

**COMPREHENSIVE PLAN
TOWN OF BYRON
October 13, 1993**

On October 13, 1993, the Byron Town Board, by a unanimous vote on Resolution #108, acted to adopt this Comprehensive Plan. As noted in the resolution adoption of this Plan does not obligate the Town to enact any of the guidelines or recommendations contained herein. Adoption represents merely an endorsement of the vision suggested by the Plan.

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INTRODUCTION

This comprehensive plan is intended to serve the Town of Byron over the next 20 years. It is intended to describe a vision by which development in the Town can be guided. Through the general guidelines and specific recommendations set down in this plan, direction is provided for governmental bodies in both establishing general policy and acting on individual cases. Through common knowledge of these guidelines and recommendations, guidance is provided to individual citizens of the Town as they make decisions in their private affairs. By virtue of this comprehensive plan, both governmental bodies and individual citizens stand to realize an outcome which achieves effective use of resources and produces high levels of satisfaction.

This comprehensive plan is a product of several actions. Among these actions was a review of the previous plan that was prepared ca. 1970. Data was also collected regarding the current status of the Town. (Much of that data is reported on the following pages or in the appendices.) The comprehensive plans of other communities were also reviewed. Perhaps the most significant action was the distribution of a survey to residents of the Town. This survey sought to obtain citizen input regarding wishes for the future of Byron. A detailed account of the responses to this survey appears in the appendices of this document.

In reviewing citizen input, several themes clearly emerged. These included a notable preference for maintaining the rural character and open spaces of the Town. Most persons desired modest growth at most. On the other hand, there was also a strong desire to encourage some additional light industry, both to increase employment opportunities and to increase tax revenue to the Town. Similarly, some commercial retail development was commonly desired, most notably more businesses selling groceries and serving food. A significant number of citizens also indicated a desire for additional recreational space or facilities. Water service to the area now served by the sewer districts ranked high in unmet needs cited by survey respondents.

The Byron Planning Board endorses the vision suggested by the citizen input. It is the Board's judgment that the Town of Byron should seek to preserve its rural nature and agricultural base. The Board believes there is room and a need for limited residential, industrial, and commercial development, but the current character of the community is what has attracted and what keeps here the residents of the Town; and the character should not be radically altered. The general guidelines and specific recommendations of this comprehensive plan reflect this vision.

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The remaining pages of this document are divided into four sections. Each section, and a description of its contents, is listed below:

SECTION I. Data Pertaining to the Town: Current Status and Trends. This section presents information which portrays the Town as it now exists. This section also describes how the Town has changed between 1970 and 1990.

SECTION II. Data Pertaining to the Town: Implications.: This section lists implications for the future of Byron which follow from analysis of the data in Section I.

SECTION III. General Guidelines. Given the data and implications identified in Sections I and II, plus the results of the citizen survey, this section cites the general directions in which the Town ought to proceed over the next 20 years.

SECTION IV. Specific Recommendations. This section lists specific recommendations for action which follow from the general guidelines cited in Section III.

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Full implementation of the Section IV recommendations will require revision of the Town's zoning and zoning regulations. It will also require several other significant actions by the Town such as seeking State and Federal grants, revision of the property tax structure, and undertaking several capital improvements.

Implementation of this comprehensive plan should be envisioned as a process which will require many years to complete. In some cases, more time may be required than the 20 years which this plan seeks to encompass.

The first steps in implementing the recommendations should begin soon. In some instances, action should proceed soon simply because so much time is required to achieve the outcome. But in other instances, failure to act on recommendations in a timely manner may result in undesirable changes that are irreversible. This danger is particularly the case in two important areas: preservation of prime agricultural land and appropriate siting of new housing.

As with any plan, it is essential that this comprehensive plan be a "living" document. In other words, it is essential that this comprehensive plan actually inform and direct the day-to-day business of the Town. To insure this outcome, several steps are recommended:

ONE: The Planning Board should annually review progress towards achieving the goals set out in the comprehensive plan. The results of this review should be communicated to the Town Board.

TWO: All Town officials should be provided with personal copies of the comprehensive plan.

THREE: Copies of the comprehensive plan should be kept readily available for citizen use. Availability of this document should be periodically publicized to the public

FOUR: The Town Board should designate an official to serve as an advocate for the comprehensive plan. This official should assume the responsibility of reviewing each proposed action of the Town in terms of whether such action would be consistent with the comprehensive plan.

SECTION I

DATA PERTAINING TO THE TOWN

CURRENT STATUS AND TRENDS

This section presents information which portrays the Town as it now exists. This section also describes how the Town has changed between 1970 and 1990.

A. Total Population. (See Appendix 2)

1. The 1990 population was 2,345.
2. This represents a 16% increase in 20 years.
3. This growth is less than the 22% experienced by Bergen, but more than the 5% occurring in Elba.
4. This increase exceeds the 1% growth for Genesee County as a whole.
5. Byron's population over the last 150 years has fluctuated significantly.
 - a. 1840: 1907
 - b. 1870: 2084
 - c. 1925: 1332
 - d. 1960: 1589
 - e. 1970: 2020
 - f. 1980: 2242
 - g. 1990: 2345

B. Minority populations. (See Appendix 3)

1. The minority populations are a small portion of the total population: approximately 2%.
2. The minority populations have remained stable over the last 20 years.

C. Age distribution. (See Appendix 4)

1. The median age has increased from 25.5 to 30.8 in the last 20 years.
2. This change is primarily the result of two changes:
 - a. Among persons under 20, a drop from 43.6% of the total population to 32.5%.
 - b. Among persons 20 to 54, an increase from 41.0% of the total population to 52.5%.
3. Persons 55 and over remained approximately 15% of the total population during the last 20 years.

D. Educational background. (See Appendix 5)

1. Approximately 80% of adults have high school diplomas.
2. Approximately 11% of adults have a bachelors degree or higher.

3. The educational level of adults in Byron has increased significantly in the last 20 years.
4. The percentage of high school graduates is close to that of the County as a whole and also close to that of the State as a whole.
5. The percentage of high school graduates is close to that of the County as a whole and also close to that of the State as a whole.

E. Income distribution. (See Appendix 6)

1. The median family income in 1990 was \$40,050.00.
2. In 1990, 6.2% of Byron residents lived below the poverty line.
3. In the last 20 years, the median family income has grown at an average rate equal to a 7.5% annual increase.
4. The median family income has increased from slightly below that for the County to a figure considerably above.
5. In the last 20 years, the percent of Byron residents living below the poverty line has fallen slightly.
6. In 1990, the percent of persons living below the poverty line was lower than for the County as a whole.

F. Occupational background of the population. (See Appendix 7)

1. In 1990, 1251 adults were employed in the labor force.
2. Despite the rural nature of Byron, in 1990, only 6.8% of working adults were employed in agriculture.
3. In 1990, the typical farmer controlled about 400 acres, but at least six farm operations exceeded 1,000 acres.
4. The percentage of the population employed in agriculture has fallen in the last 20 years.
5. The size of the average farm operation has increased in the last 20 years.
6. The vast majority of employed residents are in occupations which are commonly labeled, "blue collar".
7. The vast majority of employed residents commute to jobs outside the Township.
 - a. Slightly more than half of these commute out of the county.
 - b. The majority of out-of-county commuters work in the greater Rochester area.
 - c. The majority of in-county commuters work in the LeRoy and Batavia areas.
8. There are approximately 17 retail trade establishments in the Town. All are small-scale employers. (See Appendix 8)
9. There are about 12 additional businesses that provide services. (See Appendix 8) None of these is a major employer.
10. There is also one manufacturing facility in the Town which produces farming equipment and employs approximately 85 persons. (See Appendix 8)

- G. Housing types and distribution. (See Appendix 9)
 - 1. In 1990, there were 836 housing units.
 - 2. Housing units have increased 44% in the last 20 years. Many of these have been the result of large farm houses subdivided into multiple-unit dwellings.
 - 3. Except for within the North Byron, Byron, South Byron hamlets, most housing is highly scattered.

- H. Households. (See Appendix 10)
 - 1. In 1990, there were 803 households.
 - 2. Households have increased 45% in the last 20 years.

- I. Educational and recreational facilities.
 - 1. Byron-Bergen Central School: a shared facility located east of the Township. Instructional space was increased with the construction of a middle school in 1992. The existing facility is believed to be adequate for anticipated space requirements through the year 2000.
 - 2. Gillam Grant Community Center: a shared facility located east of the Township.
 - 3. Gillam Grant Memorial Pool: a shared facility located east of the Township.
 - 4. Byron Community Park.
 - 5. Presbyterian Church baseball diamond and park.
 - 6. Town of Byron Museum.
 - 7. Byron Fire Department Recreational Hall.
 - 8. South Byron Fire Department Recreational Hall.
 - 9. Fifty-seven acres of Town land, including the abandoned West Shore Railroad right-of-way, designated for recreational use.
 - 10. The Mill Pond.
 - 11. The Bergen Swamp.
 - 12. Spring, Bigelow, and Black creeks.
 - 13. A recreational vehicle park under development.

- J. Other facilities.
 - 1. Town Hall and offices.

- K. Municipal services.
 - 1. A sewer district in North Byron, Byron, and South Byron. This district is close to its design capacity.
 - 2. Volunteer fire departments in Byron and South Byron.
 - 3. Law enforcement by the County Sheriff and State Police. Both operate out of facilities located approximately five miles to the southwest in Batavia and the Town of Batavia, respectively.
 - 4. Garbage and recycling transfer station.
 - 5. Highway Department garage, trucks, and auxiliary facilities.

6. There is no municipal water service. All water in the town is provided via private wells. These wells have occasionally gone dry during periods of drought. Most of the water has a high mineral content and some of it has a high sulfur content.

L. Transportation facilities.

1. Roads.

- a. The Town is served by State, County, and Town roads. None of these is a four-lane or limited access road nor is any of these a principal arterial between large population centers except for a short segment of Rt. 33 which passes through the southeast corner of the Town and does not intersect with any other major road within the Town.
- b. Most of the traffic passing through the greater portion of the Town travels over one north-south minor arterial (Rt. 237) and one east-west minor arterial (Rt. 262).
- c. Interstate 90 interchanges are available within 15 miles at LeRoy and Batavia.

2. Railroads.

- a. One railroad, a Conrail mainline, passes diagonally through the southern third of the Town.
- b. Passenger service is available approximately 25 miles to the northeast in Rochester.
- c. Unscheduled freight service can be arranged at a siding in South Byron.

3. Airports.

- a. A general aviation airport is available approximately five miles to the southwest in the Town of Batavia.
- b. Full commercial and general aviation service is available approximately 20 miles to the northeast in Monroe County.

M. Topography. (See USGS Topographical Maps: Byron and Holley Quadrangles.)

1. Eighty-five percent of Byron's land is flat to slightly sloping.
2. Ten percent is of moderate slope.

N. Soils. (See U.S. Department of Agriculture Soil Survey, Genesee County, New York.)

1. Agricultural potential.

- a. Sixty-five percent: "excellent"
- b. Thirty percent: "moderate"

2. Permeability.

- a. One percent: "good"
- b. Sixty-five percent: "moderate"
- c. Thirty-four percent: "severely limited"

3. Stability.
 - a. Forty-five percent: “good”
 - b. Twenty-five percent: “moderate”
 - c. Thirty percent: “severe limitations”
4. Bedrock depth.
 - a. Ninety percent: sufficiently deep to pose few construction problems.
 - b. Nine percent: deep enough so as to pose only moderate construction problems.
 - c. One percent: shallow enough to cause severe construction problems.
5. Flooding.
 - a. Except in flood plain areas designated on existing zoning maps, there is little hazard of flooding. (See Town of Byron Zoning Map.)

SECTION II

DATA PERTAINING TO THE TOWN IMPLICATIONS

This section lists implications for the future of Byron which follow from analysis of the data in Section I.

A. Population: If the last 20 years serve as a guide, it appears that Byron is likely to continue experiencing moderate growth in population and probably at a rate greater than for the County as a whole. Most of this growth is likely to be the result of continuing pressure from the greater Rochester area. Hence, the greatest growth is likely to be in the eastern areas of the Township.

B. Minority populations: If the last 20 years serve as a guide, it appears that Byron is likely to continue having a very small minority population. However, since the country as a whole is experiencing an increase in the proportion of the population made-up of minorities, it is reasonable to assume that Byron will also experience some growth in minority population.

C. Age distribution: Given the last 20 years of local experience plus national data not reported above, it appears that Byron will continue to experience an aging of its population. As the 20-54 year old segment ages, the proportion of persons 55 and over may be the fastest growing segment of the population. This suggests that special attention should be given to the needs of older residents. Such needs most certainly include housing designed to accommodate the elderly.

D. Educational background: Unless there is some extraordinary development, it appears that the educational background of Byron residents is unlikely to change dramatically. Thus, the proportion of the population with college degrees seems likely to remain relatively small in the immediate future. At first glance, this would seem to suggest that increased opportunities for local employment should focus primarily on “blue collar” occupations. However, to do so might risk discouraging the in-migration of college-educated persons. Consequently, Byron is likely to be best served by encouraging a mix of blue and white collar employment opportunities.

E. Income distribution: The current level of family income and the rate of increase during the last 20 years suggests that most of the community will continue to want and obtain conventional “middle-class” single-family housing. However, it is clear that not everyone in the community can afford such housing and provision should be made for providing alternative housing and provision should be made for providing alternative housing for this segment of the population.

F. Occupational background: If the trends of the last 20 years continue to hold, it appears that the proportion of the population involved in agriculture will continue to be very small and continue to shrink. From all indications, and barring the arrival of

major commercial and industrial development, the vast majority of residents will continue to be employed outside the Township. However, these facts should not lead to overlooking the tremendously important role agriculture plays in the economic life of the community.

G. Housing units and households: While population growth in the last 20 years has been only 16%, housing units and households have grown 44% and 45% respectively. This combination of figures reflects a decrease in the size of households. It suggests that the pressure for additional housing in the future is also likely to be greater than the increases in population alone would traditionally imply.

H. Creational facilities: The Town has considerable land and water resources, some in public hands and others privately owned, which have potential for recreational development. For the most part, this development has yet to be addressed.

I. Educational facilities: For the time-being, the educational facilities required by Town residents appear to be adequate.

J. Municipal services: The absence of a municipal water service is likely to diminish the probability of major housing developments or the construction of industry requiring large amounts of good water. Should the Town develop municipal water services, it should anticipate a possible change in the historic patterns of development within the Town. The scattered nature of housing outside the North Byron, Byron, South Byron hamlets makes extension of either sewer or water services to these areas an extremely expensive proposition. Expansion of the capacity of the existing sewer district may be necessary to accommodate likely increases in demand.

K. Transportation: Commercial and industrial development requiring access to trucking and air services may find Byron attractive and could be situated anywhere within the Township. Those requiring access to rail service may find Byron less attractive and would be restricted to the southern third of the Township.

L. