, while providing “amenities such as sidewalks, parks, [and] landscaping”.
- B. **Managing the Built Environment (Pages 4-4 to 4-7):** Through the “[evaluation of mixed uses for the site]”, the Town has “focused on development to avoid sprawl”. The project also “creates park and public open space in conjunction with development through the preservation of approximately 30 percent of the development site adjacent to the Town Park and the creation of public spaces such as the Paddle Boat Launch and Victorian Square Park, both of which are “centrally located and accessible to all”. As the Town recently completed the construction of a new sanitary sewer pump station, gravity sewer, and partial water main to the Town Park, directly adjacent to the proposed site, the Town Board has “focused major developments in areas where adequate public infrastructure and facilities exist”.
- C. **Conservation, Open Space and Environmental Protection (Pages 4-8 to 4-10):** The project protects “natural resources, selected open space, environmentally sensitive areas and unique natural areas” through the preservation of the south and west sections of the proposed site adjacent to preserved land of the Town Park, including the large forested area in the southwest corner and the preservation of Moorman Creek and other Federally Designated Wetlands on the site. As well, in order “to maintain the rural and agricultural character of the community” the Town Board has required the developer to “design development to the site and locate and limit the path of development to the most suitable areas”, while “maximizing the preservation of native and existing vegetation”, “clustering [homes] to maximize the preservation of open space” and “minimize site disturbance”.
- D. **The Economy and Associated Land Issues (Page 4-12):** As designed, the project provides “small-scale, neighborhood-oriented commercial areas which are safe and attractive”, through Traditional Neighborhood Design, located in an area with sufficient size, utilities, and infrastructure to support the project. The Community Commercial provides an “integrated transportation system...a greater

number of allowed uses...controlled access, signs coordinated with adjacent uses, good site lighting and good landscaping”, while “discouraging “strip commercial” development”.

E. Transportation (Page 4-17): Heritage Square provides “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” through the design features of a walkable community with sidewalks, pedestrian only streets, and a planned onsite shuttle bus for senior citizens. The site includes a pedestrian and bicycle circulation plan that connects to neighboring properties and transportation systems including the Town Park and the Erie Canal tow path.

F. Public Utilities, Facilities, and Services (Pages 4-25, 4-27): Heritage Square works with the Town Park design to provide a new and safer access to the Park, and fosters “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” through the design of a connected green-path from the Town Park throughout the site, and connecting to the State Park Tow Path at the Erie Canal; in turn connecting the development and Town Park with Brockport Village. Heritage Square also “improves the availability of human services” to the residents of the Town of Sweden and Village of Brockport, by providing “high-quality healthcare services and facilities”, community centers for neighborhood use”, “high-quality services and facilities for ...elder care”, and human services available to all residents, including those with special needs” through the planning of assisted living facilities and medical and health related professional space.

- *“There is a possibility that the developer may be willing to place a boundary of SW-31 and its 100’ buffer...”(p. 27)*
- *Note: The developer tried to escape granting the 100’ buffer due to the fragmenting of the SW-31 wetland with development.*

Please refer to Section 5) C) and Exhibits Q and R for an explanation of why the New York State Department of Environmental Conservation has de-listed SW-31 as a State-protected wetland.

- *This should not be a mere possibility at the developer’s discretion, but mandatory. This wetland is the Town’s resource and should not be exploited and degraded, as the developer so desires.*

Please refer to Section 5) A) under the heading “Non-disturbance of wetlands and mature woods” on page 27 for information on this issue.

- *The ECB comments of August 2, 2005 listed 10 items of non-conformance with the comprehensive plan.*

The ECB’s August 2, 2005 letter has been added to this document as Exhibit FF7. Please refer to the response offered to the author’s previous

question regarding the conformance of Heritage Square with the Comprehensive Plan.

- *Assumptions*
 - *There are demographic, economic and income assumptions that are not supported by studies and may not be valid or realistic.*

Please refer to the Demand for Housing study that has been completed for the Heritage Square project (Exhibit GG).

- *There are assumptions about retirees and their desire to be mostly contained within this 130-acre development and/or a 2-mile radius.*
 - *Perhaps this may apply to the assisted living residents?*

“The growing demand will be the result of changing demographics, changing tastes, and the closing of the suburban frontier. Americans are getting older, and fewer households have children. Both of these demographic trends contribute to growing demand for more varied housing choices. Many Americans’ tastes are moving more toward dense environments, as shown by the growth of “café culture,” an attraction to ethnic diversity, and a strong attraction toward good urbanism among upper-middle class trendsetters. Perhaps most importantly, in many regions, car-dependent suburbs have never looked less attractive. In economically strong regions, suburban traffic is increasing unbearably while valued open space is converted inexorably into more suburban sprawl. In other regions, housing values are stagnating. Nationwide, older suburbs are experiencing disinvestment similar to the “white flight” of the 1950s.” (“The Coming Demand, Produced by the Congress for New Urbanism”, Page 3; Exhibit MM)

- *There are assumptions about the “aging baby boomers” – that are far from the reality of the three “aging baby boomers” on the ECB.*

“At every stage in their lives, baby boomers have changed America. Their births gave rise to America’s suburban explosion, as returning veterans took advantage of subsidized housing in the new suburbs. Boomers who rebelled against the “ticky-tacky” conformity of suburbia in the late 1960s and early 70s began to renew some cities, fixing up crumbling neighborhoods into many of today’s trendiest locations. Still, most boomers raised their own children in the suburbs, continuing the suburban expansion. As they age, boomers are likely to be increasingly attracted to dense living environments. Today, people over 55 years of age are three times more likely than 25- to 34-year-olds to consider a townhouse in the city to be the most desirable living situation. People of this age often have enough money that they can choose where to live, so they can act as a force to reinvest in older cities or to purchase new homes that match their desires. Older cities work for them, as they are only one-third as likely as young adults to consider the school district “very important” in home buying location, and are more than twice as likely to consider “location to shopping” and “public transportation” very important. These latter characteristics also make them fit for new neighborhoods that follow traditional planning principles.” (“The Coming Demand, Produced by the Congress for New Urbanism”, Page 5; Exhibit MM)

- *There are assumptions about the great need for this high-density “smart growth” development.*
- *Other approved development in the Town that remain undeveloped do not exactly inspire a driving need for high-density development.*

A Housing Demand Analysis completed by the developer indicates a need for the project. This analysis can be found in Exhibit GG.

- *B-1 Zoning*
 - *25 phases over 10 years, with phase 1 being functionally dependent on subsequent phases – without details as to what order the 25 phases can occur. (A p 6of12)*
 - *Does this give carte blanche to the developer for a decade as to what “smart growth” occurs in the Town of Sweden?*

It is anticipated that if the action is approved, there will be built in mechanisms and controls tied to applications for modification of phasing, by which the Planning Board will have the authority to regulate reasonably the “smart growth”, while simultaneously providing ample opportunity to the developer to demonstrate the need for modifications.

The following phasing plan for Heritage Square at Sweden is designed to build out the site from east to west beginning at the main entrance on Redman Road, moving towards the Town of Sweden Park entrance and Northrup Subdivision connection. The phasing plan is based on the conceptual site plan submitted with the Environmental Impact Statement. Each Phase is based on current market information available at this time. Future market conditions may require the alteration of one or more phases. The number preceding the land use refers to the conceptual site plan for reference purposes only.

Phase One-Front 30 acres (eastern most 30+/- acres):

Phase One targets the construction of the primary infrastructure for the development including the main line sewer and water services, the main entrance at Redman Road, the entrance to the Town of Sweden Park and offsite improvements to NYSDOT roads. The goal will be to build along the main road first then north to complete the section with a mix of residential and commercial space.

- | | |
|------------------------------|--|
| • #1-Restaurant | (Included in Retail Square Footage) |
| • #2-Hotel | 50,000 sf* |
| • #3-Commercial/Retail | 150,000 sf* |
| • #4-Commercial/Apartments** | 150 Units* |
| • #12-Townhouses | 100 Units* |
| • #13-Senior Assisted Living | 150 Units* |
| • #15-Single Senior Homes | 50 Units* |

***Square Foot and Unit counts are estimates based on current market data.**

****During Phase One, the Heritage Square project will be limited to construct 50,000 square feet of retail space before the equivalent square footage of residential is constructed. For this purpose, residential includes rental apartments and assisted living; retail does not include the Hotel use.**

Phase Two-Victorian Square:

Phase Two develops the center of the site with two large parks and recreation space, along with higher density senior residential and the Victorian Square, an architectural centerpiece of the development.

- **#5-Paddle Boat Launch**
- **#8-Victorians**
- **#9-Garden Condos**

- #10-Garden Condos
- #11-Park

Phase Three-Senior Flats:

Phase Three finishes the development of the projects by completing the lower density senior housing.

- #6-Country Homes
- #7-Country Homes
- #14-4 Unit Senior

viii) Letters from Leslie A. Bull

The Sweden Town Clerk received two letters from Leslie A. Bull, with one dated July 26, 2005 regarding the Heritage Square project and the other dated July 9, 2006 regarding the Heritage Square DEIS (see Exhibit FF8).

In regards to these letters, we offer the following responses:

- *What do we want our historic canal side village to resemble in 5, 10, 25 years? Will we become another Greece?*

The proposed action is located within the Town of Sweden, not the Village of Brockport. Since this segment of the comment raises no specific issue, there is no response necessary, and none offered.

