

2011

**VILLAGE of SPENCERPORT
COMPREHENSIVE PLAN**



Spencerport New York

“Our Special Place in the
Universe”



Village of Spencerport
27 West Avenue
Spencerport NY 14559
585 352 4771

Village of Spencerport Monroe County, New York

Table of Contents

Table of Contents	3
Section 1 Preface Village Board Resolution.....	6
Village Board Resolution	7
Comprehensive Plan Committee Members	12
Contributors	13
Acknowledgments	13
References	13
Definition	14
Preamble	14
Community Goals	16
Executive Summary	18
Summary of Comprehensive Plan Recommendations	20
Forward & Historical Overview	21
Section 2 Village of Spencerport Overview Census Information	23
Census Information	24
Age Distribution.....	24
Age of Householder	26
Housing	27
Household Income	29
Household-Type.....	30
Population Change	31
Occupancy-Vacancy	32
Occupations.....	33
Future Trends in Planning and Zoning	34
Village Overview	34
Trends that Link to Planning and Zoning	35
Affordability	35
Green.....	35
Mixed-age Communities/Socialization.....	36
Technology	37
Value	38
Recommendations.....	38
Section 3 Community Vision.....	40
Canal Town Theme	41
Architectural Review Board	41
Continued Planning	41
East Avenue	41
Railroad and Railroad Bridge	42
Municipal Electric Substation.....	42
Streetscape	42

Commercial Business District Planning	43
Related Specific Community Suggestions, Ideas and Recommendations	44
Section 4 Regional Influences	46
How the Town of Ogden’s Comprehensive Plan works with the Village of Spencerport’s Comprehensive Plan	47
Opportunities	47
Assets	48
Collaboration	48
Agricultural and Open Space	49
Section 5 Economic Base.....	50
Issues, Opportunities & Assets	51
Main Business Area	51
Current Business Climate	51
Future Growth and Development	52
Outlook for the future	52
Recommendations	52
Conclusion	53
Section 6 Community Facilities.....	54
Issues, Opportunities & Assets	55
Schools	56
Emergency Services/Public Safety	57
Health	58
Services/Service Organizations	59
Recreation	60
Conclusion	61
Section 7 Green Sustainability.....	62
Green Sustainability Plan	63
Sustainability Issues.....	64
Annual Day of Caring, Village of Spencerport	65
Conclusion	66
Recommendations.....	66
Environmental Assessments	67
Transportation.....	67
Water Resources	68
Parks & Open Space	69
Inventory.....	70
Conclusion	71
Healthy Communities-Walkability	71
Walk-Ability	72
Reccomendations	77
Ten Steps for a Walkable Community.....	77
LEED – Leadership in Energy & Environmental Design	78
Recommendation	79
Smart Growth and Land Use Plan	80
Smart Growth.....	80
LEED – Leadership in Energy & Environmental Design.....	81

Land Use Design.....	81
Zoning.....	83
Land Use Designs and Strategies Guide.....	83
Conclusions and Recommendations.....	85
Section 8 Implementation.....	87
Objectives of the Plan	88
Comprehensive Plan.....	88
Village Board.....	88
Planning Board.....	88
Zoning Board.....	89
Architectural Review Board.....	89
Section 9 Infrastructure.....	90
Infrastructure	91
Sanitary Sewer.....	91
Stormwater Management.....	91
Roads.....	92
Solid Waste.....	92
Water.....	93
Electric.....	93
Bridges.....	94
Recommendations.....	95
Appendices.....	97
Village of Spencerport MapRegional Location Map	99
Regional Location Map	100
Water Distribution Lines and Sanitary Mains2010 Pavement Condition Index	101
2010 Pavement Condition Index	102
Spencerport Central School District Map	103
Appendix A Inventory List of Resources:	104
Appendix B: Online References and Resources	109

Section 1 Preface

Village Board Resolution

Resolution 142 5/2012

Introduced by: Trustee Rauber
Seconded by: Trustee Penders

At a regular meeting of the Village Board of the Village of Spencerport held at the Village Hall, 27 West Avenue, Spencerport, New York on May 2, 2012

**COMPREHENSIVE PLAN
DETERMINATION OF SIGNIFICANCE FOR SEQR**

WHEREAS, the Spencerport Village Board (hereinafter referred to as Village Board) has considered the final draft of the document entitled **Village of Spencerport Comprehensive Plan Update 2010/11** (hereinafter referred to as "The Plan"); and

WHEREAS, the Village Board has also given consideration to the public hearing record and the advisory reports from the County of Monroe Department of Planning; and

WHEREAS, there have been no written comments or concerns submitted to the Village Clerk on the adequacy of the Environmental Record prepared on The Plan; and

WHEREAS, the Village Board has previously declared itself to be Lead Agency, has sent the required notices to other involved agencies and has received no opposition, thereby making the Village Board Lead Agency for purposes of SEQRA; and

WHEREAS, the Village Board as the Lead Agency makes the following determination of significance based upon its review of the criteria for determining significance as set forth in Section 617.7 (c) of the State Environmental Quality Review (SEQR) Regulations.

NOW, THEREFORE, BE IT RESOLVED:

SECTION 1: That the Village Board hereby makes the following determination of the criteria set forth above as to whether or not the adoption of The Plan will (or will not) likely result in a significant adverse impact upon the environment:

(i) The Plan does ***not*** envision a substantial change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; or, a substantial increase in potential for erosion, flooding, leaching or drainage problems. The Plan provides specific goals, objectives and recommended actions to promote the protection of these environmental features. Adoption of The Plan and implementation of the recommended actions is likely to result in the mitigation of these development components upon the environment in the Village.

(ii) The Plan does ***not*** provide for the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or

migratory fish or wildlife species; adverse impacts on significant habitat areas; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such species; or any other significant adverse impact upon the natural resources. The Plan provides specific goals, objectives and recommended actions to promote the protection of these environmental features. Adoption of The Plan and implementation of the recommended actions is likely to result in positive environmental impacts on these criteria.

(iii) The Plan does ***not*** provide for the impairment of the environmental characteristics of a Critical Environmental Area as designated pursuant to subdivision 617.14 (g) of the SEQRR Regulations.

(iv) The Plan does ***not*** propose the creation of a material conflict with the Village's current plan as set forth on various documents on file in the Village Hall. As such, the specific goals, objectives and recommended action statements have been formatted to address, to the level determined appropriate by the community, the functional areas that comprise a comprehensive plan as defined under Section 7-722 of the New York State Village Law.

(v) The Plan does ***not*** propose action which would impair the character or quality of important historical, archeological, architectural, or aesthetic resources or of existing community or neighborhood character. Continued efforts at architectural review in the Commercial and Industrial Zones will mitigate the potential for negative impacts of any development in these areas.

(vi) The Plan does ***not*** recommend a major change in the use of either the quantity or type of energy used to support existing and planned areas of growth and development. The Plan recommends a pattern of growth and development that has been reviewed by and accepted by the residents of the community, as evidenced by the public participation process and public hearing record. This pattern of development builds upon the energy infrastructure used to support existing growth and planned areas for development.

(vii) The Plan does ***not*** propose action which would create a hazard to human health.

(viii) The Plan does ***not*** propose action which would likely result in a substantial change in the use, or intensity of use, or land including agricultural, open space or recreational resources, or in its capacity to support existing uses. While refining recreational opportunities is a goal & policy of the Plan, it is expected that these efforts will not attract a significant number of additional users to these facilities.

(ix) The Plan does ***not*** encourage or attract a large number of people to a particular place or places for more than a few days, when compared to the number of people who would come to such place absent the action. The Plan does ***not*** promote events or activities which would encourage or attract large numbers of people to a particular place. Existing community events and festivals have ***not*** been promoted in The Plan, as this is not one of the planning considerations set forth in Section 7-722 of New York State Village Law.

(x) The Plan does ***not*** create a material demand for other actions which would result in one of the above consequences.

(xi) The Plan does ***not*** recommend changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment. The Plan does, however, recommend that site specific actions which have the potential to adversely affect the environment identify mitigation measures as part of any review under the SEQR provisions. This action will minimize the potential for two or more elements together having a substantial adverse impact on the environment.

(xii) The Plan does ***not*** propose that two or more related actions to be undertaken, funded, or approved by an agency, none of which alone has, or would have, a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in this section of the SEQR Regulations.

SECTION 2. The adoption and maintenance of the **Village of Spencerport Comprehensive Plan Update 2010/11**, sets forth a logical and environmentally sensitive pattern for future land use growth and development; and

SECTION 3. The Plan contains goals, objectives and recommended actions that adequately identify each of the considerations set forth in Section 7-722 of the New York State Village Law to adequately protect and preserve the environment in the Village of Spencerport, Monroe County, New York; and

SECTION 4. The Plan's adoption by the Village Board will provide a comprehensive basis for municipal and private sector decisions affecting growth and development that are felt most likely to result in positive effects upon the environmental quality of life in the Village of Spencerport; and

SECTION 5. The Plan's adoption and maintenance will not result in any potentially significant adverse impacts upon the environment.

SECTION 6. Neither a Draft Environmental Impact Statement (DEIS) nor a Generic Environmental Impact Statement (GEIS) has been created and on the basis of the findings set forth above, neither is necessary for the adoption of the Comprehensive Plan. Land use changes made in accordance with this Comprehensive Plan will have to be evaluated for the purposes of SEQR on a case by case basis.

SECTION 7. The Village Board directs the Mayor to sign and to issue a Negative Declaration on the action to adopt The Plan.

SECTION 8. Public notice of this determination is to be filed in accordance with the procedures set forth in the State Environmental Quality Review (SEQR) Regulations.

Vote of the Board:	Theodore E. Rauber, Trustee	Aye
	Carol J. Nellis-Ewell, Trustee	Absent
	Gary Penders, Trustee	Aye
	Fritz Gunther, Trustee	Aye
	Joyce Lobene, Mayor	Absent

Resolution 143 5/2012

Introduced by: Trustee Gunther

Seconded by: Trustee Penders

At a regular meeting of the Village Board of the Village of Spencerport held at the Village Hall, Spencerport at 7:00 PM on May 2, 2011

ADOPTION OF COMPREHENSIVE PLAN

WHEREAS, significant decisions affecting the immediate and long-term protection, enhancement, growth and development of the Village of Spencerport are made by the various Village Boards, and,

WHEREAS, among the most important powers and duties granted by the state legislature to Village governments is the authority and responsibility to undertake Village comprehensive planning and to regulate land use for the purpose of protecting the health, safety and general welfare of its citizens, and,

WHEREAS, the adoption by the Village of Spencerport Village Board of the document entitled **Village of Spencerport Comprehensive Plan Update 2010/11** updates the Village's prior Comprehensive Plan and provides a document which can be readily identified and be available for use by the public, and,

WHEREAS, there has been evidence of adequate consideration given to the diversity of resources and conditions that exist within the Village, and,

WHEREAS, there has been extensive public participation by Spencerport residents in an open, responsible and flexible planning process, and,

WHEREAS, the above cited Comprehensive Plan is a means to make consistent and accountable decision making to promote the health, safety and general welfare of the people of

the Village and gives due consideration to the needs of the people of the region of which the Village is a part, and,

WHEREAS, all substantive and procedural requirements of the State Environmental Quality Review (SEQR) regulations have been complied with and a determination of non-significance has been issued and recorded.

NOW, THEREFORE, BE IT RESOLVED

SECTION 1: That the Spencerport Village Board does hereby adopt the **Village of Spencerport Comprehensive Plan Update 2010/11** as the Official Comprehensive Plan Document for the Village.

SECTION 2: That certified copies of the adopted **Village of Spencerport Comprehensive Plan Update 2010/11** are to be kept on file at the Village Hall.

SECTION 3: That a copy of the adopted **Village of Spencerport Comprehensive Plan Update 2010/11** shall be available on the Village's website.

SECTION 4: That this resolution shall take effect immediately.

Vote of the Board:	Theodore E. Rauber, Trustee	Aye
	Carol J. Nellis-Ewell, Trustee	Absent
	Gary Penders, Trustee	Aye
	Fritz Gunther, Trustee	Aye
	Joyce Lobene, Mayor	Absent

**VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK**

**COMPREHENSIVE PLAN
Update 2010/11**

Comprehensive Plan Committee Members

Craig Byham	Village of Spencerport, Architectural Review/Planning Board
David Feeney	Councilman, Town of Ogden Representative
Richard LaCroix	Architect, Barkstrom & LaCroix
Joyce Lobene	Mayor, Village of Spencerport
Carol Nellis-Ewell	Chair, Trustee, Village of Spencerport, and Spencerport Business Owner
Donna Stassen	Village of Spencerport, Administrative Assistant Secretary, Architectural Review/Planning Board & Zoning Board of Appeals
Mark Unvericht	Village of Spencerport Zoning Board of Appeals and Spencerport Business Owner
Elizabeth Venezky	Village of Spencerport, Superintendents' Clerk, Department of Public Works & Spencerport Municipal Electric

**The Comprehensive Plan Committee gratefully acknowledges
the Spencerport Community
for its participation in the Comprehensive Plan survey
and its support of the Comprehensive Plan project.
Thank you.**

VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK
COMPREHENSIVE PLAN
Update 2010/11

Contributors

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Design Guidelines and Consultation

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Owen McIntee, Spencerport Municipal Electric Superintendent

Thomas West, Spencerport Department of Public Works Superintendent

Sara Venezky, SUNY Binghamton

Acknowledgments

Monroe County Planning

Rochelle Bell

Renee Kasler

References

- Village of Spencerport Canalside Master Plan
- Development Regulations: Village of Spencerport
- South Side Waterfront Development Plan
- Village of Spencerport Parking and Traffic Study
- Spencerport Revitalization: A Study Toward a Financially Realistic Master Plan
- 2009 East Avenue Steering Committee Plan
- Town of Ogden Comprehensive & Open Space Plans
- New York State Department of State LG, Division of Local Government Services

VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK
COMPREHENSIVE PLAN
Update 2010/11

Definition

Village of Spencerport Comprehensive Plan

A practical community reference to govern and guide good planning and development that consistently balances conservation, innovation, preservation, sustainability and tradition to create attractive, healthy and safe neighborhoods that enhance the lives of residents and visitors, and the prosperity and success of local businesses, industry and schools.

Preamble

A Vision for the Future of our Community

“Canal Town” Theme is the focus of the Village of Spencerport 2010/2011 Comprehensive Plan. Often referred to by the Village Board of Trustees, the Architectural Review/Planning Board and the Zoning Board of Appeals, “Canal Town” Theme is the tradition of the Spencerport community and region, Town of Ogden, Monroe County, pleasantly located along the historic New York State Erie Canal.

Clearly, that charming character and its attractive characteristics needed better definition for reference and use as a village identity. Conservation, maintenance and preservation of related aesthetics, functions and values are important as we continue to progress.

Development should partner with these key components, resulting in “smart growth” planning, mindful of natural boundaries and resources, and our environment. Together, we should strive to promote and respect this “Canal Town” waterfront village identity.

It is this unique spirit, currently defined as “sense of place,” that makes people move, stay—and return—here. It is where we choose to greet and meet, live and prosper, communicate, recreate, shop, work and worship, in an atmosphere of healthy, welcoming neighborhoods, economic strength and vitality, good government and infrastructure, accessible parks and paths, fine schools and safe streets.

To that end, the Village of Spencerport Comprehensive Plan Committee created a Comprehensive Plan that documents gaps and goals, strategies and strengths and, finally, makes

recommendations. Following an outline, sections include specifics, statistics and graphics, prepared by a cross-section of the community, serving on the Committee as volunteers, incorporating public input, with assistance from a respected consultant whose experience and unbiased community view add value.

The result is a current, professional updated Village of Spencerport Comprehensive Plan that readies us for future opportunities for enhancement and enrichment.

Let us be the best we can be:

“With reverence for the past and an eye to the future”



Village of Spencerport, New York, USA

VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK
COMPREHENSIVE PLAN
Update 2010/11

Community Goals

DEFINITION *Village of Spencerport Comprehensive Plan*

A practical community reference to govern and guide good planning and development that consistently balances conservation, innovation, preservation, sustainability and tradition to create attractive, healthy and safe neighborhoods that enhance the lives of residents and visitors, and the prosperity and success of local businesses, industry and schools.

Goals

Goals should guide decisions resulting from an effective Comprehensive Plan.

Recommendations should complement and integrate with the realistic Goals of the Comprehensive Plan.

Goals and Recommendations should harmonize into balanced, suggested Actions.

The following General Comprehensive Plan Goals are *not* listed by priority. All are important.

GENERAL COMPREHENSIVE PLAN GOALS

1. **Land Use**—Manage the Built Environment
Coordinate and manage land use in a manner that will provide efficient overall growth and improvement to the Village of Spencerport community; review and revise what works and what does not work routinely
2. **Conservation/Open Space**—Protect natural resources adequately in accordance with regulations, rules and the law; create additional green places/parks
3. **Development**—Follow existing codes and districts that are adaptable to changing conditions and trends while enhancing Village character and quality of life; administer the SEQR process consistently; weigh alternatives and impacts of projects: applications for site plans and sub-divisions and variances

4. **Infrastructure**—Prioritize development of land already served by established infrastructure and fewest constraints to maximize efficiency and minimize cost; make informed choices to incorporate Green infrastructure
5. **Housing**—Focus on residential development to meet the needs of the community majority, as well as the varied housing needs of the population
6. **Economic Development**—Continue to plan centralized commercial development in a business core while seeking additional revenue streams; seek advantageous public/private investments and partnerships
7. **Education**—Collaborate regionally to provide excellent educational facilities and services
8. **Recreation**—Expand and maintain recreational facilities for the mutual benefit of those who reside, work and visit here; promote healthy activities and venues
9. **Transportation**—Give precedence to programs that move people and goods in a convenient and safe manner and network; encourage the use of better methods
10. **Environment**—Conserve energy municipally and lead the community in environmental responsibility
11. **Culture**—Preserve community heritage, history and traditions, and “sense of place”
12. **Public Relations**—Promote amenities and assets positively; become a welcoming community advocate recognize and support leadership

CONCLUSION

The Village of Spencerport Comprehensive Plan 2010/11 goals are clear and concise. Critical to the Planning and Zoning processes, these goals provide the basis and reference for future strategies for capital improvement projects that support community growth, quality progress and sustainable vitality.

VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK
COMPREHENSIVE PLAN
Update 2010/11

Executive Summary

The Village of Spencerport Comprehensive Plan 2010/11

will guide decision-making in the Village of Spencerport for years to come.

It is to serve as a Plan for Growth Management.

The Plan encompasses the entire Village of Spencerport and its functional elements such as natural constraints, roads, utilities and waterways. It assesses current conditions and trends as part of an overall analysis. It considers regional features that affect development as well.

Background, existing conditions, proposed actions and expected consequences and results overlap throughout the Plan. Beginning as a general Plan, there are relationships among its broad Goals, Conclusions and Recommendations, and among those detailed in its individual Sections. Therefore, that connected synergy, co-operative action and joint work, in which the outcome of combined efforts is greater than individual effort, is efficiently beneficial.

The Plan is the result of the collaboration and research of the Comprehensive Plan Committee, a blended cross-section of the community, with contributions from experienced resources and importantly, Village of Spencerport businesses and residents, via surveys with valued comments that form the basis for Recommendations.

A Meaningful Comprehensive Plan

Sets the groundwork for basic, consistent, fundamental, necessary commitments and decisions that represent the community fairly.

To be effective:

- Decision makers should be visionary, informed, open-minded and communicative
- Decision makers should “get it,” understanding priorities, terms and trends
- Decision makers should establish and follow common sense, with realistically oriented goals that should be measured over time
- Decision makers should build/use policies, practices and codes, changing and updating those that need it

Typical Comprehensive Plan Elements

- General statements of goals, objectives, principles and policies
- Consideration of regional needs and the official plan of other government units
- Existing and proposed location of intensity of land uses
- Existing and proposed agricultural, cultural, educational, historical, recreational and natural resources
- Demographics and socio-economic projections and trends
- Existing or proposed location of transportation facilities, public and private utilities and infrastructure
- Housing resources and future housing needs, including affordable housing
- Devices, instruments, measures and programs intended to implement the goals and objectives and recommendations of various topics (Sections) within the Comprehensive Plan

Smart Growth

The Comprehensive Plan represents a vision, focused on the proven principle of Smart Growth.

As much as practicable, Smart Growth should occur in clusters and corridors, concentrated where development is already taking place, thereby preserving green space and providing for optimally efficient supporting infrastructure. It should conserve energy and protect our environment.

Smart Growth tools that can be used to accomplish goals on the local level:

- Accessible, well-planned public spaces
- Age-integrated communities
- Brownfield clean-up and re-development
- Collaborative, public, inclusive and stakeholder-driven participation in processes
- Compact, conservation-oriented development
- “Green” buildings and infrastructure
- Historic preservation
- Mixed land uses
- Regional and inter-municipal transportation planning
- Revitalization of existing developed areas
- Strategic farmland and open space preservation
- Targeted investment in affordable housing
- Transfer of development rights
- Transit-oriented development
- Vacant property reuse
- Varied mobility choices
- Well-maintained parks

While progress is inevitable, diversity, history and opportunity should combine to enhance further our quality of life.

Timing and Revision

The Comprehensive Plan is designed to be a useful document for an estimated period of five to ten years, during and after which its content should be reviewed.

Although changes are anticipated, the Plan might remain intact or require partial updates. The usual life span of a Community Comprehensive Plan is twenty years.

***Creating the Community You Want: Municipal Options for Land-Use Control,**

James A. Coon Local Government Technical Series

New York State Department of State, Office of Coastal, Local Government and Community Sustainability

www.dos.state.ny.us

Summary of Comprehensive Plan Recommendations

- Ensure that New/Smart Growth yields high-quality places to learn, live, play, shop, work and worship safely
- Maintain the “Canal Town” character and spirit that makes Spencerport “Someplace Special”
- Sustain an atmosphere for economic growth, opportunity and vitality
- Expand and preserve Green/Open Space venues creatively
- Promote Green Infrastructure, sustainable methods and practices
- Develop strategies with community and regional partners that contribute to the success of shared goals
- Approach needs practically with consideration of current conditions, population and trends
- Add and adjust amenities, facilities and services to maximize future value
- Spend revenues reasonably and use resources prudently
- Cite, consult and follow the Comprehensive Plan consistently
- Communicate and publicize the Comprehensive Plan and actions related to it



Forward & Historical Overview Our Place on the Erie Canal

“With Reverence for our Past and an Eye to our Future”

The Mayor and Board of Trustees of the Village of Spencerport, at the beginning of a new decade in our history, have chosen a proactive approach to preserve the history and culture designed by our forefathers. This approach embraces the progress that has been made since our Village was founded by Daniel Spencer in 1804. Established as a rural farm, the land was later divided into village lots as the Erie Canal was built and intersected the Spencer farm on the Canawaugus Trail, today known as Union St. First called Spencer’s Basin, this busy new port greeted tradesmen and new immigrants as they found their way up the Hudson, through “Clinton’s Ditch,” to find new homes for their families in America’s Heartland. The name was changed to Spencerport when many other communities along the canal adopted the term “Basin” in their names. Incorporated in 1867, Spencerport looks forward to celebrating 150 years in 2017.

In the late 1800s Spencerport was a bustling canal center. Its thriving business district included three grocery stores, two drug stores, one furniture store, two meat markets, three hotels, six practicing MDs and many other successful merchants who served the needs of Village residents and the surrounding rural countryside of the Town of Ogden. The addition of the Falls Railroad through the Village created a metropolitan air and access to jobs in the City of Rochester for Village residents. In existence today, the original train station on Martha St. has been beautifully restored.

With the advent of motorized vehicles, travel along the canal changed dramatically and caused once thriving ports to become quiet villages and bedroom communities for the City of Rochester.

In the mid 1990s, Spencerport chose to join the New York State movement to revitalize the Erie Canal and once more become a functioning port, this time catering to the tourism and recreational needs of its residents and neighbors. Development along its shores included the addition of the Clyde Carter Memorial Gazebo and dock, the Lester Merz Pavilion and our latest endeavor, the Spencerport Depot and Canal Museum and docks.

The inclusion of shower facilities for boat and bike tourists at the depot visitor’s center makes Spencerport a popular destination for travelers.

The Spencerport Board of Trustees encourages the development of business in our Village, making it a destination point for the needs of residents and tourists. In the past two years we have welcomed several new retail stores including a grocery store in Spencerport Village Plaza.

Recognizing that standing still is not an option, and positive progress is important, we will continue to consider the following plans for our Village:

- Establishment of our historical area as a site on the National and State Historic Preservation site.
- Formation of a Waterfront Advisory Board that will be charged with the preservation of our remaining green areas.
- Collaboration with the Town of Ogden to continue the towpath on the south side of the canal.
- Assistance to residents and landlords with the restoration of our historic homes and commercial buildings.
- Support our Architectural Review Board through education and information needed to insure our designation as a historical canal town.



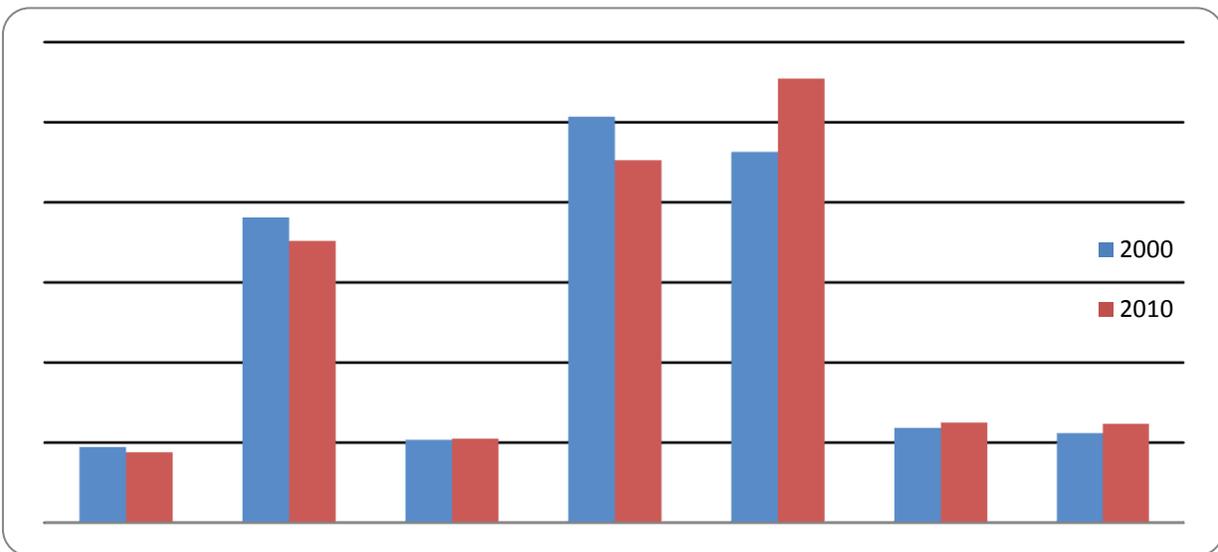
Contributed by Mayor Joyce Lobene

Section 2 Village of Spencerport Overview

Census Information

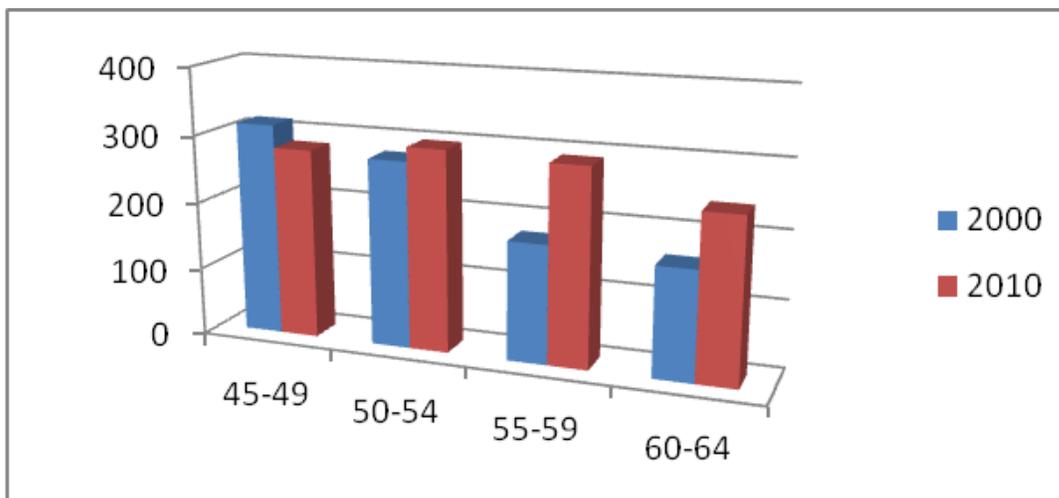
Age Distribution

VILLAGE OF SPENCERPORT AGE DISTRIBUTION (2000 VS 2010)						
	2000			2010		
AGE	NUM	% of TOT		NUM	% of TOT	% CHG
Under 5	189	5.3		176	4.9	-6.9%
5 to 19	762	21.4		704	19.6	-7.6%
20 to 24	207	5.8		210	5.8	1.5%
25 to 44	1014	28.5		905	25.1	-10.8%
45 to 64	926	26		1109	30.8	19.8%
65 to 74	237	6.7		250	6.9	5.5%
75 Plus	224	6.3		247	6.9	10.3%
Total	3559			3601		1.2%



The largest shift in population was a 19.8% growth in the 45 to 64 age group.

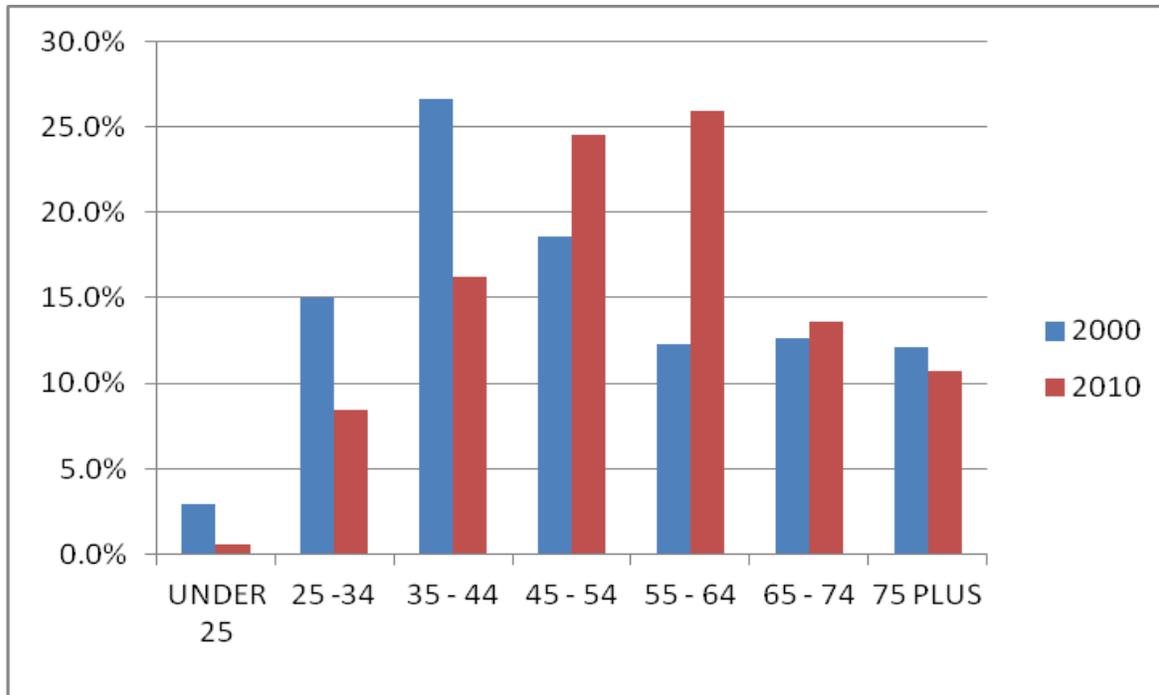
AGE	2000	2010	% CHG
45-49	314	281	-10.50%
50-54	276	297	7.60%
55-59	175	290	65.70%
60-64	161	241	49.70%



Source: US Census Bureau

Age of Householder

AGE OF HOUSEHOLDER (2000 - 2010)						
	VILLAGE OF SPENCERPORT		TOWN OF OGDEN		COUNTY OF MONROE	
	2000	2010	2000	2010	2000	2010
UNDER 25	2.9%	0.6%	2.6%	0.6%	4.7%	0.7%
25 - 34	15.0%	8.4%	15.4%	7.7%	16.7%	8.5%
35 - 44	26.6%	16.2%	28.5%	18.1%	23.3%	17.1%
45 - 54	18.6%	24.5%	24.6%	28.7%	20.8%	24.7%
55 - 64	12.3%	25.9%	14.8%	23.1%	13.4%	22.4%
65 - 74	12.6%	13.6%	8.2%	13.1%	10.2%	13.5%
75 PLUS	12.1%	10.7%	5.9%	8.8%	10.8%	12.0%



VILLAGE OF SPENCERPORT - AGE OF HOUSEHOLDER 2000 VS 2010

Source: US Census Bureau

Housing

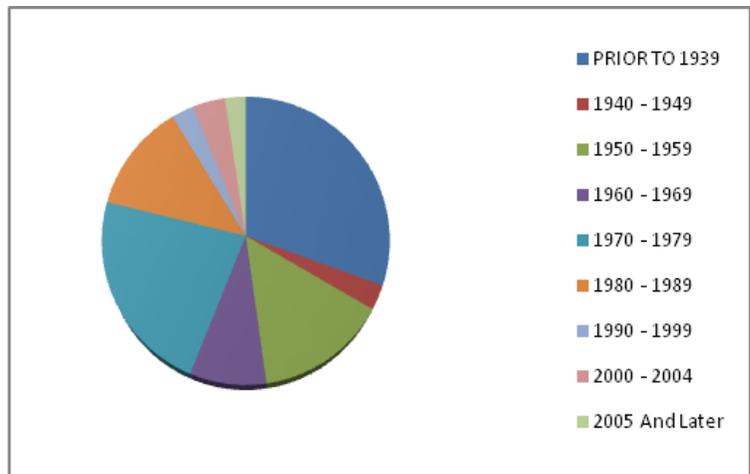
OWNER-OCCUPIED HOUSING UNITS DOLLAR VALUE - 2010			
	Village of Spencerport		County of Monroe
Under \$70,000	11	1.0%	11.50%
\$70,000 - \$79,999	19	1.7%	4.50%
\$80,000 - \$89,999	49	4.3%	6.40%
\$90,000 - \$99,999	185	16.4%	7.10%
\$100,000 - \$124,999	208	18.4%	17.50%
\$125,000 - \$149,999	355	31.4%	13.80%
\$150,000 - 174,999	132	11.7%	11.20%
\$175,000 - \$199,999	21	1.9%	7.20%
\$200,000 - \$249,999	47	4.2%	8.30%
\$250,000 - \$299,999	32	2.8%	4.50%
\$300,000 - \$399,999	40	3.5%	4.20%
Over \$400,000	31	2.7%	3.80%

MEDIAN VALUE 2009 = \$139,596 (NYS = \$306,000)

OWNER-OCCUPIED REPRESENTS 76.7% OF HOUSING.

23.4% OF VILLAGE HOUSING VALUE IS UNDER \$100,000

YEAR STRUCTURE BUILT		
PRIOR TO 1939	480	30.5%
1940 - 1949	44	2.8%
1950 - 1959	227	14.4%
1960 - 1969	131	8.3%
1970 - 1979	357	22.7%
1980 - 1989	195	12.4%
1990 - 1999	41	2.6%
2000 - 2004	59	3.8%
2005 And Later	38	2.4%



Source: US Census Bureau / Am Community Survey

60.3% OF VILLAGE HOMES ARE OVER 40 YEARS OLD

29.1% ARE OVER 71 YEARS OLD

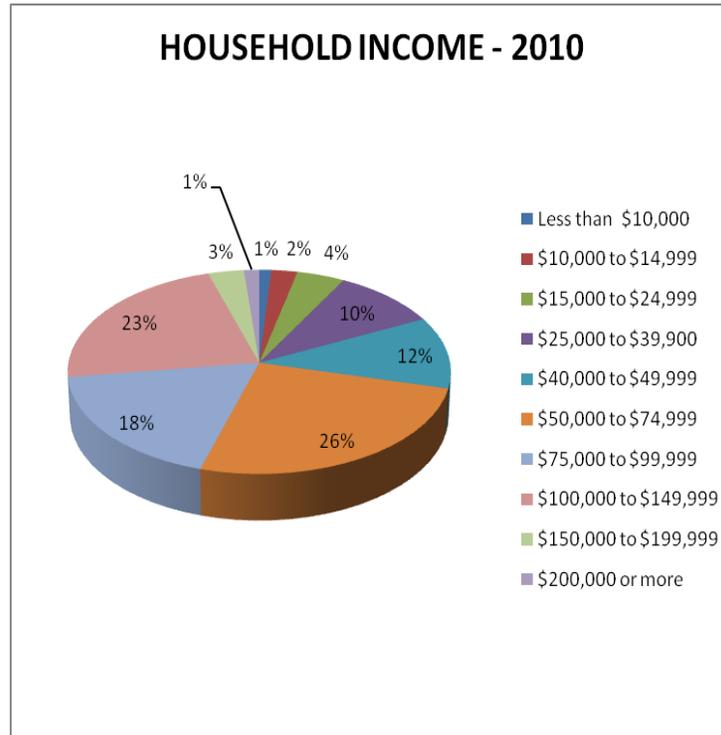
NEW CONSTRUCTION - 2000-2010		
	Approved	Built
Village Pines	35	35
Lots Coventry & L J Way	4	4
Canal Landing	12	2
Canal Landing Townhouses	30	3
Canal View	19	2
Pinecrest	2	2
Colicchio	3	3
TOTAL	105	51

Source: US Census Bureau

Residential Building Permits Issued		Average Cost
2010	0	0
2009	2	\$222,500
2008	6	\$135,800
2007	2	\$255,000
2006	1	\$185,000
2005	1	\$126,000

Source: Town of Ogden & city-data.com

Household Income



HOUSEHOLD/FAMILY INCOME - 2010		
Less than	\$10,000	1.1%
\$10,000	to \$14,999	2.4%
\$15,000	to \$24,999	4.4%
\$25,000	to \$39,900	9.7%
\$40,000	to \$49,999	11.4%
\$50,000	to \$74,999	25.5%
\$75,000	to \$99,999	18.2%
\$100,000	to \$149,999	22.5%
\$150,000	to \$199,999	3.3%
\$200,000	or more	1.4%

2010 MEDIAN HOUSEHOLD INCOME	
VILLAGE OF SPENCERPORT	\$69,236
TOWN OF OGDEN	\$67,973
COUNTY OF MONROE	\$65,240

Household-Type

HOUSEHOLDS (2010 Census) VILLAGE OF SPENCERPORT - MONROE COUNTY				
HOUSEHOLDS BY TYPE	VILLAGE OF SPENCERPORT		MONROE COUNTY	
	NUMBER	PERCENT	NUMBER	PERCENT
TOTAL HOUSEHOLDS	1,474		300,422	
Family Households (Families)	1,015	68.9	184,253	61.3
With own children under 18 years	421	28.6	51,625	17.2
Married-couple family	756	51.3	129,638	43.2
With own children under 18 years	278	18.9	5,915	2
Female householder, no husband present	192	13	42,319	14.1
With own children under 18 years	107	7.3	25,670	8.5
Non-family households	479	32.5	116,169	38.7
Householder living alone	370	25.1	91,638	30.5
Householder 65 years and over	119	8.1	31,525	10.5
Households with individuals under 18 years	453	30.7	90,854	30.2
Households with individuals 65 years and over	334	22.7	73,922	24.6
Average household size	2.41		2.39	
Average family size	2.89		3.01	

Source: US Census Bureau

Population Change

POPULATION CHANGE 2000 - 2010					
	2000	2010	% CHG	2020 *	% CHG
VILLAGE OF SPENCERPORT	3,559	3,601	1.18%	3,760	4.42%
TOWN OF OGDEN	14,933	19,856	32.97%	16,487	-16.97%
COUNTY OF MONROE	738,343	744,389	0.82%		

(* Projections based on 1990 Data)

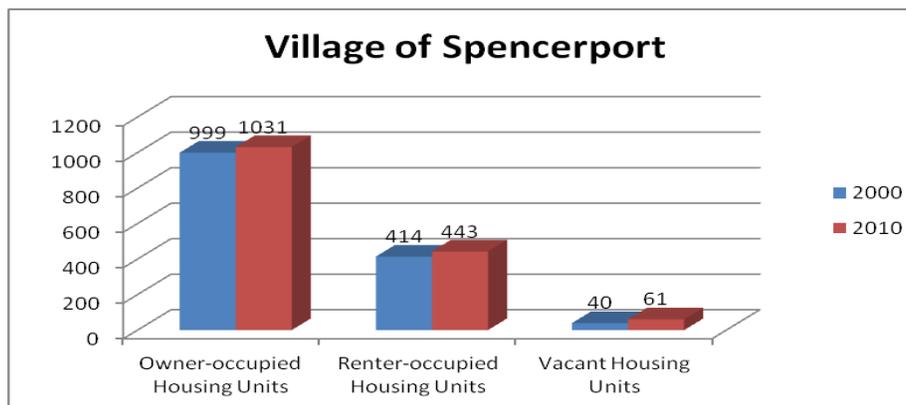
2000 DEMOGRAPHIC PROFILE - SPENCERPORT		
	VILLAGE	US
MALE	47.7%	49.1%
FEMALE	52.3%	50.9%
MEDIAN AGE	38.5	35.3
UNDER 5 YRS	5.3%	6.8%
18 YRS AND OVER	75.6%	74.3%
65 AND OVER	13.0%	12.4%
WHITE	97.5%	75.1%
BLACK	0.6%	12.3%
AM IND	0.3%	0.9%
ASIAN	0.5%	3.6%
HISP	1.9%	12.5%

Source: US Census Bureau

Occupancy-Vacancy

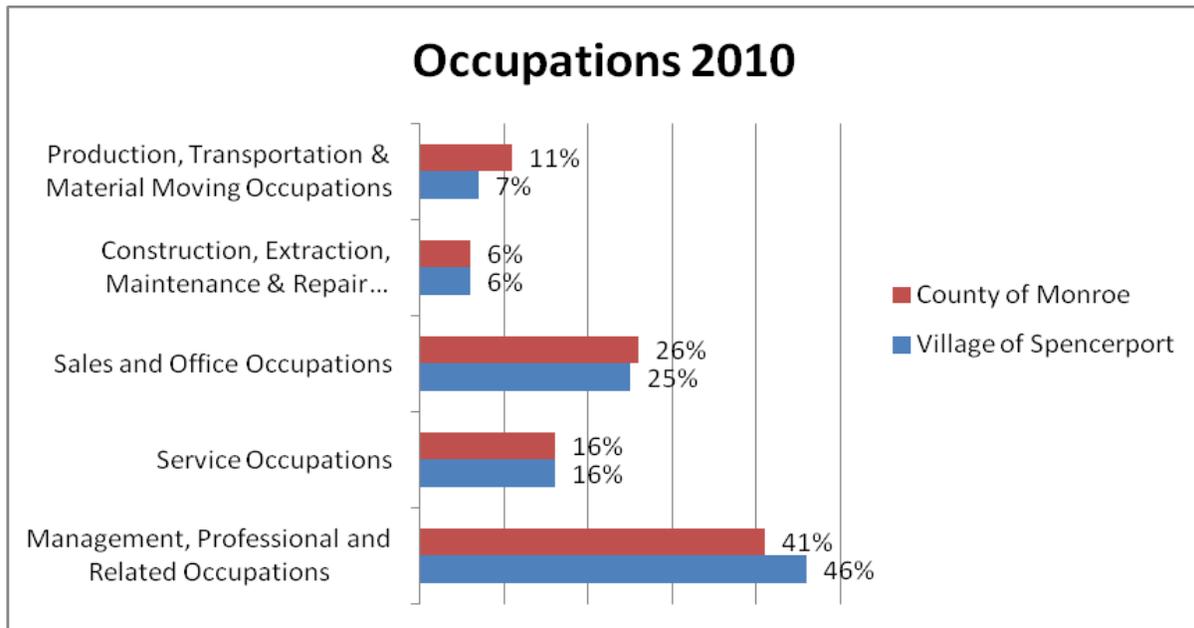
OCCUPANCY / VACANCY (2000 - 2010)										
	HOUSING UNITS						OCCUPANCY RATE		VACANCY RATE	
	TOTAL		OCCUPIED		VACANT		2000	2010	2000	2010
	2000	2010	2000	2010	2000	2010				
VILLAGE OF SPENCERPORT	1,453	1,535	1,413	1,474	40	61	97.2%	96.0%	2.8%	4.0%
TOWN OF OGDEN	6,740	7,660	6,527	7,396	213	264	96.8%	96.6%	3.2%	3.4%
MONROE COUNTY	304,388	320,593	286,512	300,422	17,876	20,171	94.1%	93.7%	5.9%	6.3%

VILLAGE OF SPENCERPORT					CHANGE 2000-2010	
HOUSING TENURE	2000		2010			
	NUMBER	CHANGE	NUMBER	CHANGE		
TOTAL HOUSING UNITS	1453	4.40%	1535	5.60%	Owner-occupied	+32 units
Owner-occupied Housing Units	999	68.80%	1031	67.20%	Renter-occupied	+29 units
Renter-occupied Housing Units	414	28.50%	443	28.90%	Vacant	+21 units
Vacant Housing Units	40	2.70%	61	4.00%		



Occupations

OCCUPATIONS - 2010			
		Spencerport	Monroe County
Management, Professional and Related Occupations	840	46%	41%
Service Occupations	291	16%	16%
Sales and Office Occupations	452	25%	26%
Construction, Extraction, Maintenance & Repair Occupations	104	6%	6%
Production, Transportation & Material Moving Occupations	125	7%	11%



Future Trends in Planning and Zoning

Village Overview

The Village of Spencerport is an incorporated Village located in the Town of Ogden, County of Monroe, in the State of New York, United States of America.

According to the hanging sign on the west side of South Union Street (the block from Amity street to West Avenue), its latitude is 43° 07' N and its longitude is 77° 40 W.

The elevation is 525 feet. Spencerport appears on the U.S. Geological Survey Map.

Monroe County in New York State is in the Eastern Time Zone (GMT -5). Daylight Savings Time is observed.

Spencerport had a population of 3,559 in 2000. The number of residences is 1,459. www.city-data.com and www.monroecounty.gov

The Village of Spencerport has a much smaller land area than the Town of Ogden and therefore has few sites for industrial locations. The Village is, however, supportive of commercial development.

Spencerport Area Demographics

	Spencerport (1459)	New York	U.S.
Median Household Income	\$64,911*	\$49,074	\$44,684
Cost of Living	94%*	118%	100%
Unemployment	4.10%*	5%	4.60%
Violent Crime Index (1 is lowest)	1*	2	3

* Source: Sperling's Best Places, August 2008

The population of the Spencerport area (Spencerport, Ogden and Parma) according to the Town of Ogden Assessor's Office, and confirmed by the Town Clerk—year 2000 census—was 18,492.

The Spencerport Area Chamber of Commerce will advocate for new commercial and industrial developments. www.spencerportchamber.org so see other Section 1, sub-sections)

Trends that Link to Planning and Zoning

Affordability

Economics are a principal factor in trends.

Real estate trends indicate “smaller homes, smaller lots.” Higher assessment generally means higher property and school taxes, related to more square footage, more amenities and larger lots. Homeowners are aware of these basic costs, and the expenses for maintenance, both interior and exterior. Siding is popular and trim and windows are styled to last efficiently.

Estate-type homes, as in 2,500-3,500 square feet, on lots of one to five acres, are becoming harder to manage, and can be more difficult to sell, even those in excellent condition. People are downsizing: 1) by necessity, resulting from job change or loss, leading to investment portfolio/wealth reduction, or 2) by choice, resulting from “empty-nesting,” where college-age adult children leave home/relocate. Appreciation has slowed as well, though houses are still somewhat increasing in value, at least in the suburbs of the major cities of Western/Upstate New York, like Rochester.

In Spencerport, smaller, well-kept ranch homes are popular, especially those within walking distance to the Central Business District (CBD) and Erie Canal docks, parks, paths, trails and nearby areas that serve as entertainment and event venues.

In-law apartments are increasingly attractive to extended multi-generational families that choose to live together. These apartment situations are limited in the Village of Spencerport. For this purpose, such residential units must be in accordance with approvals and permits, code-compliant and safe.

Spencerport and Rochester remain stable, strong markets according to *Forbes* magazine in April 2009.

Green

Green infrastructure can increase surrounding property values.

In Philadelphia, a green retrofit program that converted unsightly abandoned lots into “clean & green” landscapes resulted in economic impacts that exceeded expectations. Vacant land improvements led to an increase in surrounding housing values by as much as 30%. This translated to a \$4 million gain in property values through tree plantings and a \$12 million gain through lot improvements.

Vegetation and green space, two key components of green infrastructure, can have a positive impact on human health. Recent research has linked the presence of trees, plants and green space to reduced levels of inner-city crime and violence, a stronger sense of community, improved academic performance, and even reductions in the symptoms associated with attention deficit and hyperactivity disorders.

The Village of Spencerport maintains its public green space in a neat and tidy manner. Like most neighboring Villages, true to the Village atmosphere, lot sizes in the Village of Spencerport tend to be smaller than in most Western Monroe County Towns as the bordering countryside.

Mixed-age Communities/Socialization

Community trends are toward neighborliness, inclusive of all ages.

Good “start to finish” planning is important.

Results from Village of Spencerport Comprehensive Plan Survey of July 2010

- Greatest number of responses from age group 46-65 – (42%)
- Reasons to live or operate a business in Village of Spencerport (same age group):

Close to family and friends

Close to employment

Pleasant architecture and streets

Young families and young professionals seek housing near community amenities.

Baby boomers and young retirees are active, with leisure time, often spent in healthy lifestyles and volunteering. Sixty percent of retirees have lived in their homes for 20 years or more.

Senior living developments, previously separated from other residential areas, are re-integrating into communities. “Aging in place” is a theme of the community-scape.

Like blended neighborhoods, parks and public places offer pleasant sites for gathering and interaction, relaxing and resting. People frequent trendy, unique venues, often waterside. The historic Erie Canal area, its heritage, and its related, recurring “Canal Town” theme, are the foundation for the “sense of place” in the Village of Spencerport.

The variable (higher) price of gasoline for vehicles has led to planned excursions for errands and shopping, to the benefit of local businesses – merchants, restaurants and service providers. Regardless, few people use mass transportation, in the Spencerport area, bus service is offered by Rochester Genesee Regional Transportation Authority.

As many Americans work longer hours, time is of the essence. The preference of busy people is ease of living. Working on their home exterior, or on lawn care, is the way many people prefer to spend free weekend hours. They often choose to recreate close to or at home.

Front porches are desirable and welcoming. Gardens of flowers and vegetables are common. Outdoor kitchens with grills and attractive furniture, three- and four-season rooms and overall renovations are fashionable.

In some communities, people are comparing homeowner vs. renter costs, and finding them close, making decisions to rent – not necessarily in apartments, but rather in attractive townhouse communities offering social activities. From colder climates like Western New York State, many people travel south to warmer climates seasonally.

Technology

As technology in all areas of life advances, so does technology in the home.

Furthering affordability, durability and quality, energy efficiency, environmental performance, and safety and disaster mitigation, top technologies enhance and enrich buildings.

Knowledgeable buyers seek, and are willing to pay for, convenience and conveniences; knowledgeable sellers add them as attractions, considering payback.

Whether building new or renovating older structures, people want energy-efficient appliances, designs, materials and systems to manage operating costs for businesses, homes and the workplace. Government credits and/or rebates encourage and reward these practices.

Among top technologies:

- Mold-resistant, treated gypsum wallboard products
- Low-VOC (volatile organic compound) paints (healthier and odorless)
- Gray concrete goes green. Industrial byproducts can be used in concrete aggregates and substitutes. Recycled materials like granulated coal ash, blast furnace slag, and solid wastes of fiberglass and plastic can substitute for sand, stones and gravel. Mixtures of new materials can improve workability, curing and setting times.
- Alternate energy methods, particularly solar power, reduce dependence on the power grid. They are growing in popularity.
- Insulation assessments, followed by remediation, help increase efficiency.
- Windows/window glass improvements reduce glare and better withstand adverse weather and wind conditions. They are easier to clean and maintain.
- Energy-efficient appliances are more affordable and attractive. They reduce consumption, saving energy, water, space and time. Induction cooktops are about 90% energy-efficient vs. gas (50%) and electric (60%) units.
- Surfaces with permeable pavers allow rainwater to seep naturally through soil en route to groundwater aquifers and surface waters. Broken/intermittent curbing with filtering vegetation can avoid/minimize, reduce or manage storm water runoff. Since engineered curb and gutter storm drainage systems are costly to build, permeable pavement systems can mean lower construction costs for developers and municipalities.

(References: Rochester Home Builders Association and Greater Rochester Association of Realtors)

Value

Frugality is the new chic.

Generally, one's home is the most significant investment of one's lifetime.

Choices are being made more carefully, with financial considerations becoming more important. Credits, incentives, mortgage rates, taxation and worth, over the short and long term, are significant factors.

Many buyers seek to live within their means, instead of stretching their budgets to make big house payments.

People looking to downsize are joining first-time buyers in pursuit of lower-priced properties. "Aging in place" means staying in the community, close to family/roots and friends if possible. While multi-story colonials are the predominant style, one-story ranch homes are increasingly desirable later on.

Driven by time, and effort, there is a greater market for move-in-ready vs. fixer-upper.

Like in the City of Rochester, young buyers/renters tend to be attracted to loft spaces.

Location, Location, Location continues to be important. Likewise, Safety and Stability, and Aesthetics and Amenities, add to value.

In the Village of Spencerport, key buying/selling points remain: 1) Schools, 2) Village atmosphere, and 3) Location (proximity to Route 531 expressway).

Recommendations

The Village of Spencerport Comprehensive Plan 2010/11 includes data, graphics, information and trends as a guide to match development and improvements to defined planning goals and designated zoning/zoning districts.

"Grandfathering," the existence of pre-existing lawful uses of land or buildings that may be considered illegal over time, is found in the Village of Spencerport. To alleviate hardships and problems that would ensue if such uses were to be discontinued, lawful pre-existing non-conforming uses may be allowed to continue.

Since variances allow land to be used in a manner prohibited by zoning regulations, their issuance may counter planning goals. Frequently granted variances have the potential to undermine municipal land use and zoning plans over time. The frequent need to issue legitimately supported variances may well be an indication that municipal zoning regulations need to be revised.

- As trends change and evolve, it is reasonable to recommend companion regulations that are beneficial to the Village of Spencerport community.

Assistance to architects, businesses, developers, engineers, planners and residents is available from the Village of Spencerport and Town of Ogden offices. The Village and the Town share Building Inspector, Code Enforcement and Fire Marshal services. Expertise and experience, along with prepared information packets for building, renovation, and signage with fee/permit schedules, are also available.

- When related situations begin to be discussed and identified, it is strongly recommended that proactive contact be made to gather correct information to facilitate the various processes in a timely manner.

Section 3 Community Vision

Canal Town Theme

The Erie Canal was built in the 1830s. It is the reason so many villages across New York State were established, Spencerport being one of them. Because of this rich history, our Village has prospered and has been given the distinct relevance and responsibility that being a neighbor to history involves.

Beginning in the 1980s, Spencerport recognized the need for a renewal of the spirit of the Erie Canal and of that early time period. An architectural theme for both existing and new buildings was sought. The Village settled on using the detail and the character of Greek Revival architecture because that was the architecture of the 1830s. Although many other styles began to take hold shortly after the Erie Canal was built, Greek Revival architecture survived and still influences architecture today. The many cobblestone houses and churches that still parallel the Erie Canal today were rumored to have been built by many of the stonemasons that worked on the canal through its completion.

Although buildings are constructed and renovated with modern materials that can be less substantial construction, the Village of Spencerport requests that this be done with the Erie Canal history in mind and that details and materials replicate the Greek Revival, Federal or Neoclassical styles of the Erie Canal period.

Architectural Review Board

The duties of an Architectural Review Board (ARB) are assigned to the Village Planning Board. They have influenced general construction toward the Canal Town Theme and continue to test projects based on the Canal Theme, historic relevance and attention to detail.

As a part of the Comprehensive Plan, a set of goals, a chapter of details, concepts of building elevations and concepts toward a continued theme for the Village has been assembled by the Rochester Regional Community Design Center as an illustrated guide to be used by the ARB/Planning Board. It is the hope of the Village that the general public and interested developers and merchants use these resources so they understand the Canal Town Theme.

Continued Planning

East Avenue

One Village goal is to develop a true East Avenue that would complete the central Village road plan. It is now a two-way entrance and exit to the Village Plaza. It is the goal of the Village to establish East Avenue as a two-way street running toward the east and connecting with Lyell Avenue at either a Prospect Street intersection or further east. This will relieve some traffic congestion at Lyell Avenue and Union Streets. Development adjacent to this future alignment will be an aspect of continuous study

Railroad and Railroad Bridge

The southern boundary of the Central Business District of the Village is the vacated Conrail railroad line. The tracks are gone, but the demarcation mound and the bridge over Union Street still exist. The elevated track line defines the commercial district to the north and residential zoning to the south of this line. The two branches of the Northrup Creek (east and west) flow from south to north and flow under and through the elevated track line by way of two old, arched medina stone tunnels. This constriction led to periodic flood levels, which have caused some dynamic flooding on the north side of the track line because of back up constricted static head pressure at the west branch.

The proposed East Avenue extension would have to cross this vacated railroad bulwark at some point in the future and continues to be a point of inquiry between the Village and Conrail. The railroad bridge over Union Street is lower than currently required, which causes occasional tractor-trailer truck crash problems.

Municipal Electric Substation

Electric power is fed to the Village by two RG&E power sources. One comes from the east and one from the south. They combine and are brought to the substation located in the Central Business District east of Union Street and north of East Avenue. The final location of high-power lines extends from the east side of the Village in a passage along the south edge of the Erie Canal, just south of the New York State blue line. There have been numerous studies regarding possible relocation of these electric lines so the Village could endorse the construction of rentable housing units overlooking the beauty and activity of the Erie Canal.

Because the water surface level of the canal is about 20' above the parking area of the main plaza commercial area, those studies included shops on the first floor below two levels of housing. The studies included the Village architectural character and zero setback features inherent in Village planning.

These design concepts may or may not be realized, but are used to set possible goals for the future of the Village, especially as they relate to the canal and to the proposed extension of East Avenue.

The electric lines bring life to the Village, but as located they hinder the possibility of creating residential access to the Erie Canal. In 2008 it was estimated that the cost of relocating electric lines through the East Avenue right-of-way allowing such development was approximately \$900,000.00. A less expensive system is being studied.

Streetscape

In any village there is a strained relationship between buildings and parking. The village system of buildings offering services and the quantity of parking needed to keep those businesses flourishing is strained if the only parking offered is street (parallel) parking. The geometry of Union Street does not offer herringbone

parking or other street systems that would provide more parking. Therefore, a system of parking behind the street buildings, both on the east side and the west side, has long offered the additional needed parking.

In the last three decades there have been two major fires in Spencerport that removed two buildings on the east side of Union Street. There is also a small lot on the east side in addition to those two missing buildings. One building was removed on the west side of Union Street when the Post Office was built.

Two of these missing buildings were situated at a road intersection. The missing buildings have often been defined as “missing teeth” in the line that establishes the Village center and its historic representation. The length of this line is small and with each loss of building, the definition of the center district is less distinct.

Holding an uninterrupted building line on each side of Union Street is critical to keeping the Village’s architectural character. Balancing that architectural façade with the need to attract customers for the Village merchants through an adequate (behind the buildings) parking system is a major item in the list of continual planning. Infilling those “missing teeth” should be considered.

Commercial Business District Planning

The commercial portion of the Village mainly occurs on Union Street between the Erie Canal at the north and the Conrail (abandoned) bridge to the south. It is divided into two different characters.

The north half is village/urban with parallel parking at a sidewalk, and the buildings directly on the sidewalk are often referred to as zero setback.

The south half is totally different. Instead of “village”, it is “plaza”.

Once the automobile became the dominant player in the 1940s and ‘50s, there was a great need for parking. Marketing systems depended on large parking lots close to the front of building entrances. Most villages were bypassed with regard to commercial business. Nearby strip plazas were built as they were more convenient for shoppers in automobiles. Cars became the normal means of passage and shoppers gave up walking to Village stores.

The Village Plaza grew, first as a lumber/hardware store, then as a grocery store accompanied by several other stores. The Village, instead of dying, became a part of the twentieth-century business cycle. The upfront foreground stores at Union Street became suburban. Rather than adhering to the zero setback village/urban concept, they were set back 25’ to 50’ from the sidewalk.

On the west side of Union Street, the gas service station completed the loss of the Village’s zero setback.

The geometry of the Village Plaza parcel is a long, triangular shape defined by the canal and power lines at the north and the Conrail mound at the south. This promoted internal development within the triangle of land. The non-Village plaza was complete.

With the “missing teeth” along the eastside building line and no teeth (or setback teeth) on the south end of this line, Village character becomes undefined. When the original Village Diner (that was adjacent to Abbott’s) burned, the Village electric substation became a major focus for the cars stopped at the traffic light where there was/is a gas station on the left and a power station on the right. Infilling this very important corner site is a priority. It is also the only location where a small park is an option.

The East Avenue/Union Street intersection is now a two-way street, and has easy access to the generous parking lots behind the line of eastside commercial buildings. It would be good to infill the missing teeth, leaving those gaps to a small pedestrian-scale path. Since those infill buildings should be fire-resistant fire blockers (and hence fairly expensive), they could only be cost-viable if developers were given long-term tax incentives.

One recent planning approach to holding a village pattern within village scale and plaza scale was the concept of turning the eastside building line at a right angle and carrying it along the south side of the canal. This was previously illustrated as two levels of apartments above a level of shops. It is unlikely that such a concept could be used since there have been recent developments that would not allow that concept to fit and because of the high cost of relocating electric lines. Further study is necessary.

At this point it may be enough to define the planning dilemma within the Business District. It may be necessary to follow original historic planning criteria less, and devote attention to architectural details more, as a means to capture a Canal Town Theme.

Related Specific Community Suggestions, Ideas and Recommendations

- Return to an Erie Canal-vintage Village through architecture massing, signage and detail.
- Provide flood control regarding the two branches of Northrup Creek and severe downpours within the plaza.
- Define roads and sidewalks by adding more curbing, landscaping and street trees.
- Define off-street parking (both east and west of the 259 corridor) by curb definitions, landscaping and striping. Provide street signage to these parking areas using appropriate “Canal Village” directional signs.
- Define all asphalt parking areas with curbing, fences and landscaping. Define parking with striping; repaint every two years.
- Replace street and parking lot salting with a sand mix to lengthen asphalt life and reduce salt runoff into Northrup Creek
- Add trees and landscape islands to separate parking lots from roadways. Replace Village trees that are dying or present a falling threat. Add trees in much the same way

- New York City is doing in the NY Restoration Project (245,000 trees in two years; overall goal is one million new trees).
- Reduce the overhead utility lines within the Village center.
- Relocate and/or bury the main electrical lines along the south side of the canal and promote shops and housing along the canal blue line, where possible.
- Promote the construction and continuation of a well-defined East Avenue through the Village Plaza and onward to connect to Lyell Avenue. This would allow traffic to bypass the Lyell Avenue/Union Street intersection and allow school buses easier access to Route 259 at a traffic signal.
- Create easy access to off-street parking and provide signage to both areas of off-street parking on both the east and the west sides of Union Street (Route 259). Provide directional street signs to parking using signs in character with vintage “Canal Village” character.
- Promote store signage in character with the Erie Canal theme. Signage should be lit, but not backlit.
- Replace telephone pole lighting with standard Village architectural light poles throughout the Village limits.
- Add definition to all street edges with either concrete or granite curbs or concrete gutters. Omit and replace all asphalt curbs.
- Create a system for repair of the lift bridge and other bridges that shortens the time of repair so merchants can compete with other similar stores elsewhere. Example: A short time period to determine work and parts needed, and close the bridge only for repairs, not during the time period while waiting for parts, as in the past. Develop a contractual arrangement to expedite repairs.
- Determine the role of the existing railroad bridge, which is unused (no tracks) and has limited headroom, which does not allow passage of high tractor-trailer trucks.
- If the bridge is to remain, the Village should be allowed to provide some maintenance and paint its surfaces (with appropriate approvals/permission).
- Create Village signage on the railroad bridge and on the canal lift bridge similar to the Rochester City Center signage (e.g., Clinton Avenue/next to Geva). This could be an exceptional announcement (not an advertisement) using clever, good effective art.
- The Village center sidewalks and tree grates create a definite character and should be preserved and maintained. Tree grates should be cast iron.
- Promote an infill of buildings that have been omitted through fire and/or age; in a two- or three-story massing and Erie Canal-era vintage.
- Promote a planning connection between the zero setback urban-scale Village character and the plaza-suburban setback character.
- The Village once had a public ice-skating pond. It was a part of our Village history. Promote a park or skating facility or canal skating similar to Ottawa, Canada and other cities.

Section 4 Regional Influences



How the Town of Ogden’s Comprehensive Plan works with the Village of Spencerport’s Comprehensive Plan.

The Town will strive to achieve this vision while managing future growth in a way that maintains its rural character and small town charm. The Town also recognizes that the Village is the social and cultural center of the Town, which enhances its overall appeal and the quality of life of its residents.

It is the policy of the Town to locate future residential development in areas where existing infrastructure is available, ensuring that high quality farmland and open space are preserved. Ogden’s current mix of housing options, including traditional Village neighborhoods, suburban subdivisions and rural homesteads,

Are appealing and attract a wide range of residents. Future residential areas in the Town should minimize negative impacts related to traffic and noise and capitalize on Ogden’s rural character and appeal.

It is the policy of the Town to support economic opportunities in the Village of Spencerport and encourage industrial growth and the development of designated commercial nodes throughout the town. Economic development located in the town will respect the village’s role in local commerce and complement existing business in a way that meets the needs of the community.

Opportunities

- Increase the number of services and retail opportunities available locally for Town and Village residents.
- Increase the commercial and industrial tax base.
- Locate new commercial and industrial development in a manner that is consistent with the future land use map.
- Ensure there is an adequate mix of residential, commercial and industrial development to ensure future growth does not negatively impact the overall tax base.
- Capitalize on available highway system to attract a wide variety of light and high-tech industry into the town’s designated industrial areas.

It is the policy of the Town to ensure that a wide variety of leisure and cultural opportunities exist within the community. Three golf courses, the Erie Canal, town and county parks, and Springdale Farm are some of the attractions that residents of the Town, Village, and neighboring municipalities frequently enjoy. The Town will support these types of activities as it seeks to increase the quality and quantity of activities provided it its residents and visitors, such as additional recreational facilities and an expanded public open space system.

It is the policy of the Town to have assets (public services, civic organizations and business groups) that meet the needs of residents and support local businesses. The Town enjoys the health and safety benefits provided by its local police department, local fire department and ambulance services, as well as the public water and sewer services (in certain areas). The welfare of residents is ensured by three public school districts, the public library the faith community and the senior center. The collective efforts of these public and not-for-profit groups are an invaluable asset to the community, and it is essential that the level of service provided to the Town and Village is maintained or increased based on future needs.

Assets

- Maintain the current delivery of services necessary to ensure the health, safety and welfare of the residents.
- Ensure that public services and resources are conveniently located and easily accessible.
- Increase public participation in community planning and decision making.
- Maintain current water and sewer services and expand service where consistent with Town's future land use map.

It is the policy of the Town to be a community that preserves and enhances the quality of its natural resources (air, land and water) through the combined efforts of its residents, businesses and government.

Sound development practices, proper zoning guidelines and community stewardship should be employed to reduce or eliminate the degradation of these resources. In particular, special attention should be given to protect the town's open space, such as wetlands, woodlands, streams, farmland and parks, due to their environmental, aesthetic and recreational value.

It is the policy of the Town to have inter-municipal relationships that strengthen the regional economy, protect sensitive environmental area, preserve local character, and enhance the quality of life for residents.

The Town recognizes that its well being is directly linked to that of the Village and the County as a whole, and it understands that the success of these relationships is critical to the future of the Town. Ogden will work with neighboring towns to ensure that any expansion and development in his area positively impacts the businesses and residents.

Collaboration

- Work with Village officials to ensure all planning and design efforts are complimentary.
- Consolidate or share services with other municipalities, when feasible, in an effort to reduce residents' tax burdens.
- Work with neighboring towns to address common issues and concerns such as the extension of Route 531.
- Strengthen relations with neighboring towns in an effort to pursue grant opportunities and improve communication
- Coordinate with neighboring towns and villages on the maintenance, use and development of the Erie Canal.

- Strive to view and protect the environment using natural boundaries (watersheds, prime soil areas, etc.) rather than human made boundaries.

The Town should work with the Village to:

Plan the future transportation network for the community and indicate potential street extensions and improvements,

Adopt land use maps that are complimentary.

Identify ways to increase the number of shared or consolidated services where feasible.

Market the area to potential businesses and visitors.

Establish an ongoing dialogue with towns similar to Ogden in an effort to share ideas and information.

The Town will support land use regulations that protect agricultural land from residential and commercial encroachment and will work to support the viability and success of existing agricultural businesses.

Agricultural and Open Space

- Promote the town's agriculture related business to local residents and across the county and region.
- Utilize town's agricultural heritage as a way to market the area to visitors, residents, business owners and investors.
- Support the Town's Farmland Advisory Board and the County's Farmland Protection Plan.
- Coordinate design guidelines with the Village and other commercial nodes located within the town.

Town of Ogden Comprehensive and Open Space Plans and surveys are available at the Town of Ogden Offices, 269 Ogden Center Road, Spencerport, New York; see also www.ogdenny.com

Section 5 Economic Base

Issues, Opportunities & Assets

The stated vision and goals of this Comprehensive Plan are to enhance the economic vitality of the Village of Spencerport. While different sections have dealt with other aspects of the Village, such as the historic “Canal Town” charm or ways of making the Village even more attractive, this section deals primarily with the economic factors of the Village, its current status and recommendations for the future.

Main Business Area

The basic business district of the Village is along the main corridor of Union Street, stretching from the intersection of Union Street and Big Ridge Road/Canal Road north of the Erie Canal, further south to the intersection of Union Street and Route 31 area.

Extending slightly from Union Street are small commercial areas along Amity Street and West Avenue, with a few businesses located near residential housing on Lyell Avenue east from Union Street to the Spencerport School District.

The other major area of business concentration is located in the Spencerport Village Plaza in the center of the Village.

The lack of available land in the Village has restricted business/commercial activities to these locations.

Current Business Climate

The current business climate is very stable and is improving. People and business owners like being in the Village of Spencerport. This is evident by the fact that almost every building in the business district is occupied and many businesses are thriving.

There is a diverse group of businesses including art/frame, book, clothing, flower, gift and Jewelry shops, and appliance and grocery stores. Accounting, banking, engineering, insurance and real estate, among others, also serve the needs of the Spencerport area community. Gasoline is available at multiple convenient locations, with auto parts and repair, and a car wash nearby.

The plaza in the center of the Village has recently been renovated with new upgraded utilities and new modern facades on all of the buildings and storefronts. The addition of the new Tops Friendly Market has given the Village a much-needed grocery store and the attraction has brought many people into the Village on a daily basis.

In turn, this has significantly increased traffic to other businesses in the plaza. Once in the Village, people are able to walk around the center of town and along the canal, patronizing other business such as restaurants and various shops.

Recent surveys of the business owners reveal a generally positive attitude toward government and the potential for growth. Many feel that the historic charm and the lure of the Erie Canal enhance business.

The numerous activities and festivals such as the annual Fireman's Carnival in June, the annual Canal Days in July and Christmas on the Canal in December further enhance the business climate by bringing in thousands of people from outside the area. People shop during these events and often return later to use the various services of the local businesses.

Future Growth and Development

The recent completion of the Unity medical complex and urgent care facility just north of the Village is beginning to have an economic impact that benefits the Village. Not only has this facility increased much-needed medical care in the area, it has also brought patients, doctors, nurses and other medical professionals who frequently eat and shop in the Village. Other medical offices and related service professionals have expressed the desire to locate adjacent to this facility, which would bring more professional people to the area for similar activities.

The large senior housing and residential tract of homes currently under construction on Route 31 just two miles east of the Village will bring several hundred additional people and families, who will need the services of the Village businesses.

The new dock on the south side of the Erie Canal has encouraged more boaters to visit Spencerport and has drawn tourists, as well and has given local people more access to the canal for canoeing, kayaking, etc.

All three of these developments are beginning to have a positive impact on the business activities of the Village. With the right mix of old and new businesses in the Village, the future looks very positive for continued long-term, steady growth in the Village of Spencerport.

Outlook for the future

Much of the land in the Village has been developed. There is available land for business development in the area east of the Spencerport Village Plaza along the south side of the Erie Canal. If this area can be developed with a connecting road from Union Street to Lyell Avenue, it will enhance access to the Village. Other opportunities are available south of the established business area. This makes the economic future for the Village of Spencerport look extremely promising.

Recommendations

- Build and maintain a walking, biking and running path on the south side of the Erie Canal from Union Street extending to Gillett Road. This should greatly enhance foot traffic to the Village as well as allow people a wonderful opportunity to view the canal and be part of nature.

- Build and maintain a through street (Eastern Village Corridor Concept Study / East Avenue Project), making it open for two-way traffic from its current location to Lyell Avenue. This should greatly help vehicle traffic in and out of the Village and it would provide an alternate for trucks making deliveries to the Village.
- Construct buildings for mixed-use of business and residential units along the Erie Canal and East Avenue.
- Provide ample additional parking along and adjacent to this access street.

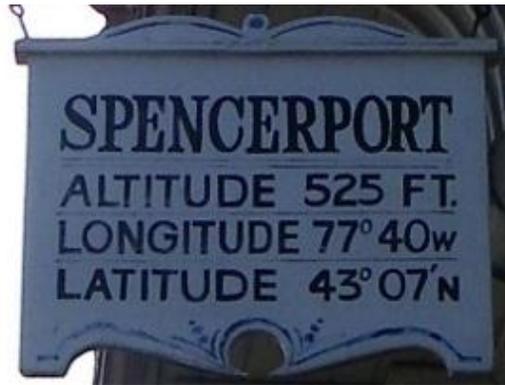
Conclusion

The Village of Spencerport business community is solid and thriving in today's environment. With the proper planning and growth in the aforementioned areas, the future economic climate should be dynamic and positive.

Section 6 Community Facilities

Issues, Opportunities & Assets

The Village of Spencerport has vast community facilities and services available to its residents and visitors, many of which are documented below.



The Spencerport Depot and Canal Museum is located on the southeast bank of the Erie Canal. In the Spencerport Depot and Canal Museum are numerous resources documenting Village of Spencerport, Town of Ogden, and Erie Canal history. The Museum also features the history of the Ogden Telephone Company, founded by Maxine and Donald Davison, which was located in the Village until 1998, when it was sold to Citizens Communications. In a casual atmosphere, its volunteers recount this local history.

The restored building serves as a Visitor's Center and satellite library. In addition, it offers Wi-Fi, restrooms and showers for boaters. For more information, www.spencerportdepot.com



Schools

The Spencerport Central School District has a long-standing reputation of excellence with its four elementary schools (K-5), a middle school (6-8) and a high school (9-12) that serve the district, which encompasses the Town of Ogden, the Village of Spencerport and portions of the Towns of Gates, Parma and Greece.

The mission statement is “Our Mission is to educate and inspire each student to love learning, pursue excellence and use knowledge, skills and attitudes to contribute respectfully and confidently to an ever-changing global community.”

For more information on Spencerport Schools, www.spencerportschools.org



The Ogden Farmers’ Library is a part of the Monroe County Library System, which extends member-borrowing privileges to all libraries in the Monroe County Library System. The Ogden Farmers’ Library was renovated in the fall of 2009, with up-to-date amenities and features, and integrated technologies. The library is located in the Town of Ogden Complex, just south of the Village on Ogden Center Road.

For more information on the Ogden Farmers’ Library, www.ogdenlibrary.com

For the Monroe County Library System, www3.libraryweb.org/home2.aspx



Emergency Services/Public Safety

The Village of Spencerport is protected by the following:

Spencerport Fire Department (Spencerport and Ogden Parma Fire District)

Spencerport Volunteer Ambulance Service

Ogden Police Department

Monroe County Sherriff Dept

The Spencerport Fire Department's Station # 1 is located in the Village of Spencerport on Lyell Avenue. It was built in 2008-09 and was dedicated in September 2009. The Firemen's Association (which staffs the Fire Department) is all-volunteer and consists of 125 men and women in various job functions. It also sponsors an Explorer Post for those 14-18 years of age who are interested in the Fire Services. Station # 1 is the Headquarters for both the Fire Department and Firemen's Association. Station # 2 is located north of the Village at Ridge Road and NY Route 259, and Station # 3 is south of the Village on South Union Street.

For more information on the Spencerport Fire Department, www.spencerportfire.org



The Spencerport Volunteer Ambulance Service is also located within the Village of Spencerport on Lyell Avenue. It consists of two ambulances and one paramedic response vehicle. Spencerport Volunteer Ambulance Service is a not-for-profit organization that employs paramedics and EMTs as well as volunteer members. Community Fund Drives raise funds for equipment purchases, etc. Housed within the Spencerport Volunteer Ambulance Service's base is the Lions Medical Loan Closet, where members of the community can borrow various durable medical goods such as crutches, walkers, and wheelchairs.

For more information on Spencerport Volunteer Ambulance, www.spencerportambulance.org



The Ogden Police Department's Mission Statement is "Working in partnership with the residents of the Town of Ogden, and Village of Spencerport, to enhance the quality of life through the delivery of professional, superior and compassionate police services to the community." The Chief of Police makes weekly visits to the local businesses to stay in touch with the business community. The Ogden Special Police is comprised of community volunteers who assist the Ogden Police on special occasions, such as Canal Days and Christmas on the Canal. They also offer a Citizens Police Academy and Neighborhood Watch information.

The Ogden Police partner with youth in a successful DARE (Drug Abuse Resistance Education) that offers preventive strategies.

For more information on the Ogden Police Department,
www.ogdenny.com/PublicSafety/Police/



The Village of Spencerport participates with the Town of Ogden in the Monroe County Emergency Preparedness, CERT (Community Emergency Response Team).

Health

There are a number of health services located within the Village of Spencerport.

Along with a number of doctor's offices in the Village, a Lakeside Urgent Care facility opened in 2009 to serve a vital need for the Spencerport area. On the northern edge of the Village, a Unity Health Medical/Professional Complex opened in 2010; it includes a doctor's office, laboratories and a dialysis center.

A pharmacy is located in Spencerport Village Plaza. .

Just south of the Village, Aurora House of Western Monroe County, a community comfort care home, provides compassionate end-of-life services to the dying and their loved ones.

www.aurorahousewmc.com

Services/Service Organizations

The Village of Spencerport is home to several service organizations.

The Ogden Senior Center is located on the Village's Main Street and has several services and events for the seniors in the area.

For more information, www.ogdenny.com/Community/Seniors/



The Spencerport Ecumenical Food Shelf assists area residents with basic food items in their time of need. A collaboration of several churches, and staffed by volunteers on Thursday mornings, it is located in Spencerport Village Plaza.

Churches of various denominations are located in and near the Village of Spencerport. Centered on Church Street, within walking distance, are Congregational, Methodist and Roman Catholic places of worship.

Along the southwest shore of the Erie Canal are the Spencerport Firemen's Exempts Club and Firemen's Field. The annual Spencerport Firemen's Carnival is held at the Firemen's Field in early June and since August 2009, the Field is the site of the German Federation Festival.



The Girl Scouts of Western New York and Boy Scouts of America, Oteitiana Council, Have several troops in the area.



One of the large historic buildings located in the heart of the Village of Spencerport's Central Business District is the Etolian Masonic Lodge Building, which houses two chapters, and hosts a Blueberry Pancake Breakfast during the annual Spencerport Canal Days.



The Lions Club of Spencerport, Kiwanis Club of Spencerport, Rotary International, Spencerport District 7120 and the Knights of Columbus, Pope John XXIII Council No. 7707 call Spencerport their home.



Lions Clubs International



For other clubs in the Spencerport area, [www.ogdenny/Community/Organization/Clubs/
www.spencerportchamber.org](http://www.ogdenny/Community/Organization/Clubs/www.spencerportchamber.org)

The Spencerport Area Chamber of Commerce supports the business community. It fosters economic development, promotes/sponsors events and provides networking opportunities.

Recreation

There are many recreational possibilities in the Village.

There is a floating dock for boating/kayaking on the Erie Canal, along with the Canal Towpath for walking and bicycling.

The Clyde W. Carter Memorial Gazebo and Dock, completed in 1997, was the Village of Spencerport's first venture into the New York State movement to revitalize the Historic Erie Canal. Located on the southwest shore, it serves as the outdoor gathering place for the Village's enjoyable summer events including the Sunday Night Concerts from June 1 to August 30.

The Village has become a popular destination for boaters on the canal with excellent docking space at this site and amenities that include water and electric hookups. A sewer pump station is located directly across from the gazebo dock and shower and restrooms are available on the lower level of the Spencerport Depot and Canal Museum.

Recognizing that boaters and bicyclists bring business to the community, the Village of Spencerport chooses to offer all the above services free of charge as a way to say: “Thank you for stopping in Spencerport.”



The Lester C. Merz Picnic Pavilion, located on the northeast shore of the canal, was built in 2000 with the generosity of former Mayor Lester Merz. At this Towpath Park on any given day, people can be found enjoying lunch or just conversing or relaxing.



The Village of Spencerport has well-maintained sidewalks throughout the Village for easy navigating without having to worry about walking in the street by traffic. A Village plan is in place to add additional footage every year until one can walk on sidewalks to all the Village amenities and the Canal Towpath from anywhere in the Village.

Conclusion

This is a general inventory of the Village of Spencerport area community facilities. These community facilities contribute to a pleasant quality of life in a healthy, safe environment.

The Village of Spencerport continues to plan and progress as public funding and private financing become available.

Section 7 Green Sustainability

Green Sustainability Plan



The Village of Spencerport (VOS) created its first Green/Sustainability Plan in 2009.

The plan is basic, a baseline from which to begin to acknowledge shared concerns for our climate and our environment, especially as they affect our local community.

Although there are government strategies from the “top down” with which municipalities are expected and/or required to comply, the VOS effort is from the grassroots, or “bottom up.” The resulting plan was developed carefully after examination of information and materials available from an array of resources including, but not limited to, Internet communications, conferences and seminars, timely periodicals and government publications.

www.energystar.gov

www.ieepny.com - Independent Energy Efficiency Program, New York

www.meua.org - Municipal Electric Utilities Association of NYS

www.nyserda.org - New York State Energy Research & Development

Authority

The Village of Spencerport has a vision that is realistic: affordable and doable over time. Spencerport can be a Green Village, leading by example.

The plan lists specific actions and activities that are implemented and/or may be implemented in the future using a “common-sense cost and effort” approach.

Furthermore, since the Green Initiatives/Sustainability Plan is dynamic and ever-evolving, the Village Board remains open to consideration of smart suggestions and solutions.

Reference: www.vil.spencerport.ny.us



Sustainability Issues

Sustainability is defined as “a characteristic of a process or state that can be maintained at a certain level indefinitely.” In its environmental usage, it refers to the potential longevity of vital human ecological support systems, such as the planet’s climatic system, systems of agriculture, fisheries, forestry and industry, and the systems upon which they depend. (Wikipedia)

To introduce and support Sustainability, specific actions and activities confirm the leadership of Village of Spencerport. Its buildings and facilities, its plans and operations and its Employees, including the Department of Public Works, Spencerport Municipal Electric and the Village Office Staff, evidence these.

The Village of Spencerport re-evaluated its own consumption and usage on-site, and documented efforts to address issues immediately, as well as in both the short and long term.

Examples of completed projects include:

- After assessment by energy conservation experts, fixes for facility lighting were made. When outside lighting was enhanced at the Village Office, fixtures selected were energy efficient. LED lights for the VOS parking lot and streets are planned as budgeted.
- The VOS Staff is aware, with paper printing and copying as needed only. Ongoing recycling is practiced and e-mail communication is encouraged.
- Attention is given to vehicle usage such as idling times, consolidating errands and tasks, etc. Planned maintenance contributes to efficiency.

• Importantly, sustainability is shared throughout the community:

1) “How to Conserve/Save Hints & Tips” messages are printed on SME invoices; like the DPW newsletter, they are printed *locally* on recycled paper

*** *Going GREEN... Recycling one ton of paper saves enough energy to power the average American home for six months***

2) From IEEP dollars, HEAP kits (weatherization) and appliance rebates are provided to SME customers.

• Employees participate in community outreach opportunities at events and schools to explain how everyone can work towards sustainability. Why? To quote SME Superintendent Owen McIntee, “It’s the right thing to do!”

• Employees join the community in the Annual Day of Caring in April. Planned, positive, productive activities such as Erie Canal-side clean up and planting bring together a cross-section of groups, organizations, students and volunteers.

Annual Day of Caring, Village of Spencerport



- *Green fact:*

One tree can absorb as much carbon in a year as a car produces while driving 26,000 miles.
Source: Main Street News, No. 263, "Trees Mean BUSINESS: City Trees and the Retail Streetscape," August 2009, pg. 4

Benefits

- Green buildings/homes/structures offer significant health, economic and environmental benefits to community businesses, residents and visitors.
- Green investments address energy efficiency, conserve water, improve indoor air quality, provide lower maintenance natural landscaping and use eco-safe materials.
- It has been said: “Green is the new old,” proven by the principles of re-purposing and re-using, and thereby reducing waste in landfills. Municipal costs to handle waste are a substantial component of taxpayer costs.
- Green practices and programs can present payback in affordability up front, and later by lower operating costs and increased cash flow.
- For contractors and developers, Green projects can provide lasting benefits and reduce future expenditures.
- Green features are popular amenities, attractive to buyers, financiers and lenders.
- Green is growing in focus and popularity, and with it, related jobs.
 - Green Jobs/Professionals seek to settle in Green communities of mixed uses and Smart Growth in a sustainable environment – *inclusive of* Green residences (apartments, lofts, homes and townhouses) and businesses (shops, services and restaurants), clustered, interactive land and streetscapes, accessible health-care facilities, progressive schools, public safety, bicycle and walking paths, parks and recreation, religious and social venues, and certainly current technology, such as LED lighting and wireless connectivity.

Conclusion

The Village of Spencerport *strives to be a leader* in the Green /Sustainability arena, like the nearby communities of Brighton, Henrietta, Irondequoit and Pittsford in Monroe County, Western New York.

As funding opportunities, including grants, become available, planned steps will be taken to accomplish this goal.

Recommendations

The Village of Spencerport seeks to contribute by meaningful, measurable methods and means:

- To reduce operating costs, assessment of alternative energy, solar and/or wind, systems may be budgeted, with the benefit of learning to be shared among local entities, namely Spencerport Fire Department, and potentially Spencerport Central School District and the Town of Ogden.
- To benefit community health, a Green Infrastructure is advantageous, achievable in transitional phases. Because characteristics of towns and villages vary, and while we do learn from others, guidance from environmental engineers and experts will be necessary.

It is a municipal responsibility to create and maintain desirable, healthy communities and neighborhoods assessing, planning and implementing new ways to enhance the quality of life locally, regionally—and beyond.

Our purpose is the common good, for today and tomorrow.

Environmental Assessments

According to Active Community and Design for Health checklists, categories for HEALTHY COMMUNITIES/NEIGHBORHOODS include those below and overlap with ENVIRONMENTAL ASSESSMENTS:

“With reverence for the past and an eye to the future”



Village of Spencerport, New York, USA

General, Essential & Good for Health (see above; also WALKABILITY)

LAND USE (separate section)

Transportation

The Village of Spencerport, its Village Board, Staff and Employees appropriately contact and involve various agencies: Department of Environmental Conservation (DEC), Genesee/Finger Lakes Regional Planning Council (G/FLRPC), NYSDOT (Department of Transportation), Rochester Regional Community Design Center (RRCDC), and the Stormwater Coalition of Monroe County among them.

Assessments, observations and recommendations result in continuous efforts to facilitate traffic flow and patterns, especially throughout the Central Business District. Safety is paramount for bicyclists, motorists and pedestrians. Traffic calming occurs somewhat “naturally” on Union Street (NY Route 259): over the Village of Spencerport-Erie Canal lift bridge, at the CSX railroad bridge underpass, by the roadway curves near Fairfield Cemetery, and up/down the hill, to/from the NY Route 259 and NY Route 31 intersection.

The CSX railroad bridge underpass has been evaluated and determined to be in need of structural repair, replacement or removal. It is not possible financially for the Village of Spencerport to undertake such an extraordinary effort on its own.

The CSX bridge/underpass is a gateway to the Village of Spencerport and its Central Business District; today it is unsightly and parts are unsafe. Because of its height limit of 11 feet, 7 inches

(according to signage), the bridge/underpass is not conducive to tractor-trailer trucks and deliveries, and could hamper certain economic development. Dangerous situations continue to occur whereby a truck is stuck under the bridge, requiring the cost, effort and time of local emergency equipment, personnel and services.

The Village of Spencerport Mayor has contacted New York State officials, including the Office of the Attorney General, in regard to lead safety issues. Although no assistance resulted,

the Village of Spencerport is ready: the Department of Public Works Superintendent and Code Enforcement Officer arranged lead testing, with the related report on file. This is necessary even for an aesthetic first step, such as cleaning and painting.

Dedicated bike lanes are not designated currently because of the width of the roadway. Bike racks are desirable, with some purchased with monies from the Village of Spencerport Annual Canal Days; those are situated prominently by businesses.

Much focus has been given to the Village Plaza area and the East Avenue Corridor Study as it relates to it. The complete study is available in the Village Office. Approved, phased renovation plans for the Village Plaza require/d well-designated pedestrian crossings.

Water Resources

Around, nearby and within the Village of Spencerport boundaries are several significant waterways, notably the historic New York State Erie Canal, the Genesee River and Lake Ontario.

Settlement and population tend to follow waterways, and it is no different for the Village of Spencerport, incorporated in 1867. Immigrants from Europe, predominately Irish and Italian, arrived to build the Erie Canal, which was completed in 1825.

Later, after “Clinton’s Ditch” aka “Clinton’s Folly” (named after New York State Governor DeWitt Clinton) became a resounding success, these people stayed, sending for their families from elsewhere or founding families in Western Monroe County. This proud heritage was showcased in a grant-funded “Pathways to the Past” walking tour in the Village of Spencerport, with authentic historic pictures and photographs copied and framed in stations/stops throughout the Village, along the Union Street corridor.

Today, the Erie Canal is maintained by the New York State Canal Corporation, and overseen by its Director (as part of the New York State Thruway System). The Erie Canal endures as an engineering marvel that also offers pleasurable recreation and scenery. Boaters, canoeists and kayakers enjoy its serenity, with a speed limit of 5mph. Passing from one charming community to another, and often engaging bridge tenders who operate lift bridges seasonally, the Erie Canal is a recreation way, with its lock-controlled waters filling in May and emptying in November.

Water is an amenity, desirable to many. As such, water contributes to economic benefits realized by nearby businesses, and recreational celebrations, events and festivals, promoted at local and state levels, create positive experiences and impressions. These waterways are integral in ecosystems that connect people, vegetation, wildlife – and the economy.

Critical to the health and well-being of the Village of Spencerport community is the protection of its waterways and watersheds, within and beyond the Village limits. Strict regulations from environmental agencies serve as guidelines, with timely participation of the DPW

Superintendent and others in training sessions at Monroe County Stormwater Coalition (SWCMC) events and meetings to comply with requirements of the State Pollutant Discharge Elimination System (SPDES) and the Municipal Separate Storm Sewer Permit (MS4) (General Permit). Knowledge gained serves to help with strategies for maintenance of those areas connected to, and impacted by, local waterways, in regard to such issues as drainage and flooding. FEMA-designated floodplain and floodway maps are available in the Office of the Town of Ogden Building Inspector.

Drinking water is plentiful and safe, supplied through the Monroe County network of Pure Waters and the Water Authority.

Also enhancing the Village of Spencerport are parts and tributaries of Larkin, Northampton and Northrup creeks. Village of Spencerport officials pay particular attention to drainage conditions, following plans for improvements and remediation, as finances allow.



Erie Canal Heritage Corridor

Parks & Open Space

(see WALKABILITY)

Because of its Erie Canal-side venue, the Village of Spencerport has off-street hiking and walking trails already, and great potential for more. While development of extended trails is under consideration by a Parks & Trails Committee introduced by residents with the Town of Ogden Parks & Recreation Department Director, Committee progress is limited. It is recognized that proper development, especially better connectivity among popular destinations, is desired

and recommended, and that the Committee must garner funding and majority public support to accomplish its goals.

As the Village of Spencerport has developed over time, like other Erie Canal-side villages, focus went from a farming community to a business/industrial one, a hub of commerce that consumed, marketed and transported local goods and agricultural products.

Inventory

Parks and green spaces exist, although they are limited. On the South side of the Erie Canal near the Clyde W. Carter Memorial Gazebo is a greenway of gardens and grass; on the North side, is Towpath Park and its attractive Lester C. Merz Picnic Pavilion. Village of Spencerport DPW Employees maintain both. Potential exists for recreational ice skating; with funding and planning, this also presents an economic development enhancement for local businesses during the winter months.

Further North on Union Street (NY Route 259), slightly past the Village boundary, is Pineway Ponds Park, with skate and splash parks, a playground, sports fields, ponds and lodges; Town of Ogden Employees maintain these. Sidewalks exist from the Village of Spencerport lift bridge northward; a partial sidewalk exists on the West side of the road and ends slightly past Barefoot Landing Plaza.

1) A “corner lot” on the northeast corner of Union Street (NY Route 259) and
2) a small lot northwest of the Union Street (NY Route 259) railroad overpass, both privately owned, are undeveloped green spaces. As future needs are considered, Village of Spencerport officials have discussed acquisition of green spaces to be preserved as parks, perhaps by means of a public-private partnership.

Both could be suitable for “pocket parks,” smaller green spaces within communities that support healthy lifestyles and neighborhoods, and may contain gardens, path/walkways and basic picnic and playground equipment. “Pocket parks” can aesthetically benefit streetscapes, by serving to fill gaps between buildings, and are often maintained by nearby businesses and residents.

No public recreation buildings exist in the Village of Spencerport, although Village DPW/SME complex buildings store related equipment. Near the complex, the Spencerport Fire District holds competitions and drills.

On West Avenue, before and after that complex, and further to the West of it, the Village of Spencerport owns approximately 15 acres of green space. This space is undeveloped and was previously used as a dump until its closing in 1983. Although it was declared a brown field, related definitions continue to evolve.

This asset has Erie Canal waterfront and its potential for clean-up and recreational development has been discussed, with research for resources continuing. The area contains open space and woods, perhaps an opportunity for sustainable forestry/logging.

A Veterans' Memorial Park, used for Memorial Day ceremonies, is on the southwest corner of Union Street (NY Route 259) and Brockport Road. Slightly northward, and eastward, is Fairfield Cemetery; another cemetery, owned by Saint John's Roman Catholic Church, is along the Erie Canal, west past Evergreen Street.

URBANIZATION, RE/DEVELOPMENT & ECONOMIC DEVELOPMENT (separate Section 4)

Conclusion

It is important to plan to be ready to meet the needs of the Village of Spencerport community. In preparation, the Village of Spencerport has completed various studies and surveys, including: (see APPENDICES)

- Canalside Master Plan
- South Side Waterfront Development Plan
- Village of Spencerport Parking and Traffic Flow Study
- Spencerport Revitalization: A Study Toward a Financially Realistic Master Plan (of the Village of Spencerport)
- 2009 East Avenue Steering Committee Plan
- New York State Stormwater Management Design Manual.

