

Village of Spencerport Comprehensive Plan



Some men give up their designs when they have almost reached the goal; while others, on the contrary, obtain a victory by exerting at the last moment, more vigorous attempts than before.

POLYBIUS

Completed: September 1966

Revised: November 1991

Revised: August 2002

FORWARD

This report presents a summary of work done in the revision of a Master Development Plan for the Village of Spencerport. The Original Master Development Plan was based upon a series of 19 Reports issued in 1964-1966.

The 1991 Comprehensive Plan revision was completed by volunteer Village residents, with much assistance from the Monroe County Planning Council. Updated statistics and data were received from various governmental agencies in Monroe County.

The 1999 – 2002 revision was completed by the Village of Spencerport Planning Board; Chairman Robert Garlick, Carol Nellis – Ewell, Denny Marra, Thomas Fairbrother, Joseph Slominski; assisted by Mayor Theodore Walker, and Donna Stassen, Margaret Gioia Planning Board Secretaries.

INTRODUCTION	1
COMPREHENSIVE PLAN.....	1
LEGISLATIVE PROGRAM.....	2
Zoning	2
Planning Control.....	2
Canal Town Theme.....	2
CONTINUED PLANNING.....	3
OVERVIEW.....	4
REGIONAL INFLUENCES.....	6
POPULATION.....	8
Growth.....	8
Estimates.....	9
LAND USAGE.....	10
Physical Conditions.....	10
Environmental Assessment.....	12
Land Use Plan.....	13
Existing Development.....	13
ECONOMIC BASE.....	15
TRANSPORTATION	17
Highway Policies.....	19
Pedestrian Policies.....	19
Bikeway Policies.....	19
Existing Development.....	20
Parking.....	21
COMMUNITY FACILITIES.....	22
Education.....	22
Municipal Facilities/Post Office.....	23
Public Utilities/Private Utilities.....	24
Recreation.....	25
FINANCIAL PROGRAM.....	26
Revenues.....	26
Expenditures.....	26
Indebtedness.....	26
Capital Budget.....	28

LIST OF ILLUSTRATIONS

Figure

- 1. Monroe County Structure.....
- 2. Local Natural Feature.....
- 3. Regional Trade Centers.....
- 4. Regional Transportation Corridor.....

LIST OF TABLES

Table

- I Population Trends, Spencerport and the Rochester Standard Metropolitan Statistical Area.....
- II Population – Estimates.....
- III Existing Land Use Distribution in acres, Village of Spencerport, New York, 2001.....
- IV Spencerport Central School District, Student Enrollment 1997 – 2003 School Year.....

APPENDIX

- Appendix A Land Use Map
- Appendix B Parking and Traffic Flow Report
- Appendix C Canal Master Plan

INTRODUCTION

The Comprehensive Plan formerly the Master Plan for the Village of Spencerport, was not prepared solely by the Comprehensive Plan Committee. Throughout its preparation, it has been studied not only by the Comprehensive Plan Committee, but also by Village officials, notables, and interested individuals and groups, including the Monroe County Department of Planning. The conclusions therefore reflect local attitudes and policies and were made with the objective of promoting the general welfare of the citizenry of the Village of Spencerport.

COMPREHENSIVE PLAN

The Comprehensive Plan for Spencerport is designed to further the achievement of the following community goals:

1. To retain the residential character of the community while helping to provide for housing needs of the expected population growth of the Town of Ogden.
2. To strengthen the economic and fiscal health of the Village.
3. To provide the public services and facilities that efficiently and economically meet current and anticipated needs of the citizens and public.
4. To support recreation facilities, open space and community services for a growing population.
5. To encourage a sense of identity and pride in the Village.
6. To require high standards of quality and appearance for existing and future development, both public and private.
7. To encourage and promote broad citizen participation in aspects of community life.

Development within the Town of Ogden has significant impact on the Village of Spencerport. The Village and Town Comprehensive Plans should therefore reflect each other's concerns. The Village is particularly sensitive to Town development that will remove focus from the Village as retail center of the community, and therefore needs to support the development of business within the three commercial districts

The purpose of the Comprehensive Plan is to formulate goals for the future physical development of the community, to provide a healthful and pleasant living environment, and to offer proposals designed to attain these goals. The Comprehensive Plan serves as a guide to the future development of land-uses, the transportation pattern and community facilities. It is directed toward economical means of attaining community goals, solving existing problems, and ensuring the best use of the Village's resources.

The complete planning process is based on the proposals contained in this report. Continued research, analysis and study will be required to keep the plan up to date. Future amendments should be made only on the basis of thorough consideration, including professional advice.

LEGISLATIVE PROGRAM

To carry out the objectives of the Comprehensive Plan, three important matters require legislative action by the Village.

They include:

- Zoning control
- Planning control
- Maintenance of Canal Town Theme

ZONING

The Zoning Board of Appeals has important duties. Its functions, both administrative and judicial, are defined and limited by State- enabling legislation and by provisions of local zoning adopted under such legislation.

PLANNING CONTROL

The art of good planning lies not so much with the techniques employed, as with the purposes for which plans are carried out. The charge and responsibility of the Planning Board is to provide guidance and ensure that public interests are met throughout the planning and development process.

“CANAL TOWN THEME”

It is a goal of this Plan to assure that certain areas within the Village maintain the Canal Town theme. The Village Board established the Architectural Review Board to prevent the negative effects of exterior appearance of buildings, to promote the health safety and general welfare of the community, conserve the value of buildings and encourage the most appropriate use of land within the Village of Spencerport. The Architectural Review Districts include B – Districts; Commercial, and C – District: Industrial.

CONTINUED PLANNING

The completion of a Comprehensive Plan is the beginning of effective municipal planning. An ongoing planning program is essential to the realization of the Comprehensive Plan. The Village of Spencerport Planning Board has progressed from development and analysis of concepts, to implementation of planning proposals and recommendations for standards.

The Planning Board is the official body of the Village that clearly understands the significance of the Comprehensive Plan. Since the Planning Board oversees the preparation and periodic revision the plan, it is obliged to use the plan to support good planning decisions and to keep the plan in the forefront of Village Board activities.

After the Village Board has adopted the Comprehensive Plan, and approves revisions, the Village Board, Zoning Board and Planning Board have a document which may be used as a guide when acting upon matters including:

- Enacting and revising policy
- Changes to local laws
- Zoning Board of Appeals review of applications
- Planning Board review of site plan and subdivision applications
- Architectural reviews

PERIODIC REVIEW

This plan shall be reviewed at an interval not to exceed 10 years, however The Village Board may review and revise this plan at such shorter interval(s) as planning considerations make appropriate.

OVERVIEW

1. Development is limited based on minimum land available. Most of the suitable open land within the village has been developed. Future planning should focus on improving the quality of residential and business opportunities within the Village of Spencerport.

The Village may expand its boundaries by obtaining land from another municipality, through Annexation

The Village of Spencerport possesses a limited amount of growth potential due to the current capacity of the sanitary sewer and electric distribution system. Since Village must retain sufficient reserve capacity to assure service for all remaining undeveloped lots within the existing boundary, Annexation should only be considered if:

It is in the best interests of and financially advantageous to the Village.

It provides an opportunity for expansion of recreational facilities.

The utility demands of the development within the proposed annexed area do not prevent the Village from providing service to the remaining undeveloped lots within the current utility service area.

The developer of the annexed land pays for necessary modifications to the Village utilities to cover the increased demand that the development would impose on those systems and on the existing street system.

2. Studies of regional population trends; show the population of Spencerport in 1980 was 3424; increased to 3606 in 1990. In the year 2000 the population, was 3559.
3. Natural physical conditions in Spencerport will not adversely effect its future development. This applies both to land slopes and soil drainage conditions.
4. Compared to similarly populated communities, Spencerport has a low percentage of developed area devoted to industrial and street use and a high percentage devoted to residential and commercial land use.
5. The present street system is designed to handle, for the foreseeable future, all traffic with origin or destination within the Village limits. Peak transient traffic causes much congestion within the Village; there is no cost – effective solution at present.

6. The Village of Spencerport is served by the Spencerport Central School District as well as the Board of Cooperative Educational Services and various private educational facilities. School age population is expected to increase from 4350 in 1998 to 4547 by the year 2003.
7. Proposals for the improvements of recreation facilities emphasize, for the most part, continued development of existing facilities, especially canal side facilities. The Village should also work in concert with the Town of Ogden for recreational development, and for extension of sidewalks and trail-ways to business locations adjacent to the Village.
8. Continuation of present trends should enable Spencerport to maintain an expanded comprehensive capital improvement program with a continuing stable tax rate.

REGIONAL INFLUENCES

Spencerport is one of the incorporated Villages that grew up along the Erie Canal. It has residential areas with the amenities and services associated with its architectural and historic heritage.

Its industrial base is small. For industrial jobs, its residents commute to regional industrial centers and to the City of Rochester.

However, its business district has a trade area extending well outside of its boundaries to include Ogden and the southern part of Parma. Its residents participate in and contribute to the cultural and economic life of a wide area.

Major community facilities for the Town of Ogden, as well as the schools serving Ogden and southern Parma (the Spencerport Central School District), are located in and adjacent to the Village. The Village is thus a community center and focal point for the surrounding area.

Regionally, Spencerport has common interests with the canal villages across New York State. The redevelopment of the Canal for public uses provides similar and significant social and economic opportunities to all the Villages along it. Many of the other Villages along the Canal are also challenged by urban sprawl.

Sprawl outward from Rochester has been both concentric (intensive development outward in all directions from the original settlement) and radial (development in corridors along major transportation routes). These patterns have resulted in an intensively developed “core area” centered on the City of Rochester and extending into a “suburban ring”. The fringe area of this growth includes Spencerport. See Figure One.

The developments induced by sprawl in the fringe area consist mainly of housing along highways and rural roads which form a fine grid of what is essentially scattered development. This grid development is also found superimposed on the radial pattern of the “suburban ring”.

With the continuing deterioration of the central core, development throughout the region is now forming regional trading centers and regional industrial centers with scattered residential development. The radial pattern of the “suburban ring” has been extended through Spencerport with the completion of Route 531. The manufacturing centers and regional trading centers are now easy to reach from Spencerport. This development gives added incentive to residential development and opportunities for the Spencerport Business District to serve an expanded area.

The regional changes pose risks and opportunities for the Village. The risks include the Village becoming only a “satellite community” through deterioration or loss of the cultural, historic, and social aspects of Village life. The opportunities include the ability to profit from the commerce of the regional economic centers and the cultural riches of Rochester. These opportunities also include the benefits of participation in the redevelopment of the canal corridor and building on the social, architectural and historic resources of the Village of Spencerport.

POPULATION

Analysis of population characteristics and trends is a requisite and vital part of the total planning picture. It is the foundation and framework for long range planning proposals. Planning is a continuing process, which deals with and depends upon people. The population size and composition determines the size of schools, playgrounds, utilities, streets and other improvement programs which can take many years to accomplish.

Growth

The increase in the population of Spencerport in the past six decades is shown in Table 1. Spencerport increased from 1340 people in 1940 to 3559 in 2000. The bulk of this increase occurred in the 1950 – 1960 decade.

To gain a proper perspective on Spencerport's growth, it is contrasted with the population of Monroe County, Rochester, and the county excluding Rochester. In the 1950 – 1960 decade, Monroe County increased 20 percent, Rochester decreased four percent, while the county excluding Rochester increased 73 percent. Spencerport shared in this gain with a 54 percent increase.

TABLE I

**POPULATION TRENDS SPENCERPORT AND THE
ROCHESTER STANDARD METROPOLITAN STATISTICAL AREA**

	Monroe County	Percent Change	Rochester	Percent Change	Monroe County Excluding Rochester	Percent Change	Spencerport	Percent Change
1940	438,230	3.4%	324,975	-1.0%	113,255	18.0%	1,340	7.3%
1950	487,632	11.3%	332,488	2.3%	155,144	37.0%	1,595	19.0%
1960	586,387	20.3%	318,611	4.2%	267,776	72.6%	2,461	54.3%
1970	711,917	21.4%	296,233	-7.0%	415,684	55.2%	2,929	19.0%
1980	702,238	-1%	247,714	-16.0%	460,497	10.8%	3,424	16.9%
1990	713,968	2.0%	231,636	-4.0%	482,332	4.7%	3,606	5.3%
2000	735,343	3.1%	219,773	-5.1%	515,570	6.9%	3,559	-1.30%

Source: Monroe County Planning Board based on U.S. Census 2000 Data and Special Census of Population, Monroe County

Estimates

In 2000 there were 1453 housing units in the Village, of which 1413 were occupied. This is an increase of 61 units over 1990. The average household size of owner occupied housing units is 2.74 persons.

Development of population growth estimates is essential in planning for the future. It is important in developing the scope of this Comprehensive Plan, and in the decisions regarding future services and expenditures.

A graphical representation of the population data from Table 1 is shown in Table II and also includes projections in growth through the year 2020. As discussed previously, the significant growth within the County and Village occurred between 1950 and 1970; in recent years this growth rate has reduced considerably.