- *“Bait and Switch”*

Please see the response made to the last comment of the Environmental Conservation Board.

- *Retail commercial development will not reduce our taxes.*

This statement does not refer to the action under review.

- *Concerns arise about the downtown merchants.*

The following paragraphs are excerpts from “Ten Principles for Rebuilding Neighborhood Retail” (see Exhibit OO), published by the Urban Land Institute as guidelines to help neighborhood retail succeed in a today’s competitive environment. The Heritage Square project fulfills a number of the publication’s suggestions to develop or improve a strong neighborhood center. “Successful retail depends on successful residential neighborhoods. Retailing cannot survive in an environment of deteriorating neighborhood housing, declining population and homeownership rates, disinvestment, crime, and neglect. Most important, successful retail needs a growing number of high-quality residents because this is what retailers look for. High-quality residents are found in high-, medium-, and low-income brackets so, individually and as a group, residents need to take ownership of their streets and start changing the negatives in their neighborhoods so the environment is right to attract retailers. Great streets are always surrounded by dense residential development. Where residential growth and revitalization is occurring, retail is primed to follow; it simply will not occur the other way around. Retailers will not be attracted to a neighborhood street, regardless of how much public money they get, unless they see the cash registers ringing, and this depends on the strength of the surrounding residential market” (page 6). Heritage Square provide this type of residential development for the downtown merchants. The project “increases homeownership (including condominium ownership) to stabilize the neighborhood and create more stakeholders and customers” (page 6), thereby providing “residential development [creating] a [greater] customer base for neighborhood-serving retail” (page 6).

The project also “[encourages] mixed-use development. A mix of housing and offices supports retail by creating more customers, supporting longer business hours, and bringing in rents up to 20 percent higher than would be likely in the same place without the mix of housing and office space. Office components provide daytime retail and restaurant demand, while residents add customers in the evening” (page 7).

- *“There is so much potential for economic disaster here. We currently have two hotels in town as well as bed and breakfasts. We have numerous empty retail areas. A third THREE floor hotel, restaurants, 247,000 square feet plus for commercial development... these are more than small hair salons.” (Excerpt from July 9, 2006 letter.)*

The following is the Hotel Market Analysis performed by a third party consultant for the developer and submitted with the Environmental Impact Analysis.

“Brockport currently has two motels, a 39-room Econo Lodge and a 41-room Holiday Inn Express, along with three bed and breakfast inns that have a total of fifteen (15) rooms. Neither motel has meeting rooms or food and beverage operations, although the Holiday Inn offers a free continental breakfast. Occupancy rates are high at these inns, although specific figures are not available. Availability at the Holiday Inn Express is limited since rooms often sell out well in advance. Conversely, the Econo Lodge often has rooms available except during peak events. It is not viewed as a desirable facility by University personnel, and they do not recommend it to visitors, referring them instead to hotels near the airport when other local facilities are fully booked. The following is the Hotel Market Analysis performed by a third party consultant for the developer and submitted with the Environmental Impact Analysis.

A series of telephone interviews with University administrators and the Brockport Area Chamber of Commerce revealed a universal sentiment that there are insufficient accommodations in or convenient to Brockport. A representative in the Office of the University President indicated that the University uses a bed and breakfast inn for visiting dignitaries such as candidates for the presidency, speakers and similar guests, and that the supply of rooms in the area is inadequate for the University’s needs.

The University Athletic Director indicated that college athletic events generate at least 46 nights of demand per year for between 15 and 65 people each. The University Recreation Services Director identified several events that create demand for rooms. Over 300 soccer teams compete in the Brockport Soccer Fest at the end of July. There are two UAA basketball tournaments in late April and early May that use 5 gyms at the University, the high school and Sweden Center and bring several hundred officials, coaches, players and their families to the area. There is Section V wrestling in February, some volleyball tournaments, USA wrestling that draws over 2000 spectators and Tri-County Youth Hockey for three days in March that also brings several hundred people to the area. Local accommodations are inadequate for all of these events.

Additional University-generated demand spikes occur during the spring when various university departments are conducting faculty and staff searches.

Conference facilities for off-campus meetings and retreats are also in demand but lacking in the area.

If a new hotel were built in the area the University would make its athletic facilities, including the ice rink, pool and fitness center, available to guests.

The University Events Director pointed out that there are twelve (12) large college events each year, such as orientation, open houses, registration and graduation. In addition, there are 24 awards ceremonies and 48 other programs that bring significant numbers of visitors to the campus. Local accommodations are inadequate for all of these events. In addition, there are alumni visits, prospective student visits in addition to open house attendance, inductions to Greek societies, dance residencies and art openings, all of which bring visitors to the campus.

These events alone create demand for 41 rooms, or 65 rooms at 63% occupancy, slightly higher than Monroe County and US rates. This does not include other room night demand generated by the university and community.

To help estimate the total demand for rooms in Brockport, comparable communities with public universities were identified and analyzed. The number of available rooms in these communities was compared to Brockport. Schools comparable in size and with strong athletic programs were included. Communities in which they are located were selected on the basis of size, lack of proximity to an interstate highway and location not in a major tourist or resort area. Twelve (12) schools and communities were considered, while only four met the above criteria. Accommodations were classified as AA@, meaning that they are modern and of comparable to or higher quality than the Brockport Holiday Inn Express; AB@ meaning bed and breakfast inns, and AC@ denoting well below market in terms of room rate and/or not recommended by the school. These comparisons of universities, communities and accommodations are illustrated in Table 2 following the text.

Brockport has 124.6 students for each A and B room, and 73.5 students for each room of all classes. Comparable university communities have an average of 47.5 students for each A and B room, and 37.5 students for each room of all classes.

In terms of population, Brockport has 144.7 residents for each A and B room, and 85.3 residents for each room of all classes. Comparable communities have an average of 62.7 residents for each A and B room, and 49.2 residents for each room of all classes.

These comparisons demonstrate that a room deficit exists in Brockport, both in relation to the size of the University and the size of the community. Conservatively, another 50-60 rooms could be supported on this basis. A new property with 60 rooms would achieve a ratio of 60.2 students and 69.9 residents per A and B room. These ratios are still greater than those of comparable communities.” (Hotel Market Indicators, provided by Development Planning Services; Exhibit C)

- *“The potential for further commercial development, if the housing component is not successful, is enormous.” (Excerpt from July 9, 2006 letter.)*

Please see the response made to the last comment of the Environmental Conservation Board.

- *“Given the fact that very few new homes have sold this past year in this area, it is somewhat presumptuous to think that hundreds of units, condos, etc. will be sold even over a 20 year period.” (Excerpt from July 9, 2006 letter.)*

Please refer to the Demand for Housing study that has been completed for the Heritage Square project (Exhibit GG).

ix) Letter from Cheryl Cooley

The Sweden Town Clerk received a letter dated July 10, 2006 from Cheryl Cooley regarding the Heritage Square DEIS (see Exhibit FF9).

In regards to these letters, we offer the following responses:

In articles and comments made about the change to B1 zoning the focus is on residential and business use. The full scope of the B1 zoning is not mentioned and that concerns me. B1 also includes bus stations, radio and TV studios and transmitters, shopping centers, garages and filling stations.

Provisions have been made by the Town Board to better define how the developer will be able to develop the parcels if they are rezoned to B-1. Some examples of these restrictions are as follows:

- 1. Commercial uses shall not exceed 30% of the total lot area of the Property. The permitted retail uses of the Property include restaurants, assisted living facilities, hotels, stores and shops conducting any legitimate retail business, personal service shops and banks. The balance of the Property shall be development in conformance with the uses permitted in the MR-1 District as set forth in the applicable sections of the Town Code.**
- 2. The portion of the Property to be developed in conformance with the requirements of the MR-1 District shall yield no more than 1,100 units, with no less than 800 of such units restricted to persons 55 years of age or older, and the balance being non-age restricted.**
- 3. No single tenant providing retail consumer goods shall occupy more than 20,000 square feet in a building.**

Please refer to Resolution No. 117 of the Town Board, dated and adopted July 12, 2005, the full text of which is reproduced as Exhibit N to the DEIS.

The proposed plan is shown in the present stage, but as stated in the newspaper, "Details of the project will not be decided until after rezoning with the planning board." This opens up the possibility of incorporating any of the examples listed under B1 zoning. That would be an inappropriate use in a residential area when out town currently has many vacant business areas.

Please refer to the response to the previous question.

I am concerned about maintaining the quality of area well water, drainage issues, and other environmental influences. There is no guarantee that the railroad track will remain in use and stay as a buffer in future years. When asphalt covers many acres, underground drainage is needed for land that has a slope, not just holding ponds. We lived here when the college dorms flooded and other areas during the 100 year storm. We know what can happen when located at the bottom of a hill.

What assurances are in place to guarantee no impact on area wells? Who will assume responsibility now and in the future for any negative impact caused to area property owners.

The entire development will be serviced by public water supply; therefore, any potential for impact on the water table will be avoided.

While this project must meet the requirements of the Town of Sweden in regards to the storm water management plan's design, it also must meet the more stringent regulations of the New York State Department of Environmental Conservation's (NYSDEC) State Pollution Discharge Elimination System (SPDES) General Permit No. GP-02-01. General Permit No. GP-02-01 stipulates that the proposed storm water management system must be able to attenuate post-development flow rates leaving the site to rates at or below those that exit the site under the pre-development condition. In addition to these water quantity controls, water quality must also be addressed. All proposed projects over one acre in area must include in their design NYSDEC-approved features that insure that the surrounding watershed is not adversely affected by runoff from the development. In order to meet these requirements, several storm water management facilities will be required. Their combined required volume has been estimated by performing calculations as specified by the New York State Stormwater Management Design Manual for the calculation of the Extreme Flood Protection Volume. For this project, the required Extreme Flood Protection Volume is equal to 7.45 acre-feet. The concept plan currently provides approximately 16 acres of storm water management facilities throughout the site. These facilities will have more than enough storage to handle the required volume state above. Please refer to Section 4) C) vii) of the FEIS for more information regarding the proposed storm water management system and the referred to calculations.

In 2001 more than 83% of the residents who responded to the Town of Sweden/Village of Brockport Comprehensive Plan Review Resident Survey state they wanted to preserve rural character. Quoting from Vol.3, Issue 1 of Snapshots, "Ultimately, the community's definition of rural character is the single most important part of its preservation." Maintaining rural and agricultural character of the community is an important goal of the Comprehensive Plan. To accomplish this goal, it is necessary to: "Minimize visual impact by locating structures adjacent to wood areas or tree lines." Locating a hotel next to the road doesn't minimize the visual impact of development on the landscape. This highly dense development does not fit into a low-medium density area.

The point raised by the author has been noted. The Town Board recommends that the Planning Board consider the placement of the hotel during the site planning process.

People who serve in positions of public trust are held to higher moral and ethical standards their decisions have a significant impact on others. The town board is expected to be fully informed and act in the best interest of the residents. Future generations will benefit from careful planning now.

x) Letter from Alden & Christin Snell

The Sweden Town Clerk received a letter dated July 10, 2006 from Alden & Christin Snell regarding the Heritage Square DEIS (see Exhibit FF10).

In regards to **this letter**, we offer the following responses:

After review of the Draft Environmental Impact Statement (DEIS) for the proposed Heritage Square development, we continue to be opposed to the rezoning of the land area in question on Redman Road. Following are our continuing areas of concern:

We do not believe the DEIS adequately addresses concerns about the possible impact of commercial development on the water supply in the area immediately north of proposed development. Without access to town or county water lines, any changes in the water table would have an immediate and probably damaging impact on all homes in the immediate area north of the development. In our opinion, without assurance of receiving town or county water in areas where water drains from the proposed development area (specifically Redman Road north of the railroad tracks and on Canal Road), any commercial development is risky and requires more assurances from all parties involved that residents in the area will not be stuck with well water that is polluted by the commercialized area.

Currently, the nearest source of public water to the referenced area is located at the intersection of Holley Street and the original right-of-way alignment of Redman Road. Any possible extension of the main at this location would have to be coordinated through the Monroe County Water Authority and the Village of Brockport.

In terms of the quality of the storm water runoff that will leave the site, all measures will be required to ensure that all local, county, state, and federal regulations are met, including those set forth by the Town of Sweden and the New York State Department of Environmental Conservation (NYSDEC). NYSDEC General Permit No. GP-02-01 stipulates that all projects over one acre in area must include in their design NYSDEC-approved water cleansing features that insure that the surrounding watershed is not adversely affected by runoff from the development. The Heritage Square project will meet this requirement. Please refer to Section 4) C) vii) of the FEIS for more information regarding the proposed storm water management system

We do not agree that there will be an increased housing demand in the area once the Heritage Square project is complete. The housing development between Redman Road and West Avenue continues to not develop quickly, and we find it unlikely that senior citizens already established closer to the city will move to Sweden.

A Housing Demand Analysis completed by the developer indicates a need for the project. This analysis can be found in Exhibit GG.

Regarding commercial development, we continue to be perplexed at the disregard of existing commercial land that could be developed in the town. What will become of the current Wal-Mart plaza when the new Super Wal-Mart opens? Why can't these areas be developed? Almost all of the proposed commercial developments for the Heritage Square could be placed easily in the existing commercial areas in the town, especially near routes 31 and 19.

The Town Board recognizes that the author is referring to re-development of existing strip centers at or near the intersection of Routes 19 and 31. While this is an important concern for the Town Board, it is not a subject of this action.

In addition to the above concern about commercial rezoning, we continue to question how this fits in the master plan of the town, specifically the town's various documents stating its intention to maintain the current rural, open landscape in the town. The DEIS addressed the wetlands in the area, but our opinion is that the wetlands should simply be left alone. Unique environmental areas do not easily come back after humans have tampered with them, so we should delay development anywhere near the wetlands for as long as possible.

The project protects “natural resources, selected open space, environmentally sensitive areas and unique natural areas” through the preservation of the south and west sections of the proposed site adjacent to preserved land of the Town Park, including the large forested area in the southwest corner and the preservation of Moorman Creek and other Federally Designated Wetlands on the site. As well, in order “to maintain the rural and agricultural character of the community” the Town Board has required the developer to “design development to the site and locate and limit the path of development to the most suitable areas”, while “maximizing the preservation of native and existing vegetation”, “clustering [homes] to maximize the preservation of open space” and “minimize site disturbance”. Please refer to the response to the Letter from the Environment Conservation Board “Conformance with the Comprehensive Plan” for more information.

Heritage Square has been designed so that no unnecessary disturbance is proposed to any of the existing wetlands. However, two areas of disturbance to existing federally protected wetlands will be necessary for the construction of two roadways. The first is a roadway that will become the new main entrance into the Town Park facility to the south of the site. The completion of this road is considered an integral part of the Sweden Town Park Master Plan that was adopted by the Town in 2001. The second road will provide an additional means of egress to the Northview Subdivision located to the southwest of the site. Approvals for the Northview Subdivision by the Town and the New York State Department of Transportation were made contingent on the completion of this road within a predetermined timeframe. While there will be some loss of wetlands with the construction of these roads, the loss will be minimal and will be done so according to the regulations of the NYSDEC and the Army Corps of Engineers. Please refer to Section 5) C) and Exhibits Q and R for an explanation of how the wetlands will be retained at the site.

On a positive note, we believe the DEIS took some step in the right direction regarding traffic concerns on Redman Road, and would like the Town Board to continue to prioritize improves traffic safety in this area regardless of what transpires with the Heritage Square development.

While we are leery of the entire development, we are primarily opposed to commercial zoning in the area. If all other parties involved feel that there is a housing market in this area, we do not agree, but are not opposed to residential development in the area. However, commercial zoning of any more land in the town of Sweden makes little to no sense to us at the present time. We hope that the Town Board, as elected representatives of the entire town, will carefully consider the concerns brought up in this letter and others received. Thank you for your attention to our comments.

xi) Letter from Pat & Archie Kutz

The Sweden Town Clerk received a letter dated July 10, 2006 from Pat & Archie Kutz regarding the Heritage Square DEIS (see Exhibit FF11).

In regards to these letters, we offer the following responses:

Our comments on Heritage Square Project are as follows:

While plans for the Heritage Square Development look interesting, in our opinion permission to rezone 130 acres from residential (R1-2) to commercial (B1) would leave the town in a vulnerable position. What guarantees does the town have that the whole project will be completed and completed as designed?

The project will be developed in phases. The Town Board intends to place sufficient control of the phased construction in the Planning Board to ensure that the project will at all times be under the guidance and control of the Town. Otherwise, the ultimate completion of the project will be subject to the same risks as any other project. Some of the controls contemplated are or will be included as conditions to any rezoning approval. Initial conditions are contained in the Resolution calling for a public hearing on the rezoning application. (See Resolution No. 117 of the Town Board, dated and adopted July 12, 2005, the full text of which is reproduced as Exhibit N to the DEIS).

Why do all 130 acres need to be B1?

The only other zoning classification choice for this type of development is Planned Unit Development or (PUD). Rezoning the subject parcels to PUD was discussed with the developer, the developer's engineer, developer's counsel, representatives of the Town Board and representatives of the Planning Board during initial discussions regarding this project. The intent and objectives of the PUD District are set forth in §175-47 of the Sweden Code. The difficulty of PUD zoning in this development is the projected time for full build out – up to fifteen years. The PUD code requires full engineering design of the entire project. The developer's engineer has indicated that this will increase preconstruction costs by at least \$600,000.00. Given the changing regulatory environment (for example, Storm Water Regulations) and the changing economic environment, requiring the developer to incur these costs prior to any construction was determined not to be necessary to meet the objectives of the Sweden Code and the Comprehensive Plan.

As a result, the developer and the Town Board, working together, have created a set of conditions which will meet the same objectives as set forth in the PUD law, including, but not limited to maximum choices of types of housing, useable open space and recreation area, accessory commercial and services business that are convenient to the residents, preservation of natural features, the creative and efficient use of land, development in harmony with the objectives of the Comprehensive Plan and a more desirable environment than would be possible without the conditions which have been agreed to. Further, as conditions change, the successive phases of the development can be planned and engineered with full input from the Planning Board addressing regulatory, engineering and economic issues that may evolve over time.

What research is there to indicate that there is a demand for senior, professional, or other housing in this part of Monroe County?

A Housing Demand Analysis has been completed by the developer for the residential portions project. This analysis can be found in Exhibit GG. In addition, Development Services, Inc. completed a market study for Heritage Square. Please refer to Exhibit C for more information. Both studies conclude that a need exists for all aspects of the project.

Was anyone looked into the impact of the Heritage Square commercial zone on existing Village business traffic?

The Town Board has considered the impact of the entire Heritage Square project on existing Village business traffic. Please see the response to “Concerns arise about the downtown merchants” in the Leslie Bull letter for more detailed information.

xii) Letter from Sweden Planning Board Chair McAllister

The Sweden Town Clerk received a letter dated July 10, 2006 from Sweden Planning Board Chairman Craig McAllister regarding the Heritage Square DEIS (see Exhibit FF12).

In regards to these letters, we offer the following responses:

After reviewing the DEIS, I have the following questions, concerns and/or comments:

1. *Page 21, Regulatory Approvals, Planning Unit Development... (I am not of any non-successful PUD's in the Town, but that Royal Gardens is a very successful one.)*

It is noted that Royal Gardens is a successful PUD in the Town.

2. *Page 24, Adjoining Land Uses... Clarification is requested for the following:*

- a. *The development in this residential strip is haphazard and does not include a large number of residential homes. (What part of the development is haphazard?)*

While the statement “does not include a large number of residential homes” is true, the word “haphazard” may be better replaced with “inconsistent in terms of setbacks from the roadway”.

- b. *The retail use seems disjointed. (Heritage Square would be similar.)*

The full statement, as written in the DEIS reads, “In general, the retail uses appear disjointed in terms of signage, depth of front yards, exterior building materials and design, and parking arrangements.” Please refer to Exhibits B and M. These renderings show how the retail portion of Heritage Square will compliment the surround proposed residential uses.

3. *Page 25, Proposed Project Zoning District... The Sweden Code also contains a PUD zone, which, since its enactment, has been apparently used only once for a project that was ultimately not constructed. (Why has Royal Gardens (senior housing) not been included?)*

Rezoning the subject parcels to PUD was discussed with the developer, the developer’s engineer, developer’s counsel, representatives of the Town Board and representatives of the Planning Board during initial discussions regarding this project. The intent and objectives of the PUD District are set forth in §175-47 of the Sweden Code. The difficulty of PUD zoning in this development is the projected time for full build out – up to fifteen years. The PUD code requires full engineering design of the entire project. The developer’s engineer has indicated that this will increase preconstruction costs by at least \$600,000.00. Given the changing regulatory environment (for example, Storm Water Regulations) and the changing economic environment, requiring the developer to incur these costs prior to any construction was

determined not to be necessary to meet the objectives of the Sweden Code and the Comprehensive Plan.

As a result, the developer and the Town Board, working together, have created a set of conditions which will meet the same objectives as set forth in the PUD law, including, but not limited to maximum choices of types of housing, useable open space and recreation area, accessory commercial and services business that are convenient to the residents, preservation of natural features, the creative and efficient use of land, development in harmony with the objectives of the Comprehensive Plan and a more desirable environment than would be possible without the conditions which have been agreed to. Further, as conditions change, the successive phases of the development can be planned and engineered with full input from the Planning Board addressing regulatory, engineering and economic issues that may evolve over time.

By way of this addendum, Royal Gardens is now recognized as a development that is located in a PUD zoning district. Royal Gardens was not purposely excluded, however it is noted that the Existing Zoning Map in the Town of Sweden/Village of Brockport Comprehensive Plan lists it as being in a Multiple Residential District.

Page 26, 1st paragraph, PUD regulations typically involve the up-front preparation of detailed site plans... Often, these plans become obsolete... (What guarantee is there that what is proposed will be built?)

What is proposed is a conceptual plan to be solidified and engineered in conjunction with the Planning Board. The jurisdiction and authority of the Planning Board will be enhanced sufficiently by the Town Board to ensure the board's ability to monitor progress and pass on requested changes in the plan.

4. *Page 28, Transportation, additionally, given the project's design, "internal trips can be made by walking or by vehicle... (Do the counts include trips generated from outside the site that support the commercial development?)*

The traffic study does account for both onsite and offsite trip generation.

5. *Page 40, Ambulance... (Since this is primarily a senior community, doesn't it make sense that there would be more ambulance calls.)*

Volunteer ambulance service is provided to the Town of Sweden by the Brockport Volunteer Ambulance Corps. The Corps' apparatus are housed at the Brockport Fire Department's Station No. 1 in the Village of Brockport. Their service area covers not only the Village of Brockport and the Town of Sweden, but also the Town of Clarkson. The total population served by the Department is approximately 19,700. The total number of ambulance calls in 2004, as per Department figures, was 1741, or 0.09 calls per person. See Exhibit BB.

When the 0.09 calls per person value is applied to the full buildout population of Heritage Square (1,276), the result is 115 additional calls per year that will need to be responded to. If this value is doubled (as a factor of safety due to

the senior community portion of the project) this results in an addition of only 230 calls per year, or less than one additional call per day. It should be noted that this estimate does not take into account the fact that some of the future residents of Heritage Square will likely move to the development from areas within the Corp's service area. Under this scenario, the number of additional calls would be reduced.

6. *Page 42, Lighting... Through Traditional Neighborhood Design the project will seek to develop small walkable streets with many smaller parking lots... (I am not aware of different standards for Town roads, large or small.)*

All proposed roadways within the development that will be dedicated to the Town will meet the requirements of the Town of Sweden.

7. *Page 43, Community Character... \$44,151 in Sweden (Last check from the County has average income in Sweden of \$33,000 per family.)*

The Median Household Income of Sweden, NY according to the US Census Bureau Census 2000 is \$44,788, not \$44,151. This was a misprint. Please refer to the Profile of General Demographics Characteristics chart by the US Census Bureau, which is included in Exhibit JJ.

Page 43... than communities of faceless sprawl... (Not the words I would choose to describe our Town.)

There is no intent by the DEIS to classify the Town of Sweden as such a community. The entire sentence referenced above reads as follows: "Therefore, communities that focus on providing a high quality of life with the energy and vitality created by urban centers will be much more likely to attract these highly prized, talented, and productive workers than communities of faceless sprawl." The Town Board's intent is to describe the Town as a provider of high quality of life, rather than faceless sprawl.

8. *Page 49, "No Action" Alternative... The failure to develop alternative housing options for both retirees and working age residents will continue to support the decrease rate of school age children... (Heritage Square proposes at complete buildout only 39 school age children, not much growth for 1,300 residents.)*

Extensive research by the Urban Land Institute (as published in "Higher-Density Development, Myth and Fact"; Exhibit NN) has produced solid evidence that multi-family development brings substantially fewer children per unit than single-family homes. The Urban Land Institute reports that for every one hundred (100) single-family homes, sixty four (64) school age children will enter the school district, while for the same amount of multi-family residences only twenty-one (21) children will enter (page 9). Put another way, to produce the same amount of children in a given area, three times the number of residences can be built. Senior residential does not produce any children into a school district.

Additionally, the "No Action" alternative would mean that the land would remain zoned entirely residential and be capable of supporting approximately

180 single family homes, which, in turn, would increase the likelihood of more children.

9. *Page 51, Impact on Traffic, 1st paragraph... (Since the development is not planned and controlled, I do not agree that there will be trip reduction; there is no proof.)*

This statement refers to what are known as “Multi-use Trips” and the affect they have on the total trip generation of a multi-use site. The basis of how the trip reduction was calculated (using industry standard methods) can be found on page 7 of Exhibit K. Please note that the NYSDOT has reviewed and accepted the methodology used to complete the traffic study.

10. *Page 51... The report further endorses the planned phasing of the project stating the Lifestyle/Town Center should be designed so that it can be built in phases... (There are no defined phases as a PUD would have, so it is undecided how development will occur!)*

Please see the response made to the last comment of the Environmental Conservation Board.

Also, attached are the minutes from the June 12, 2006, Planning Board meeting with additional comments regarding Heritage Square.

Heritage Square

Mr. Hale stated Mr. Hertweck and himself have already reviewed the DEIS and forwarded comments to the Town Board. Chairman McAllister added the following comments after reviewing the DEIS:

1. *Remove the statement, “The poor planning of commercial and residential properties the Town has been doing over the years.”*

After a review of the DEIS, the location of this statement could not be determined. However, if a statement such as this does exist, it shall now be considered stricken from the FEIS and void.

2. *Revise the statement, Page 21, Regulatory Approvals, “This zoning has already proved inefficient as a land use in the Town of Sweden and Village of Brockport demonstrated by a number of approved PUD’s that have not had any success in development. There have been four approved PUD projects in the Town, but none of them have been developed or successful.” What about Royal Gardens apartments up on the hill?*

Section 4) E), under the title “Regulatory Approvals”, the second paragraph shall now read as follows:

Rezoning the subject parcels to PUD was discussed with the developer, the developer’s engineer, developer’s counsel, representatives of the Town Board and representatives of the Planning Board during initial discussions regarding this project. The intent and objectives of the PUD District are set forth in §175-47 of the Sweden Code. The difficulty of PUD zoning in this development is the projected time for full build out – up to fifteen years. The PUD code requires full engineering design of the entire project. The developer’s engineer has indicated that this will increase preconstruction costs

by at least \$600,000.00. Given the changing regulatory environment (for example, Storm Water Regulations) and the changing economic environment, requiring the developer to incur these costs prior to any construction was determined not to be necessary to meet the objectives of the Sweden Code and the Comprehensive Plan.

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