The Village of Spencerport supports the Town of Ogden Comprehensive and Open Space Plans as they relate to the Village and our shared community.

The Village of Spencerport Comprehensive Plan is committed to encouraging healthy lifestyles by effective land-use planning that blends bicycle and pedestrian integration, parks and recreation facilities, public mobility and transportation, and commerce, school and work locations.

Healthy Communities-Walkability

Activity for all ages is promoted by medical professionals as part of a healthy lifestyle, and directly relates to a healthy community. It is recognized that many residents of, and visitors to, communities are focused on exercise and physical fitness, whether daily and routine, or infrequent and casual.

Leisure and recreation are among the reasons people choose to live where they do. The Village of Spencerport is situated in Western Monroe County, and provides an Erie Canal-side venue that is attractive, convenient, desirable and interesting.

The Village of Spencerport and its environs includes charming residential neighborhoods and a complementary, easily accessible Central Business District (CBD), approximately bounded by:

- The Erie Canal to the North;
- New York State Route 31 traffic corridor to the South;

- Spencerport Central School District complex and campus to the East;
- Saint John’s Roman Catholic Cemetery and the Village of Spencerport Department of Public Works (DPW) and Spencerport Municipal Electric (SME) buildings and facilities to the West.

The Village of Spencerport offers safe streets, many lined with energy-conserving streetlights, and well-maintained sidewalks. For statistics, the Village has 13 miles of streets (26 miles of lanes) and 6 miles of sidewalks for people and pets to enjoy and use. To support the importance of sidewalks, the Village of Spencerport formed a Sidewalk Committee with the DPW Superintendent that includes interested residents. Strategies and plans are in place to follow and further develop/increase the sidewalk network as a legacy for future generations. Each annual Village of Spencerport budget has some monies allocated for this purpose.

With the passage of the Complete Streets bill in June 2011, New York roadways should be safer for everyone – drivers, cyclists and pedestrians. State highway law now mandates that design features such as sidewalks, crosswalks, bicycle lanes, lane striping, share the road signage, bus pull outs, curb cuts, traffic calming and more, be at least considered in the planning, design, construction, reconstruction and rehabilitation of roadways that receive federal or state funding. Parks & Trails New York strongly supported the bill.

www.ptny.org

Walk-Ability

The Village of Spencerport’s path, sidewalk and street network serves as an amenity, welcomed and shared by its local community. Indeed, the Village strives to be pedestrian, pet, bicycle and vehicle-friendly. Therefore, walking, bicycling and transit use are encouraged.

This convenient network extends in every direction. It varies from flat graveled paths alongside the Erie Canal for pleasant park side walking, to gentle, sloping sidewalks that meander among historic churches, homes and gardens for scenic strolling, to rolling hills and grassy knolls and green spaces bordering streets for more athletic climbing and running.

Mature trees are a noticeable characteristic of business and residential neighborhoods, shading many streets and enhancing common areas. The Village of Spencerport Department of Public Works and Spencerport Municipal Electric address dangerous conditions as they arise; both follow a planned Tree Maintenance Program, engaging certified arborists/specialists who identify and recommend future activities for preservation, treatment, trimming and/or removal of trees.

*“To exist as a nation, to prosper as a state, and to live as a people,
we must have trees” – Theodore Roosevelt, President and Naturalist*

Walking remains the cheapest form of transport. Walkable communities are livable communities, leading to whole, happy, healthy lives for those who live in them. www.walkable.org

In every season, and almost any kind of weather, the Village of Spencerport is a destination for meanderers, strollers, runners and walkers. To refresh themselves, people often support local businesses by stopping to dine, drink and shop.

The Village of Spencerport Clyde W. Carter Memorial Gazebo on the south bank of the Erie Canal, surrounded by dedicated bricks and pretty gardens of daylilies, the official flower of Spencerport, is a venue for summertime concerts and year-round weddings. Alongside, dockage and hookups are available for overnight boaters. It is a regular stop for renters of Mid-Lakes Navigation wooden boats and New York State maintenance barges and tugs. The “Urger” tugboat visits every September to give educational tours to students. Fishermen try their luck in the waters here, across the lift bridge at the Lester C. Merz Pavilion/Towpath Park, or at the enhanced, expanded dock by the Spencerport Depot and Canal Museum.

Clyde W. Carter Memorial Gazebo



Towpath Park by Lester C. Merz Pavilion

Alongside the Erie Canal, situated “just over” the Union Street Lift Bridge, is the 2009 Erie Canalway Heritage Award of Excellence Honorable Mention award-winning, restored Spencerport Depot and Canal Museum. Staffed by volunteers who retell local history, the building offers a delightful place to rest in comfortable rocking chairs, and amenities for boaters including walk-up computers/wireless internet, showers and washrooms. East of the Depot/Museum is a path that could be extended further east, creating a pleasant trail to Gillett Road.

Spencerport Depot and Canal Museum

Located at 16 East Avenue, Village of Spencerport, New York

The Spencerport Depot and Canal Museum building is east of Union Street (NY Route 259) on the southeast bank of the Erie Canal.



The mission of the Spencerport Depot and Canal Museum is to establish and maintain a history museum, historical research and reference center, and visitor center relating to the history of the Erie Canal, Ogden Telephone Company, Village of Spencerport and Town of Ogden.

The Ogden Senior Center

Located at 200 South Union Street, Village of Spencerport, New York



Serving area seniors since 1970...

Within the Village of Spencerport is the Ogden Senior Center. The Center is open Monday-Friday. The Nutrition Group and Director arrange and serve affordable lunches on Mondays, Wednesdays and Fridays; the “Brown Bag” Lunch Group meets Tuesdays and Thursdays for fellowship and craft project activities; and potluck suppers and social events occur on some Saturdays. Both the Nutrition and Brown Bag Group invite speakers and coordinate outside activities. Van service is available.

The Town of Ogden provides the budget for the Center and its connected 501©(3) SAHARO operates separately, with a Board and Liaisons. Grants have been obtained for

renovations and updates to the Center; there are ongoing needs, a list of which is maintained by the Board Chair. Limited parking for the Center fronts off Union Street (NY Route 259) and exits (only) into the Spencerport Village Plaza parking lot. Seniors find the accessible services and stores in the plaza handy.



Because of its Village-centric environment, the Central Business District buildings that line both sides of Union Street (NY Route 259 that equals Main Street) offer apartments above an array of interesting restaurants, stores and offices.

Significant is Spencerport Village Plaza, privately owned, and since 2010, featuring Tops Friendly Markets and its accompanying gas kiosk/station, with anchors M&T Bank and Rite Aid Pharmacy, plus various restaurants, retail shops and services.

Pleasantly tree lined, in any season, the extended business area welcomes everyone, to dine, meander or shop. Benches and tables offer places to converse, linger and sit, with bicycle racks nearby; expansion of these into planned clusters would be beneficial. Visible from Union Street, behind a park bench and daylily garden, is a convenient United States Post Office on Amity Street.

Spencer's Landing, Erie Canal, looking east





**Annual SPENCERPORT Canal Days Festival, last weekend in July:
Art, Entertainment, Food & Fun for all in a community setting**

The Village of Spencerport Planning Board (VOS PB) functions as the Architectural Review Board (ARB), overseeing the Architectural Review District (ARD), by endeavoring to follow an attractive Erie Canal Town theme based on historic colors and materials, and signage and styles. To accomplish this consistently, VOS PB/ARB members are required to attend networking, training and workshop sessions.

It is possible to live, recreate, shop, work and worship in the Village of Spencerport without owning or using personal or public transportation.



(Steeple in Autumn)

In the center of the Village on the west side of Union Street is a Park & Ride parking lot point. This enables people to use public transport: Regional Transit Corporation buses to travel “downtown” east to the City of Rochester, or westward to the Village of Brockport with its SUNY campus. No facilities for housing public buses exist in the Village of Spencerport.

Village of Spencerport Office

Located at 27 West Avenue, Village of Spencerport, New York, USA



The Village of Spencerport Office building is convenient for on-site services. The Mayor and Staff, Village and Deputy Clerks, Village Code Enforcement Officer, Village Treasurer, Administrative Assistant and Receptionist/Secretary to the Mayor are available weekdays to

address inquiries and handle payment of Spencerport Municipal Electric invoices. Notary Public services are offered also. The lobby entrance is stocked with community information; for example, American Legion Ferris-Goodridge Post 380, Spencerport Area Chamber of Commerce, FEMA and Spencerport Fire District brochures.

In addition, the lobby is green-friendly: it provides appropriate disposal of regular CFLs and larger fluorescents as a community service. As a community communicator, Village of Spencerport activities and events are highlighted on a dvd/tv screen.

The Village Board, Architectural Review/Planning Board, Zoning Board of Appeals meetings and workshops are held in the evenings and as needed, public hearings are held. Legal Notices and specifics are published in the local *Suburban News*.

Other Village of Spencerport building/facilities are located at the DPW/SME complex at 500 West Avenue and 6 Big Ridge Road.

Reccomendations

Notably, the Village of Spencerport has several Steps to Walkability already in place. The vision is to strengthen its walkability by a collective blend of the following:

Ten Steps for a Walkable Community

1. A compact, lively city, town or village center.
Buildings at the street; short block lengths; merchants taking pride in appearance, catering to local products; attractive housing in/near downtown
2. Linkages include connected walkways, trails and roadways.
Well-maintained, wide, ADA-compliant sidewalks, buffered by plantings, with clustered resting places and visible bicycle racks. Are there bicycle lanes?
3. Key downtown and neighborhood streets are low speed.
20-25 mph common; motorists tend to behave in village centers and school zones.
On-street parking supports traffic calming.
4. Neighborhood parks and schools.
Can children/students bicycle and walk? Is school busing minimal? Where is the library?
Location of civic offices?
5. Children, teens, adults, seniors and those with disabilities share public places.
Universal design = accessible drinking fountains, litter bins, restrooms and seating.
6. Street crossings are convenient, easy and safe.
Pedestrians should not have to travel more than 150 feet to reach a marked crossing; at intersections, the wait to begin crossing should not be more than 30 seconds.
7. Well-utilized public space, enhanced by green streets with a heritage of trees to provide cover and shade seasonally, featuring indigenous, natural vegetation and other pleasant open space.

8. Land use and transportation are under control.

Mixed densities, mixed income, mixed use. Appealing buildings, affordable homes. Public transit and choices for travel; most people living within a ½-mile walk of most products and services. Consider Aging-in-Place and Sense-of-Place.

Think small, not sprawl = Plan maximum parking, not minimum. Does square footage fit retail?

9. Public space is celebrated.

Streets and plazas/shops, and parks and waterfronts, are festive, fun, comfortable, convenient and welcoming. Concerts, seasonal events and parades are planned.

Public space is respected and tidy.

10. LOTS of people walking.

People can linger and mingle; loitering is not allowed. Pet-friendly, but pets contained.

For these RECOMMENDATIONS, budget funds are limited, requiring shared resources: federal, state, county and not-for-profit and private foundation funds/grants related to the HEALTHY COMMUNITY/HEALTHY NEIGHBORHOODS – WALKABILITY purpose and theme.

LEED – Leadership in Energy & Environmental Design

Leadership in Energy & Environmental Design (LEED) is a Green Building Rating System, a third-party certification program that follows accountable guidelines and documented principles – to design, construct and operate green structures and systems according to high-performance standards that benefit the environment.

LEED addresses all building types and emphasizes state-of-the-art strategies in five areas: Sustainable site development, energy efficiency, indoor environmental quality, materials and resources selection, and water savings.

Although it is not a requirement for development in the Village of Spencerport, and therefore not in the Village of Spencerport Code Book, nor a law of the Village of Spencerport, it is suggested that the Village of Spencerport Boards, particularly those who review site plans and subdivisions, be familiar with key elements, guidelines and principles of LEED.

It is becoming more common to see LEED-certified projects presented to, and approved by, Boards in larger cities, and those projects built; (just as) it is becoming more common for LEED-certified architects, designers and planners to be involved with projects following basic LEED criteria. From this trend, LEED certification will become the norm – commonplace and preferred/required, not an alternative or choice.

Locally, a notable example of an awarding-winning LEED-certified project is the B. Thomas Golisano Library on the Roberts Wesleyan College campus in nearby North Chili (south off Union Street, NY Route 259). This building includes geothermal heating, pressed sunflower-stalk cupboards, etc.

Another is the Unity Health Building on Land-Re Way, situated east from Union Street, NY Route 259, and north from Big Ridge Road. This project design followed LEED principles with the use of energy-efficient LED lighting and natural landscaping that needs minimal maintenance.

Democrat and Chronicle, Rochester, New York, “Real Estate & Rental Section,” Saturday February 13, 2010, front page/Page 1:

“New-home trends: The *Better Homes and Gardens*’ Next Home Survey offered some trends in new-home building and home improvement projects in 2010.

Here’s what people said: 87 percent of respondents said a greener, more energy-efficient home is a priority, while 75 percent said the economy has impacted their home improvement plans.

That theme was clear, with 52 percent saying now is the time to spend on needed repairs and maintenance, rather than major home improvement projects. Outdoor space and home offices also ranked high. – Wire services”

Recommendation

Village of Spencerport (VOS) Boards act as lead agencies for projects. Generally, the VOS Planning Board functions as the lead agency for review of site plans and sub-divisions presented by developers.

Board members should check actual plans for LEED-certification, or, if LEED-certification is not evident, applicants should be asked about it. This includes representatives of the applicants, including architects, contractors, engineers and those who appear at regular meetings and public hearings.

Therefore, it is recommended that VOS Planning Board members become increasingly knowledgeable about Leadership in Energy & Environmental Design (LEED) – green building/practices. Further education through training is encouraged.

Smart Growth and Land Use Plan

Smart Growth

Smart Growth principles are essential to well-planned communities.

Smart Growth uses land efficiently, conserves natural features, clusters businesses, discourages sprawl, encourages transportation options, focuses quality design on character, function, preservation, and tradition, as well as healthy neighborhoods and “sense of place.”

Conversely, there is a definite connection between sprawling communities and spiraling infrastructure costs. Acres of green space, both farmlands and forests, were consumed as commercial and residential development spread into and beyond the suburbs. That led to new and expanded roads, and extension of sewage systems, sidewalks and water lines. Initial expenses, and continued maintenance, require taxpayer money, up front and ongoing.

In summer 2010, the New York State Legislature passed a new law related to Smart Growth: the Smart Growth Public Infrastructure Policy Act. Simply, the law requires several agencies to develop advisory committees to review major infrastructure project proposals.

These committees are responsible to review proposals for consistency with Smart Growth criteria:

- Does the project use, maintain or enhance existing infrastructure?
- Is the project occurring in an already developed area? Is it at least proposed for an area selected by the community for development in a Comprehensive Plan?
- Does it protect agricultural land, natural resources and areas of archeological or historic significance?
 - Does it encourage mixed-use land uses and compact development; downtown revitalization; brown field redevelopment; affordable, diverse housing near places of employment, commerce and recreation; age- and economically integrated groups?
 - Does it improve access to, and quality of, public transport? Will it help reduce dependence on cars?
 - Does it encourage community involvement in planning? What about intergovernmental cooperation?
 - Does it reduce greenhouse gas emissions? Is it LEED-certified?

Smart Growth is Smart Business

Creates community quality of life and loyalty

People choose to live in attractive, interesting, trendy places

Smart Growth Protects the Environment

Livable communities use wise, targeted transportation investments to manage vehicle travel/traffic (Mobility Choices)

Transit-oriented villages provide ready access to work, school, medical care, neighbors, shopping, recreation and worship

In conclusion, Smart Growth helps community decision makers make recommendations for successful Planning and Zoning, Development and Re-development.

LEED – Leadership in Energy & Environmental Design

(detailed in separate Section)

Leadership in Energy & Environmental Design (LEED) is a Green Building Rating System that follows accountable guidelines and documented principles to design, construct and operate green structures and systems according to high-performance standards that benefit the environment.

LEED addresses all building types and emphasizes state-of-the-art strategies in five areas: Sustainable site development, energy efficiency, indoor environmental quality, materials and resources selection and water savings.

Land Use Design

For this Village of Spencerport Comprehensive Plan, overall, Land-Use Design is a kind of blueprint for the future.

The Village of Spencerport Code Book and Development Regulations guide development, that being Site Plans and Sub-divisions, which is the usual domain of the Village of Spencerport Planning Board.

SITE PLANS

- a) Concerned with how a particular parcel is developed
- b) Shows the arrangement, design and layout of proposed use

Site Plan Review

General City Law §27-a
Town Law §274-a
Village law §7-725-a

Site Plan Review Elements

- Adjacent Uses
- Architectural Features
- Health, Safety and Welfare
- Location/Dimensions of Buildings, existing and proposed
- Landscaping and Screening
- Parking, Signs and Access (ingress and egress)
- Proposed Contours and Grades
- Sewage and Stormwater Drainage, including runoff
- Utilities

SUB-DIVISIONS

- a) Process controls the manner by which land is divided into smaller units usually individual building lots
- b) Sub-division regulations should ensure that when development occurs—lots, open space, streets and infrastructure are adequately designed *and* meet municipal land-use objectives
- c) May be classified minor or major per local regulations

Sub-division Review

General City Law §32 & §33
Town Law §276 & §277
Village Law §7-728 & §7-730

Sub-division Process

1. **Informal sketch stage** identifies potential concerns or problems, prior to formal submittal of preliminary plat
2. **Preliminary plat submission**

Required Contents of Preliminary Plat (minimum for New York State statutes)

- Drainage
 - Lot layout and approximate dimensions
 - Proposed facilities unsized (with preliminary plans and profiles)
 - Road layout
 - Topography
3. **Final plat** presents sub-division layout and other elements in detail

* *Final should incorporate changes required by Planning Board as the result of preliminary plat approval*

* *Public hearings may be required*

Zoning

- a) Regulations for use of land, its density and siting of development (setbacks, etc.)
- b) Land-use technique that can be used to help implement a municipality's comprehensive plan
- c) Means to accomplish municipal goals

Examples:

- **Cluster Development** may address infrastructure issues
- **Incentive Zoning** may support economic development/progress
- **Planned Unit Development (PUD)** may allow a large project of mixed building types with offices and shopping, and open and recreational space
- **Special Use Permits** may provide needed services

Zoning Standards – relate to “area” and “use”

“Area” Variance allows some relief from dimensional requirement/s

“Use” Variance allows property to be used for activity prohibited in zoning district/s

- Non-conformance may include buildings, land and/or lots
- Density
- Height
- Location
- Use (districting and siting)

For development that does not adhere to established Village of Spencerport Codes, including those variously designated Residential (R-1, R-2, R-3), Business/Commercial (B-1, B-2) and Industrial/Manufacturing Districts, applicants can follow the Variance process to the Village of Spencerport Zoning Board of Appeals.

Reference: “Creating the Community You Want: Municipal Options for Land Use Control,” James A. Coon Local Government Technical Series, New York State Department of State (Revised 2009)

Land Use Designs and Strategies Guide

The Village of Spencerport Architectural Review/Planning Board receives the *Planning News* publication that provides information on activities and legal decisions in New York State.

In support of the Village of Spencerport Comprehensive Plan, Village of Spencerport Boards may ask relevant questions.

These categorized SUMMARY questions can be considered and/or used as a consistent guide for review of Land-Use Projects.

General Considerations: for Developers' Concepts, Plans and Projects

- Does the Proposed Development or Re-development fit the community's demographics? Is it age-sensitive?
- Is its density appropriate? Are traffic patterns impacted?
- Are current Development Regulations and Design Guidelines being followed?
- Does it enhance the region? Does it add economic benefit? Does it create a tax and/or utility revenue stream?
- Are local labor and/or services involved? Are natural resources to be protected? What is the method of erosion control?
- Are project contacts—developer, architect, contractor and engineer—experienced and/or known to the community? Is financing in place? What is the estimated project time line?
- Is green/open space gained or lost? Will building and/or businesses devote more land to open space? How?
- Will it be green energy efficient? Will it be landscaped to impact heating and cooling? Can materials be re-used/avoid the landfill?
- Is it code compatible and compliant, without need for variances?
- Are there issues to solve by collaboration? Has all input been documented and received in a timely manner?

Planning Policies, Regulation and Funding

- Land use to increase walkability—Are there mixed-use centers with apartments above offices/stores? Is higher-density development along transit lines and stations? Does zoning support these?
- Policies to promote compact residential design—Do residential densities support neighborhood business and transit service?
- Bicycle and pedestrian planning—Is there an inventory of bicycle and pedestrian facilities (bike racks, sidewalks, trails)? Any deficiencies? Create a prioritized list of improvements.
- Transit facilities—Is there an inventory of transit routes? How many activity centers (homes, commercial, employment sites) within ½ mile of transit routes? Any development plans?
- Parks and recreation—Is there an inventory of existing parks, trails, recreational facilities and open space? Are future needs identified with a plan for acquisition/development?
- Parks and recreation facility access—Is the park system physically inter-connected by greenways, pathways, sidewalks and trails?
 - Bicycle and pedestrian access to parks—Do parks have multiple entryways (where possible) to encourage/increase the number of users?

- Corridors—Are abandoned railway lines, utility corridors and/or wildlife corridors identified for potential use that benefits the community?
- Sitting public facilities—Is there a policy for community centers, village offices, libraries to be sited where they are accessible by public transit, walkable from neighborhoods or clustered with other like public uses?

Site-design (plan) and Sub-division Review for New Developments

- Pedestrian routes—Does development review cover pedestrian circulation within the site, as well as access to the street and adjacent developments?
- Buildings streetside—Do development guidelines require residential multi-family, commercial and employment buildings be built close to the street, with parking located behind, below or to the side?
- Pedestrian-friendly building design—Do Design Guidelines require buildings have an obvious pedestrian entrance, pedestrian level windows, weather protection and pedestrian signage on the street?
- Crime Prevention Through Environmental Design (CPTED)—Are CPTED principles used in review, such as clear division of public and private space, and passive surveillance of public spaces?
- Residential design with an “eye to the street”—Do residential Design Guidelines limit garage fronts on houses and encourage set-back garage styles? Do they encourage front doors (facing the street) and front porches? Does zoning allow a mix of housing types and lot sizes, clusters of homes, accessory dwelling units (aka granny flats, in-law suites), residential over commercial uses? Are fence heights limited to increase visibility? Any zoning gaps or inconsistencies identified should be brought to the attention of the Code Review Committee.
- Bicycle parking—Does it fit? Where? Is it safely delineated?
- Automobile parking standards—What does Village code say?
- Parking lot design—Is it/are spaces sized correctly? It is attractive? Landscaped? Marked? Maintained? What about signage?

Conclusions and Recommendations

1) To be effective and efficient, Village of Spencerport (VOS) Boards should be familiar with existing, previous, evolutionary and revolutionary methods, principles, processes and regulations related to GREEN INFRASTRUCTURE, SMART GROWTH and STORMWATER RUNOFF—among other growth management tools and techniques available to meet community goals.

2) To deal with issues of community character and change, and to stay current and informed, events, experts, publications and training must be sought, attended and completed on an ongoing basis.

3) The Village of Spencerport Code Review Committee meets to address code issues as they become evident and have significant impact. The Committee recognizes that a proactive approach is advantageous and beneficial to the community.

The Code Review Committee further advises that the entire Village of Spencerport Code Book needs careful, dedicated review for accuracy, applicability, compatibility and consistency, as well as ease of use and periodic revisions. Because this task is daunting, expensive and lengthy, it recommends engaging consultants and experts, with funding potentially from grant monies/programs.

Section 8 Implementation

Objectives of the Plan

Who will use the Plan?

Comprehensive Plan

The Comprehensive Plan is the Village's vision for its future; it guides the Village Board, Planning Board and Zoning Board of Appeals when they look at and consider new developments and requests to modify various land uses.

The Comprehensive Plan is intended to guide land-use decisions. By itself, the Plan does not change zoning or assure implementation of any land-use changes.

Village Board

Village Board is the governing board for any rezoning in the Village.

The Comprehensive Plan must support the zoning change. If the Plan does not, it will be far more challenging. The Comprehensive Plan should make recommendations to allow rezoning and should also be consistent with Village Codes.

Comprehensive Plan Amendments should reflect that the character of the area, conditions and/or times have changed to such an extent as to warrant amendment. Amendments may also reflect that the original zoning land use was in error.

Planning Board

Refers to the Comprehensive Plan

- As it relates to the flood plain management program of that area.
- To provide attractive open spaces within future residential and commercial developments.
- To encourage and preserve green space.
- To enhance quality living environments and opportunities through the use of good site-planning principles.
- To comply with the State Environmental Quality Review Act (SEQRA) and General State Pollutant Discharge Elimination (SPDES) Permit requirements.

Zoning Board

New York's zoning statutes all require that zoning laws be adopted in accordance with a comprehensive plan. The Comprehensive Plan should provide the backbone for the local zoning law.

Zoning amendments must benefit the community in the present and also in the future.

Architectural Review Board

The Comprehensive Plan should illustrate the specific style and materials for signage, façade changes or anything else that would come in front of the board.

Doing so would benefit the Village and the applicant, who would know from the beginning the Board's expectations.

Having guidelines is helpful for applicants referring to the Canal Town theme. The Canal Town Theme is too vague and needs to be spelled out in order to achieve continuity throughout the Village, which is the goal.

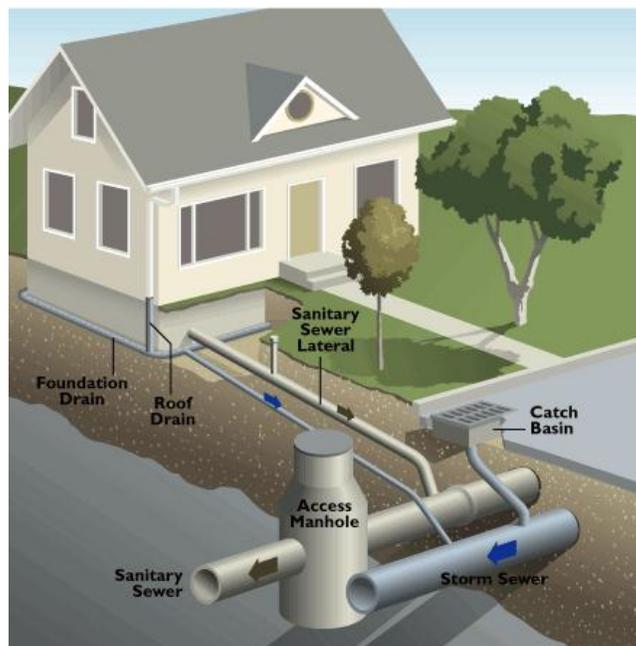
Section 9 Infrastructure

Infrastructure

Sanitary Sewer

The entire village is serviced by a sanitary sewer system. Although generally adequate, the sewer system is quite old. The county assumes responsibility for the sewage treatment plant and sewer mains along state and county roads. Maintenance of the sewer main lines on village streets are the responsibility of the village DPW. Maintenance and repair encompasses 24.3 miles of sanitary sewer, 1.1 miles of forced main and 579 sanitary sewer manholes. Laterals remain the responsibility of the homeowner. Improvements and repair of the system continue as necessary.

Spencerport will adhere to the goal of operating the sanitary sewer and its infrastructure in an efficient and business-like manner for the benefit of its residents.



Stormwater Management

Stormwater management is the planned control of surface water runoff resulting from rainfall in order to prevent flooding and pollution.

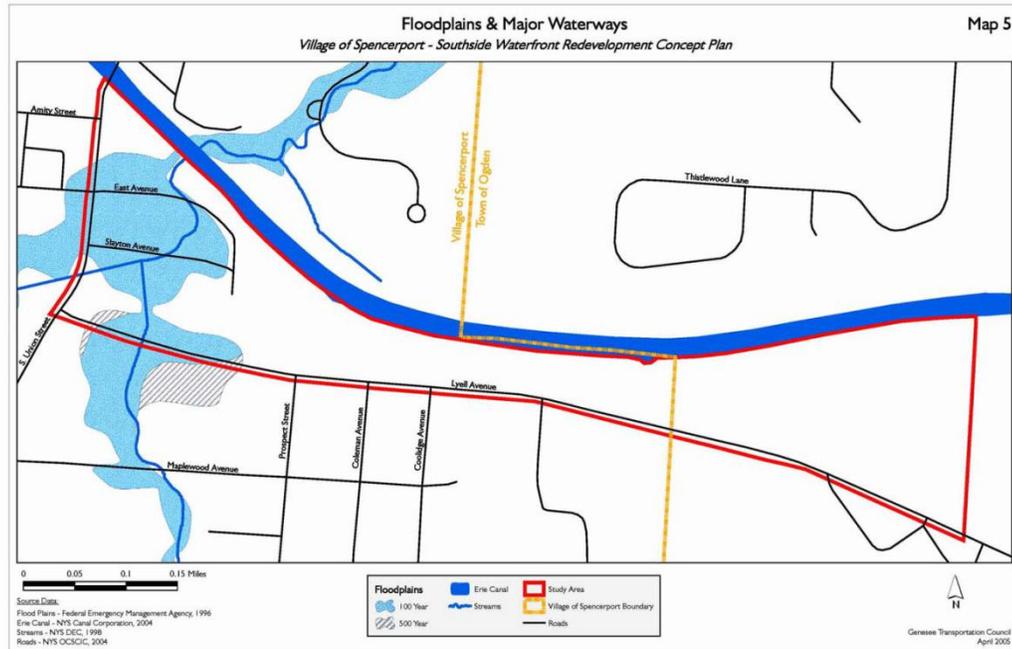
When village-owned streets are reconstructed the underground drainage system is replaced but there are other improvements that need to be made.

The privately owned plaza in the center of the business district is an area of great concern as two creeks meet and enter from the south and run north under the plaza, then under the Erie Canal. The plaza, along with other parts of the central business district, is also in the 100-year floodplain (see map). At this time the system is inadequate to handle the water flow during heavy rainfall. Necessary and cost-effective infrastructure upgrades for the Village and business owners are needed to alleviate flooding.

Many older homes have basement drainage systems that flow directly into the sanitary system. While new codes address newer homes, the cost of bringing the older homes up to

code is prohibitive to homeowners. A program to address this problem would be necessary to alleviate the problem.

The Village of Spencerport strives to reduce flooding and the impact of stormwater and adhere to the Monroe County Stormwater Coalition directives to the best of our abilities.



Central Business District within the floodplain

Roads

There are five major streets within the Village. Two of these are state highways (Route 259 and Route 31), two are county highways (Lyell Avenue and Big Ridge Road) and the fifth is Brockport Road. There are also eight collector streets and 32 minor streets within the Village. The Village owns and maintains over 12 miles of local roadways. We are working to assess and address pavement conditions on an annual basis. While good progress is being made by the DPW, some deterioration exists. Lack of funds has resulted in delays in restoration of some roadways.

In order to enhance both vehicular and pedestrian traffic flow, connecting East Avenue with Lyell Avenue would provide better access to the Village Plaza, the Erie Canal and businesses within the Central Business core. This goal is addressed in the completed Southside Waterfront Redevelopment Concept Plan.

Solid Waste

Waste collection is a very important aspect of service that the village provides to its residents. Proper and timely collection and disposal of waste assures protection of the general public's health, safety and welfare. Weekly trash and recycling service, dumpster service and scheduled

bulk collections are provided by the DPW. Trash is transported to the Monroe County landfill site, recycling to the county recycling center

As the results of the 2011 residents' survey showed a high level of satisfaction with the present system, it would be a goal for the village to maintain the collection system (trucks, dumpster and carts) and continue to manage and dispose of solid waste in a safe, effective and environmentally appropriate manner.

Water

The water system is supplied and managed by the county of Monroe.

Electric

Established in 1916, Spencerport Municipal Electric supplies electric power to the village and other areas within their franchise area. The system services approximately 2,600 customers with operating voltage of 8320Y\4800 voltage. Rochester Gas & Electric supplies natural gas service to the area.

At this time the electric system is adequate and meets the needs of the residents. There is potential expansion of the system if open farmland within the franchise is developed.

The electric substation is located in the business district, alongside the main entrance of the plaza. While not a priority, finding a new location for the substation would be a laudable goal. At this time the cost is exorbitant.

Converting the current street lighting to energy-efficient LED lamps and installing additional intersection lighting are currently being considered as projects as time and money become available.



The Village's electric substation located in the Village Plaza between Northrup Creek and East Avenue. Village plaza in the background.

- Natural Gas is provided by Rochester Gas & Electric.
- Wireless telecommunications systems provided by Nextel, Verizon and Sprint.
- Cable service provided by Time Warner.
- Telephone services provided by Frontier Communications.

Bridges

There are two bridges within the central business district. The abandoned CSX bridge is located just north of the intersection of Lyell Avenue and South Union Street. This bridge crosses South Union Street and has a height restriction of 11' 7." This bridge causes issues for truck traffic due to its low clearance. The abandoned property itself has great potential for a trail through the village and beyond.



CSX Bridge entering business district from the south

The second bridge is the South Union Street lift bridge that crosses the Erie Canal. This bridge is an important historical and community feature within the Village. It is one of the last lift bridges along the canal and was built in 1912.



Spencerport Lift Bridge

Just outside of the central business but well within walking distance is the Martha Street Bridge. A future trail along the South Side could close the loop from the lift bridge and the canal path back to the business district. A South Side trail could eventually reach the canal side village property presently used by the DPW, some of which is a former landfill. A study is underway considering the feasibility of a park or marina on that property.



Martha Street Bridge

Recommendations

Sanitary Sewers

Continue repair and replacement of an aging system as practicable.

Stormwater Sewers

Upgrade Infrastructure to address flooding and inadequate stormwater issues in the Village plaza.

Address homeowner stormwater entering the sanitary system.

Continue working with the Monroe County Stormwater Coalition.

Roads

Continue with the road maintenance program as funds allow.

Address new road construction to enhance automobile traffic flow and pedestrian access to the Village center per completed studies.

Refuse

Encourage more recycling and continue to manage and dispose of solid waste in a safe, effective and environmentally appropriate manner.

Spencerport Municipal Electric

Study LED street lights and more intersection lighting.

Consider relocating the substation from the center of the village.

Bridges

Address abandoned CSX bridge issues.

Appendices

VILLAGE of SPENCERPORT
MONROE COUNTY, NEW YORK

COMPREHENSIVE PLAN

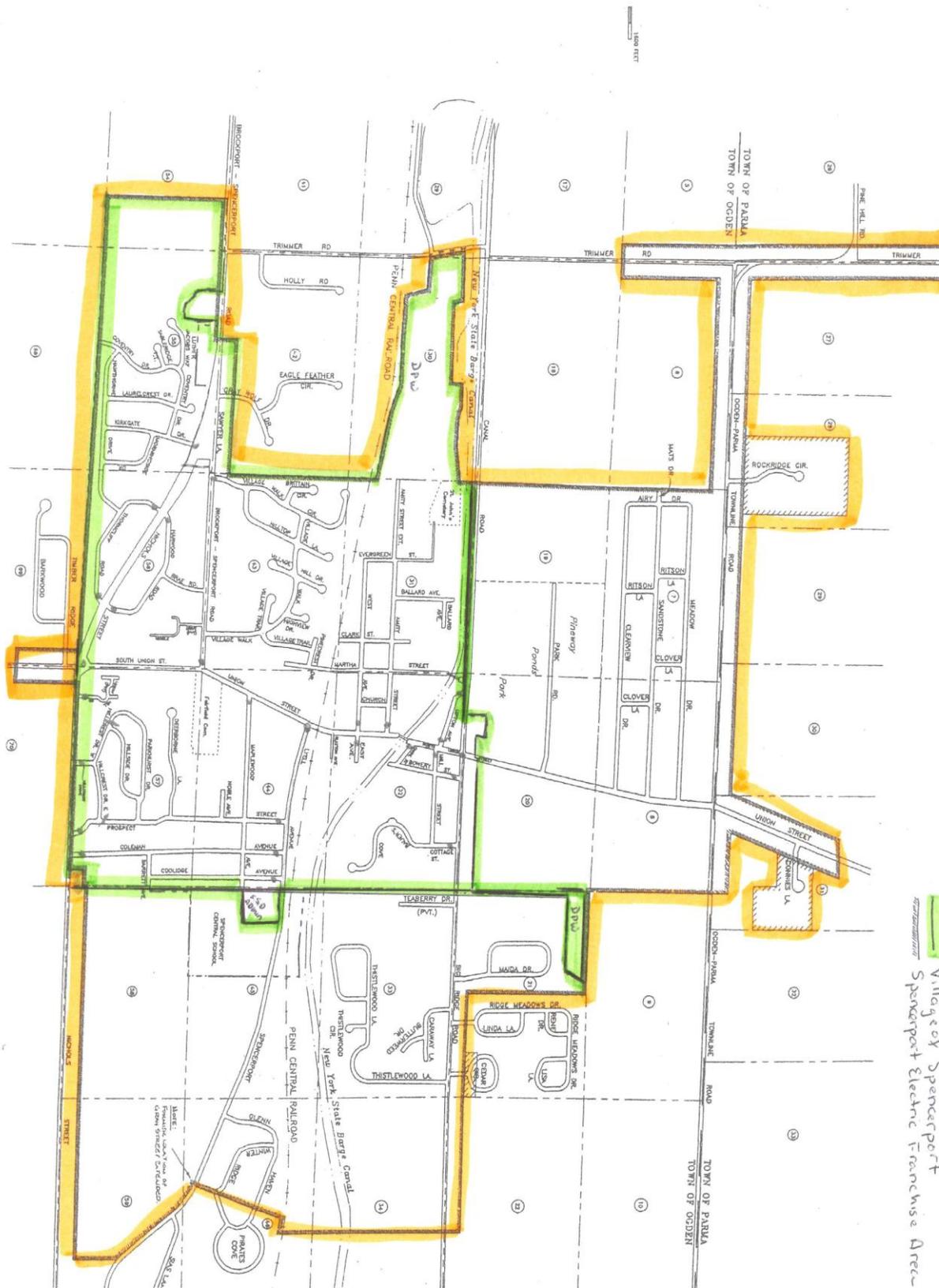
FIGURES and MAPS

- Figure 1** VILLAGE OF SPENCERPORT w Electric Franchise MAP
- Figure 2** REGIONAL LOCATION MAP Section 1
- Figure 3** WASTE DISPOSAL and WETLANDS MAP
(Department of Public Works and Spencerport Municipal Electric
Facilities Area / 500 West Avenue)
- Figure 4** LAND-USE STUDY—SUB-AREAS MAP
- Figure 5** COMMUNITY FACILITIES and RECREATION MAP
Erie Canal-side Gazebo / Parks / Pavilion / Spencerport Central Schools
- Figure 6** WATER DISTRIBUTION LINES and SANITARY MAINS
- Figure 7** DRAINAGE MANAGEMENT MAP
- Figure 8** FLOOD PLAINS and WATERWAYS MAP Section 9
- Figure 9** 2010 PAVEMENT CONDITION INDEX Section 9
- Figure 10** SPENCERPORT SCHOOL DISTRICT MAP Section 9

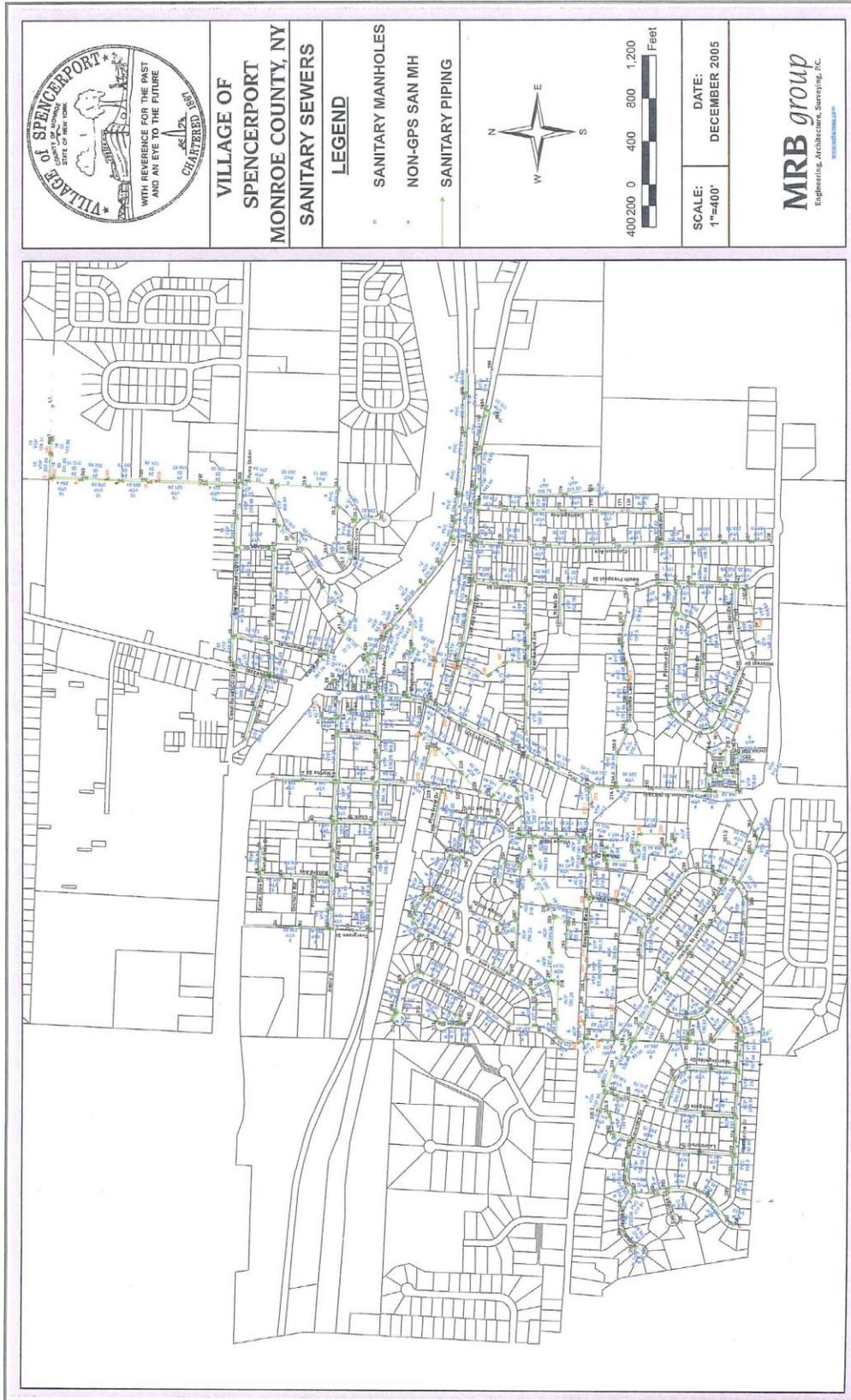
APPENDICES

- A Figures and Maps, various
 - i. Current Zoning Map
 - ii. Zoning Map with Overlay
- B Listing of Resources— Carol Nellis-Ewell
Village of Spencerport: Reports, Studies & Surveys
REFERENCES/RESOURCES —On-line Web Sites
- C Comprehensive Plan Survey: Results
(Complete Copy in Village of Spencerport Office)
- D Design Guidelines— Roger Brown
Rochester Regional Community Design Center

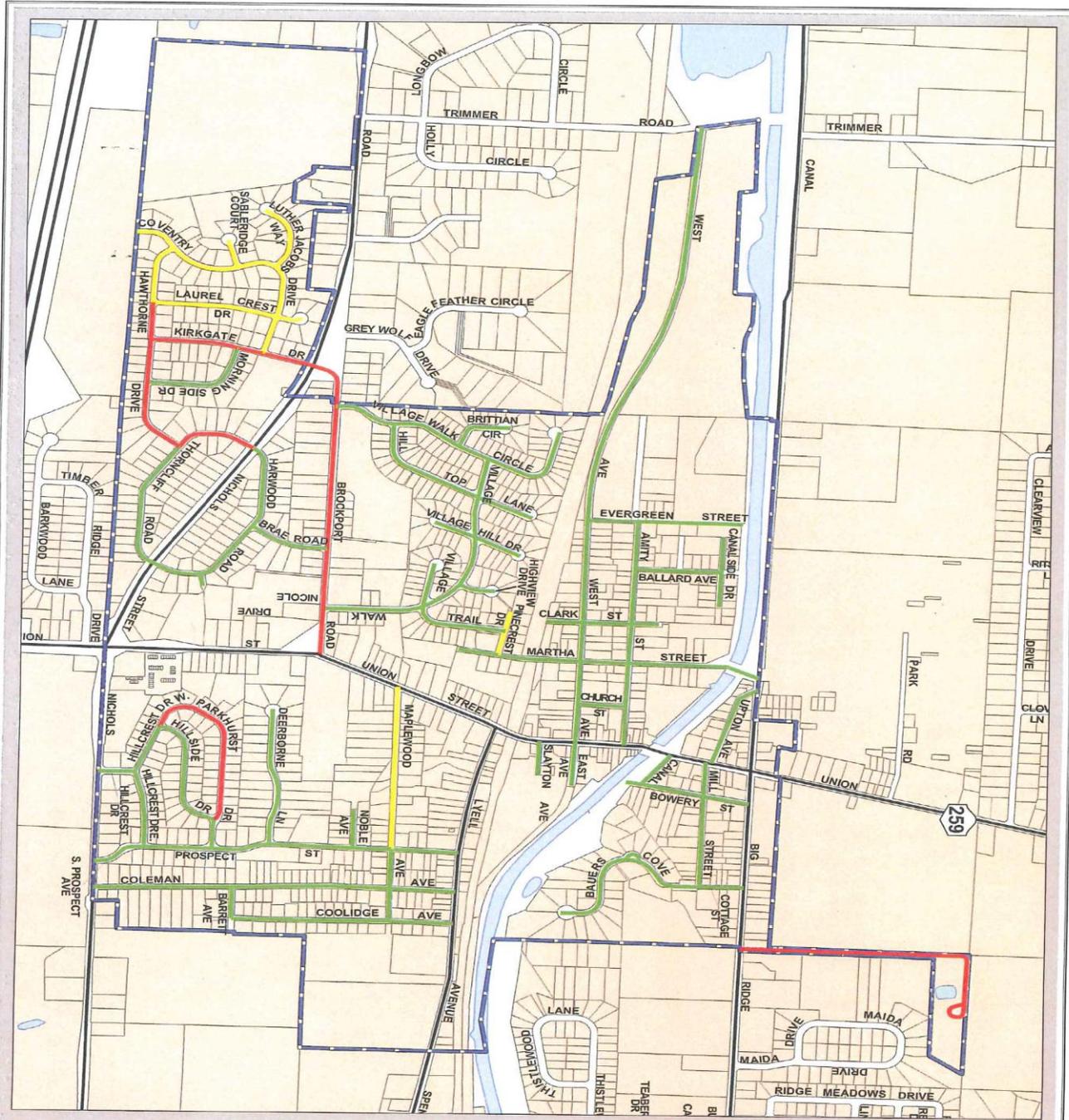
Village of Spencerport Map



Water Distribution Lines and Sanitary Mains



2010 Pavement Condition Index



2010
PAVEMENT CONDITION INDEX
CURRENT VALUES

- PCI = 0 to 55 (Below Critical)
- PCI = 56 to 70 (At Critical)
- PCI = 71 to 100 (Above Critical)
- County / State Roads
- Village Boundary
- Parcels
- Water



1"=400'
DEC 2010

MRBH 139067

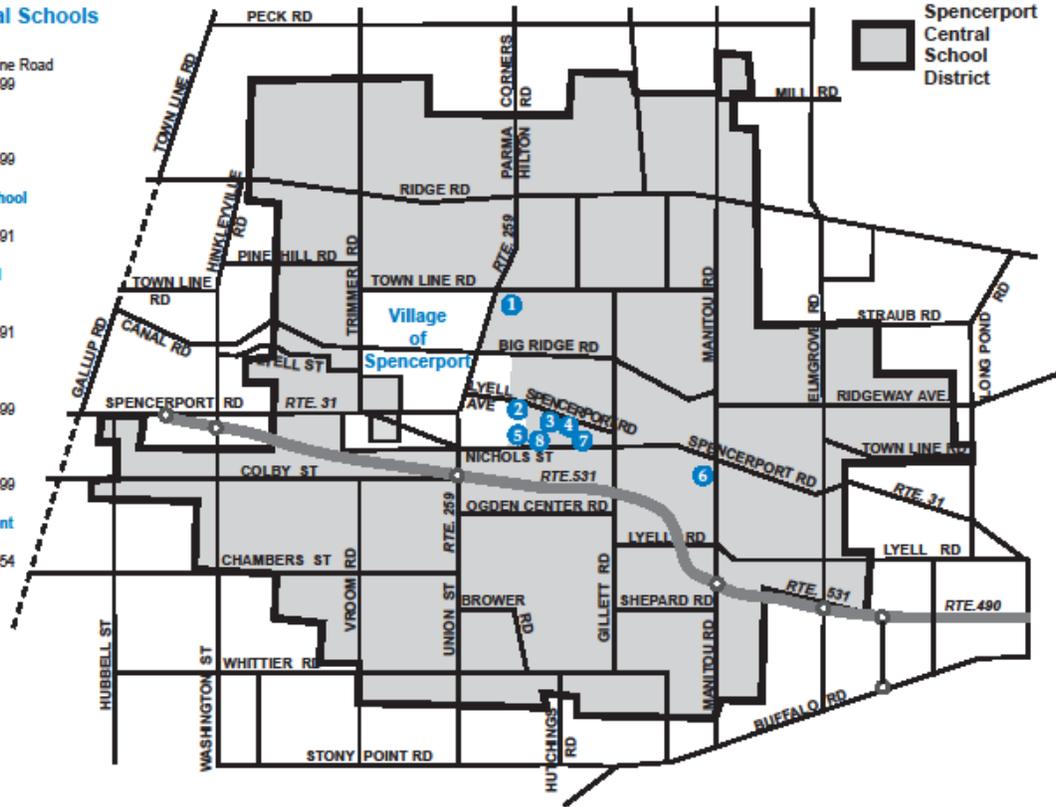
MRB group
Engineering, Architecture, Surveying, P.C.
www.mrbgroup.com

Spencerport Central School District Map

Spencerport Central Schools

1. Terry A. Taylor School
399 Ogden Parma Town Line Road
Spencerport, NY 14559-1699
2. Administration Building
71 Lyell Avenue *
Spencerport, NY 14559-1899
3. Ada Cosgrove Middle School
2749 Spencerport Road *
Spencerport, NY 14559-1991
4. Spencerport High School
E.J. Wilson Building
2707 Spencerport Road *
Spencerport, NY 14559-1991
5. Leo Bemabi School
One Bemabi Road
Spencerport, NY 14559-1899
6. William C. Munn School
2333 Manitou Road
Spencerport, NY 14559-2099
7. Transportation Department
2678 Nichols Street
Spencerport, NY 14559-1954
8. Canal View School
One Ranger Road
Spencerport, NY 14559

* Lyell Avenue becomes
Spencerport Road at
the village line



Spencerport Central School District

**Appendix A Inventory List of Resources:
Village of Spencerport (VOS) Comprehensive Plan 2010/11**

Title	Date	Status	Type	Prepared By	Subject
Village of Spencerport Facilities Topographical Study	2011	Completed	Study/Map	Schultz Associates	Focus on 500 West Ave DPW/SME area
Village of Spencerport Wetlands Delineation Assessment	2011	Completed	Map/Report	Gene Pellett, Spencerport	Report: Hydrology, Animal & Plants, Soil Types
Village of Spencerport Architectural Review Board (ARB) Guidelines	2010	Completed	Guide/Reference	Mayor Joyce Lobene	“Canal Town” theme; Examples of lighting, paint, signage, ect.
Stromwater Design Management Manual (DPW Superintendent & Administrative Assistant copies)	August 2010	Completed	Reference/Manual	NYS DEC	Storm water management planning/practices (SMPs); Design standards incorporates Green Infrastructure (GI); protects NYS waters from adverse impacts of urban runoff
Village of Spencerport Design Guidelines	2010/11	Reviewed: Final Pending	Guide/Reference	Roger Brown, Rochester Regional Community Design Center (RRCDC)	Elaboration of “Canal Town” theme; companion to Village of Spencerport Comprehensive Plan

Spencerport Revitalization: A Study Toward a Financially Realistic Master Plan	2009	Completed	Vision/ Plan	Richard LaCroix, Barkstrom & LaCroix Architects	Visionary Plan with Recommendations for Central Business District (CBD) Village Plaza-centric
Southside Waterfront Redevelopment Concept Plan www.vil.spencerport.ny.us	2009	Completed	Concept/ Plan	SRF & Associates	“Canal Town” character cont’d. App
Eastern Village Corridor Concept Study, Reshaping the Central Business Area www.vil.spencerport.ny.us	September 2009	Completed	Study	SRF & Associates Ingalls Planning& Design Steinmetz Planning Group	Study of Central Business Area (CBD); Assessment with Recommendations/ Funding
Village of Spencerport Green Initiatives/ Sustainability Plan www.vil.spencerport.ny.us	June 2009	Completed	Goals and Guidelines	Trustee Carol Nellis- Ewell; SME supt. Owen McIntee	Introduction to Green Methods and Techniques; Village Dept. goals
2008 Tree Risk Survey Report	June 2008	Completed	Survey/ Report	Urban Forestry LLC	Analysis of Street Trees by Condition , Location and Type
Village of Spencerport Development Regulations	April 2008	Completed	Regulations	MRB Group	Rules and Regulations for Land Development and Public Works construction; Criteria, guidelines and standards
Statistical Analyses of Parking and Land Use	April 2008	Completed	Analyses/ Report	Monroe County Planning & Development Department, Planning	Accurate planning data to determine parking rations for various land use

					Division	
CSX Union Street Bridge/ Route 259 Document	2008	Completed	Document	Schultz Associates	Safety/Structural comments	
CSX Union Street Bridge/ Route 259 Testing Analysis	2011	Completed	Report	Paradigm Environmental Services, Rochester	Findings on Lead content	
Village of Spencerport Competitive Matrix for GAP Analysis (Village, Town and Chamber copies)	2007	Completed	Matrix/MS Excel CD & Hard Copy	RIT Student Group	Village Plaza GAP Analysis: Strengths & Weaknesses Economic Development	
Town of Ogden Open Space Plan www.ogdenny.com	June 2006	Completed	Plan/ Report	Behan Planning Associates	Community vision for town-wide open space/resource protection; Identifies resources; Actions and Recommendations	
Inventory of Existing and Planned Conditions: Southside Waterfront Redevelopment concept Plan	May 2005	Completed	Plan/ Summary	Genesee Transportation Council	Summary: Findings and Recommendations of existing Plans and Reports	
Village of Spencerport Comprehensive Plan	2002	Revised 2010/11	Plan	VOS Comprehensive Plan Committee	Overview; “Canal Town” theme; Community Survey results; Demographics, Maps and Stats; Recommendations	

Town of Ogden Comprehensive Plan www.ogdenny.com	May 2003	Under Review Feb 2011 Town of Ogden	Plan	Clark, Patterson & Lee	Community vision and implementation strategies: Inventory of current conditions; Relationship to Village of Spencerport Tools to enhance “Main Streets”; Identifies Village of Spencerport assets and needs; focus on South Union Street
Main Street Transportation Tools	2003	Completed	Study	Genesee/Finger Lakes Regional Planning Council	Outlines drainage and storm water retention issued within Central Business District; Recommendations/ Funding for each
Engineer’s Report: West Branch of Northrup Creek DRAINAGE	2002	Completed	Report	MRB Group	Identified distinct resources and opportunities influencing design and plan for Erie Canal amenities; Discusses Funding; 3 of 4 Recommendations implemented-4. Southside/Addresses 4 th /Final Phase
Village of Spencerport Canal (Master Plan)	1996	Completed	Plan	Environmental Design & Research (EDR)	

Village of Spencerport Parking and Traffic Flow Study	1996	Completed	Study	Village of Spencerport Parking Study Committee	Profile of all parking lots within Central Business District (CBD); Number parking Spaces; Analysis of Supply and demand; Recommendation for parking/traffic flow
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- *Village of Spencerport documents retained in Village Office
- *Tree Risk Survey/ Report in DPW/SME Office
- *1&2 companions to Waterfront Advisory Board for potential VOS Erie Canal-Side Nature Preserve

02/15/2011: ccn-e
03/08/2011: rev1
04/07/2011: rev2

Appendix B: Online References and Resources

www.energystar.gov

www.ieepny.com

<http://www.ogdenny.com/Community/Organizations/Clubs/>

<http://www3.libraryweb.org/home2.aspx>

www.meua.org

www.nyserda.org

<http://www.ogdenny.com/TownGovernment/Departments/Library>

<http://www.ogdenny.com/TownGovernment/Departments/Police/>

<http://www.ogdenny.com/Community/Seniors/>

<http://www.ogdenny.com/>

<http://www.rrcdc.org/>

<http://www.spencerportschools.org>

<http://vil.spencerport.ny.us/Depot-and-Canal-Museum.html>

<http://www.spencerportfire.org>

<http://www.vil.spencerport.ny.us/index.html>

<http://www.spencerportambulance.org/>

www.monroecounty.gov/eh-stormwater.php

<http://www.census.gov/>

Energy Star website

Independent Energy Efficiency Program, New York

Local organizations and clubs

Monroe County Library System,

Municipal Electric Utilities Association of NYS

New York State Energy Research & Development Authority

Ogden Farmers Library

Ogden Police Department

Ogden Senior Center

Ogden, Town of

Rochester Regional Community Design Center (RRCDC)

Spencerport Central School District

Spencerport Depot and Canal Museum

Spencerport Fire Department

Spencerport Village website

Spencerport Volunteer Ambulance

Storm water Coalition of Monroe County

United States Census Bureau