Using a projected growth rate of three percent and two percent for the years 2000 and 2010 respectively, the estimated population in the year 2010 would be 3788. This equates to a population increase of 182 people within the next twenty years.

Based on the geographical constraints of the Village, there is vacant space for approximately forty housing units or 108 people using 2.7 persons per household. Therefore, the projected growth rates of two and three percent are valid considering the land space available for residential development.

In summary, the projected growth for the next twenty years should not exceed 200 people, bringing the expected population level to approximately 3800 by the year 2020.

TABLE II

Land Usage

The principal factors affecting the use of land in Spencerport are the land's physical characteristics, the extent and nature of existing development, and future potentialities of the Village.

Physical Conditions

Physical conditions are decisive factors in determining the development of a community. Unfavorable topography and poor soils can deter development and confine it to specific places within the community. For this reason, the analysis of Spencerport's physical characteristics and determination of areas that can be developed are important phases of the Comprehensive Plan study.

Elevations in Spencerport range from 490 feet above sea level at the northern Village boundary to 610 feet at the southern boundary. This represents a change of 120 feet over a distance of approximately one-mile, an average grade of two percent. The landscape is composed of gently rolling hills with some steep slopes, which lend a pleasant atmosphere to the Village. There are few areas where the slope exceeds ten percent. Except in the former watershed area (referred to as the Pines –Route 31 near Trimmer Road), these are not of sufficient extent to deter development.

In Figure Two, land elevations are indicated by broken – line contours; drainage conditions are also shown on the map.

The Village of Spencerport is fortunate in that about 75 percent of the area is composed of well-drained soils. The land uses included within these areas are the residential areas west of the Central Business District, south of the Canal and east on Union Street along Nichols Street west of Union Street. The good drainage quality of these soils makes them suitable for development.

Soils with fair but imperfect drainage occur mainly along the stream that flows from the southwest section to the northeast section of the Village. Although areas of these soils have been built on, additional testing may be required before new areas are developed.

Soils with poor drainage occur principally in low-lying or marshland in relatively small areas in the northerly half of the Village. These are identified in Figure Three. With the provision of sanitary sewers and storm drains, these areas pose no particular problems for development.

Environmental Assessment

The goals outlined in the Comprehensive Plan focus around maintaining the residential character of the community. Without adequate space or the need to develop industrial and commercial growth, the Village will encourage continued quality of life improvements including related facilities and services.

With only a three percent growth rate projected over the next twenty years, there is expected to be minimal land development and subsequently few environmental concerns. The majority of the Village is developed and is served by a municipal water and sewage system.

Open space recreation areas are encouraged as part of the Comprehensive Plan. This aspect of the Plan will have beneficial effects on the environment as land space is preserved for the use and enjoyment of the community.

There are regulations, procedures and agencies in place to assure environmental protection during land development projects. These include the Village planning and zoning regulations, the Architectural Review Board, the Town of Ogden Conservation Board, The Monroe County environmental review process and the State Environmental Review Process (SEQR). These review procedures assure compliance with environmental regulations to minimize any potential negative impacts from proposed land development projects.

The completion of Route 531 imposed an environmental impact on the Village of Spencerport. Continued residential development in the surrounding area is a result of improved commuter access via Route 531. However, with limited space remaining, the Village does not expect significant population growth.

It is a goal to promote the protection of the streams through erosion and drainage control. A method of achieving this goal is to work in conjunction with the upstream and downstream towns in an effort to prevent this type of adverse condition, via inter-municipal agreements.

In summary, there do not appear to be any adverse environmental impacts with the proposed plan. A final determination must be made by the Village Board of Trustees as required by the New York State SEQR process to formally adopt this Comprehensive Plan.

Land Use Plan

The Land Use Plan continues the residential character of the community by devoting most of the land to single family homes and apartments. It is the intent of the Village to support facilities such as parks and playgrounds working with the Town of Ogden and Monroe County.

An enforceable housing code and other applicable codes have been adopted to ensure that the housing in the Village continues to be soundly maintained, and to provide a means for securing rehabilitation of the few residences that are deteriorating. Federal funds are available to assist low-income owners in rehabilitating their properties. Even with the trend toward fewer and larger stores, more stores will be needed in Spencerport in the future to serve the growing population of the Village and surrounding town.

There is no available space left for industrial use or anticipated need thereof in the future.

All residential property should remain residential if practical. However, any requests to rezone commercial property should be carefully considered by the appropriate Village Boards. If any land is annexed to the Village, a thorough review should be conducted by the Village's Planning and Zoning Boards to ensure commercial property does not interfere with residential.

The Village – owned “Pines” (Route 31 and Trimmer Road) should remain public open space. The sandy soils and steep slopes make it unsuitable for residential development.

A map showing the Land Use Plan appears in Appendix A. In addition to showing the area for single family and multi-family residences and commercial and industrial development, it shows area for parking, cemeteries, semi-public and public open spaces, and public buildings.

Existing Development

In the study of existing land use, the planner must form a picture of the extent and character of the land use composition of the Village, since it is within this framework that future requirements must be planned.

The Village of Spencerport is a predominately residential community that expanded outward from its core which is now primarily commercial in nature. Table III shows the distribution for each land use category

The central business district area at the core is roughly triangular in shape. The businesses provide mainly convenience – type goods and services designed to satisfy day- to- day shopping needs, along with professional offices such as medical, legal, insurance and other professional services. The Village Office and the Post Office are located in the core, as are some one- family and two – family residences. The floors above the businesses are used for apartments, offices and lodge halls. Some of the space is devoted to off – street parking. Little vacant land remains in the core.

There is very little land devoted to industry in Spencerport . Industrial activities are generally storage, warehousing and utilities.

There are four major areas of residential land use within the Village. The first is located North of the Canal, East of Route 259; the second is between the Canal and Lyell Street, west of Route 259; the third is South of Lyell Street, East of Route 259; and the fourth is South of Lyell Street, West of Route 259.

Generally older homes dominate the areas adjacent to the main Village streets, with newer homes becoming more prominent closer to the outer limits of the village.

A summary of the amounts and proportions of land in the various uses is presented in Table III. Of the total area of 750 acres, about 667 acres, or 89 percent, is developed.

TABLE III
EXISTING LAND USE DISTRIBUTION IN ACRES
VILLAGE OF SPENCERPORT, NEW YORK, 2000

Use Category	Acres	Percent of Total Area	Percent of Developed Area
Residential	404.7	54.0	60.7
Commercial	36.1	4.8	5.4
Community Services	109.8	14.6	16.5
Public Service	114.1	15.2	17.1
Industrial	1.9	0.3	0.3
<hr/>			
Total Developed	666.6	88.9	100.00
<hr/>			
Vacant – Residential	76.5	10.2	-----
_ Commercial	6.9	0.9	-----
<hr/>			
Total	750.0	100.0	-----

Source: Monroe County Assessment Roll and Levy Module Dated 1989
Center for Government Research, Inc. And updated by Village of Spencerport
Building Department, 2001.

ECONOMIC BASE

Knowledge of the extent and character of the present and probable future economic structure is a prerequisite to rational forecasting for economic growth. Furthermore, any organized effort that may be called upon to stimulate the local economy must rest securely upon facts. Knowledge of the resources of the community and of their strength, scope, tendencies, limitations and potentialities are important to carefully formulate plans to achieve realistic, effective economic development. By using the facts as a basis for the preparation of sound programs and valid goals, an effective and well – balanced economic structure can be reached. The economic base of a community consists of those activities, which provide the basic employment and income on which the rest of the local economy depends.

Studies were made of retail trade, personal business services, wholesale trade, manufacturing, resident employment, family income and commuters.

Retail trade is one of the most important elements in the economic base of the Village of Spencerport. The principal retail centers within a radius of 10 –15 miles from Spencerport are shown in Figure Three.

Wholesale trade is a minor phase of the economic base of the Village and will probably remain so in the future. Manufacturing is not an important part of Spencerport’s economic base. However, the trend toward suburban locations of industrial plants may increase the impact of the manufacturing sector on Spencerport’s economy.

Nearly a third of Spencerport workers are employed in manufacturing industries. Professional and related services are the next largest industry. Retail and wholesale services are the third largest industry and provide many opportunities for employment. In addition, Spencerport residents work in a large variety of other occupations. These jobs tend to be close to home. The median travel time to work for Spencerport residents is twenty minutes.

The high skill levels of the population of Spencerport contribute to making it an economically healthy community. Of the nearly 2000 workers identified in the 2000 census, over 75% were employed in managerial administrative and technical positions. The median household income was 15% higher than that of Monroe County. Nearly half of all residents over 18 years old have had formal education after high school.

TRANSPORTATION

The basic function of a transportation system is to move regional or transport people and goods. Inadequacies in a transportation system adversely affect practically all other phases of a community's existence. Of the three principal types of transportation facilities – water, air and highway or vehicular transport – by far the most important to Spencerport is highway transportation.

Spencerport was served by the Conrail System as an emergency backup route, which connects to the main line in Rochester. The rails were removed and the right of way should be preserved for public use.

The Rochester International Airport is less than ten miles from Spencerport. Direct service is available to many cities including New York, Boston and Chicago via major carriers. Full air freight service is also available.

The New York State Erie Canal is not as an important commercial artery as it was in the 19th century, but is becoming a recreational waterway for pleasure crafts of all types.

There is no internal transit system in the Village. The Rochester Genesee Regional Transportation Authority operates the Regional Transportation Service (RTS) which provides a variety of transit services in and around the Rochester Metropolitan Area. These services include fixed routes, park and ride stations and handicap service to and from the Village of Spencerport. Interstate bus service is available in Rochester.

Highway Policies

Goal: To provide a major transportation network that will ensure efficient and safe movement of vehicular and pedestrian traffic in and through the Village

- A. Objective: Require that rights of way to meet the current state, county and Village codes.
- B. Objective: Provide convenient access and parking within the Central Business District.
- C. Objective: Investigate and implement funding mechanisms to support recommended transportation network improvements.
- D. Objective: (1)To encourage acquisition of transportation right-of-way to connect Slayton Avenue to East Avenue within the Village Plaza area.
(2)Extend East Avenue to Lyell Street and Extend West Avenue to Trimmer Road.

Pedestrian Policies

Goal: Provide and maintain a pedestrian system to support and service the pedestrian traffic in the Village.

- A. Objective: Promote construction or walkways in the following priority areas:
 - 1. Areas targeted by school officials as walking routes for students.
 - 2. Connections to public recreation areas. (i.e. Pineway Ponds Park)
 - 3. High pedestrian traffic areas such as commercial centers.
 - 4. Where situation dictates for safety purposes.
- B. Objective: Allow flexibility in the location and construction of new sidewalks (by developers) to bridge existing gaps and or meet requirements in high priority areas.
- C. Objective: Promote a design of local streets to accommodate pedestrian traffic without sidewalks.

Bikeway Policies

Recreational bike routes have been established along the Erie Canal. The bicyclist must be responsible for riding on the roads under the N.Y.S. Vehicle and Traffic Laws.

Existing Street Systems

The purpose of the street portion on the Comprehensive Plan is to organize the Village's circulation pattern established along the Erie Canal.

An added and equally important function of the transportation system is to serve as a unifying element for the different land uses in the Village. First, relating the roads to the land use pattern and second, considering each element of the transportation system (roads, walks, highways, railroads) together, not individually. The success of the land use plan is dependent on the integration of the transportation plan and the land use plan. These two phases of the Comprehensive Plan are interdependent.

As traffic volume increases and patterns change, it is important to maintain local streets as presently classified. Local streets are generally classified under three types:

- 1.) Through traffic or major street: carries relatively large volumes of traffic from one part of the community to another or through the community.
- 2.) Collector streets which convey traffic from minor streets to major streets.
- 3.) Access minor streets which serves only as an access to individual.

There are five major streets within the Village. Two of these are state highways (Route 259 & 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. Appendix A shows the existing street system on which the street classification is indicated.

PARKING

In 1996 the Village Board of Trustees formed a committee to study parking and traffic flow within the Central Business District.

The Committee, comprised of local business owners, members of the Planning, Zoning, and Village Board, sent out questionnaires, interviewed business owners, and monitored parking and traffic flow during business and non-business hours.

Recommendations were made and documented based on cost and effect, and the Parking and Traffic Flow Committee is monitoring the modifications.

The Committee should meet on a regular basis to review the status of modifications to assure effective parking and traffic management. The Parking and Traffic Flow Report is included in this document as Appendix "B".

COMMUNITY FACILITIES

The facilities required for governmental function, public services, and other community activities are grouped under the heading of education, recreation, civil facilities and public utilities.

Education

The public schools are under the jurisdiction of the Spencerport Central School District which includes Spencerport, and parts of the Town of Ogden, Parma, Gates and Greece. The district operates three K-6 elementary schools, and one 7-8 middle school, and one 9 –12 senior high school. Additionally there is a separate administrative and a transportation facility. A comprehensive range of educational services appropriate to the students in grades K- 12 are provided. These include remedial, regular, enriched honors and advanced placement academic education, special education for children with disabilities, or limited English proficiency. The Spencerport Central School District and the Village of Spencerport are separate and autonomous taxing and administrative entities. The public schools reside outside the geographic boundaries of the Village of Spencerport. Enrollment in the schools is summarized in Table IV.

Table IV
Spencerport Central School District Student
Enrollment 1997-2003 School Year

Year	Total K-6	% of Total Enrollment	Total 12-Jul	% of Total Enrollment	Total Enrollment
1997-98	2039	54.0%	1966	46.0%	4275
1998-99	2332	53.6%	2018	46.4%	4350
1999-2000	2349	53.5%	2038	46.5%	4387
2000-2001	2391	53.8%	2052	46.2%	4443
2001-2002	2434	54.1%	2063	45.9%	4497
2002-2003	2414	53.1%	2133	46.9%	4547

Source : Spencerport CSD Superintendent's Report
Dated November 1997

The Board of Cooperative Educational Services is located on Big Ridge Road and offers vocational and special education programs. Adult educational programs are also offered through that Board.

Private and religious schools also operate also operate within the Village (i.e. St. John the Evangelist).

Municipal Facilities

Facilities for civic use include the Village of Spencerport Hall, the Ogden Town Hall, the firehouse and the Ambulance Corps. headquarters. The Village Hall is adequate for present needs while possible expansion may be required in the future. At the present time the Town of Ogden Community Center, located on Ogden Center Road, includes offices, the Ogden Farmers Library and recreation facilities for use by the Town of Ogden and the Village of Spencerport residents.

The Village of Spencerport Fire Department is operated by trained volunteers. In August of 2002 The Village Fire District combined operation with The Ogden-Parma district. The New Spencerport district covers the Village of Spencerport, the Town of Ogden and part of the town of Parma. The new district has taxing authority and an elected fire board.

The emergency medical services are supplied by the Spencerport Volunteer Ambulance Corps., an all volunteer group funded by private contributions. This service should be maintained in the future by the Village residents.

Post Office

In 1999 a new post office was constructed on Amity Street at the corner of Church Street in the Village of Spencerport. This location was selected in an attempt to maintain the post office and other vital services within the Village. The new facility's size may meet the short-term growth of the area, but may not meet the size requirements beyond its term. Due to the limited area for future expansion, major building growth will be difficult at this location.

Public Utilities

The Village of Spencerport is served by public and privately owned utilities which provide a full range of services to the residents.

Electric

The Village of Spencerport Electric franchise is a member of the New York State Municipal Power Authority which receives low cost hydropower for distribution to its members.

There are approximately 2500 electric customers receiving power through the Village-owned distribution system.

Sanitary Sewer

The Village of Spencerport owns and maintains a sanitary sewer collection system and sewage treatment plant. Sewer capacity is provided for all existing and future building lots within the Village limits.

Water

Water is provided to residents and businesses through the Village-owned water distribution system, which includes a 1 million-gallon elevated storage tank and approximately 12 miles of water main. The Village recently conducted a water system study to determine the most cost-effective methods for upgrading the water system to improve water pressure, flow, and fire protection. Water is purchased from Monroe County Water Authority and distributed to our residents.

Private Utilities

Wireless Communication System

The Village has provided locations for use by wireless Communication Company's to install antennas and support facilities. Company's currently renting Village locations are Verizon, Sprint and Nextel.

Natural Gas

Natural gas is provided to the Village users by Rochester Gas & Electric.

Telephone

Residential and business telephone service is provided by Frontier Communications, a Citizens Communication Company.

Cable Television

Cable TV service is provided to the Village users by Time Warner Communications.

Recreation

The Village of Spencerport is located at the center of an area with diversified recreational facilities. Along the canal, the Village is developing a canal-side recreation corridor that currently includes the gazebo, boat docking and waste disposal facilities, and canal pedestrian and bike path.

Future plans include the development of additional docking facilities to the east of the Route 259 Bridge. The gazebo should continue to be used for activities for area citizens.

The Village should continue to develop this area in order to make the Spencerport Canal area a desired stop for boaters as well as for residents.

The Town has developed Pineway Ponds Park, just north of the Village, which provides athletic fields, play-areas and pavilions for a variety of family oriented activities.

Monroe County operates Northhampton Park and the Springdale Farm several miles west of the Village in the Town of Ogden. Each of these facilities provide many activities for the family.

Due to the limited amount of undeveloped land within the Village limits, the Village Board of Trustees should seek to obtain available parcels of land for neighborhood mini parks or for green space areas to remain for residents to enjoy.

The Village should continue to promote activities that bring visitors to Spencerport and aid in developing a sense of community within its residents.

FINANCIAL PROGRAM

The Village is continually challenged with the increasing costs and demands for services. The existing municipal facilities will support the present Village needs. New equipment will be needed to replace that which becomes worn out or obsolete. Careful capital improvements programming is essential to insure that necessary facilities and equipment can be purchased when they are needed without causing wide fluctuations in the tax rate.

As background for the preparation of a capital improvements program, knowledge of the Village's present financial structure, and an analysis of trends to be expected in the future are necessary.

Revenues

Income derived from sales tax, state aid and property taxes are the most important sources of revenue for the Village. Property tax revenue accounted for 16.4 percent of the revenue in fiscal year 2000-2001. As an illustration rather than absolute figures, projections were made to for property tax revenue and non-property revenue. They are estimated to decrease from \$1,343,457 in 1997-1998 to \$1,156,542 by 2003.

Expenditures

To provide the service functions required by the Village of Spencerport, the Village administration is divided into four operating funds; the general fund, the sewer fund, the water fund, and the municipal cooperative electric utility fund. Income provided from property taxes, user fees, and other sources are used to fund the expenses, and raise the capital necessary to fund these operations.

The per-capita costs of these services was \$1,077.29. Spencerport intends to maintain the advantages of its Village life style and anticipates per-capita expenses to increase to approximately \$1,200.00 in 2003.

Indebtedness

The Village has an ongoing capital improvements program. This is necessary to provide funds to invest in long-term improvements in facilities and equipment required to improve and maintain the service functions of the Village. Consistent tax rates reflect the financial stability of the Village. Table V summarizes recent Village tax rates.

TABLE V

Village Tax Rates

	General Rate	Sewer Rate
1998/1999	\$1.77/Per Thousand	\$149.90/Per Unit
1999/2000	\$1.77/Per Thousand	\$150.16/Per Unit
2000/2001	\$1.77/Per Thousand	\$142.50/Per Unit
2001/2002	\$1.77/Per Thousand	\$145.00/Per Unit
2002/2003	\$1.57/Per Thousand	\$165.00/Per Unit

As of June 1, 2002 the Village has a total outstanding debt of \$1,518,379 of which \$94,006 is long term debt (greater than 5 yrs) and \$1,424,373 is of the short term variety (less than 5 years). The General Fund's debt totals \$84,868, the Water Funds debt totals \$1,012,275 and the Electric Fund debt totals \$385,419. The Sewer Fund has a debt of \$35,817 which will be retired by September 2002. The municipal electric system, as well as the municipal water and sewer system, provide outstanding value for their customer bases. Bonds are repaid from the revenues from these operations.

*Reflects consolidation of Spencerport Fire District and The Ogden –Parma Fire District.

Capital Budget

Capital improvement planning is utilized to achieve several beneficial objectives.

1. To control municipal debt and provide an orderly system of debt retirement, to minimize fluctuations in the tax rate and to create reserve funds for financing capital projects.
2. To coordinate the capital improvement programs for all four Village agencies.
3. To implement the Comprehensive Plan by insuring that capital funds go to the projects based on relative importance and that these funds are available when needed.
4. To prevent spending which is not essential to the municipality's Comprehensive Plan.

Rolling five-year spending plans should be proposed annually by each of the four operating funds of the Village of Spencerport. These plans are analyzed and consolidated for the Village Board of Trustees. A summary capital-spending plan that satisfies the above four objectives is approved.

Projects necessary in the current year and the five succeeding years are then programmed in order of urgency, and in such a way as to keep tax rates as level as possible, taking existing debt service payments into consideration. Low cost items can be paid for out of current funds. High cost projects can be bonded, covered by short-term notes, or paid for from a capital improvement fund built up in advance in order to save interest payments.

Spencerport's financial position continues to be sound and should remain in that condition if the proposed plans are followed. A modest and consistent capital improvement program is suggested.

Planning recognizes the community's needs and seeks to provide the most efficient and economical means of marketing those needs. Planning ahead for improvements eliminates costly emergency measures on a piecemeal basis, and the mistakes that may be made in the hurried provision of necessities. Lack of planning can result in inefficient arrangements, which are a drain of municipal resources. Wise planning and the recognition of the need for improvements, and the foresight to provide the means to pay them, will increase property values as well as civic pride.

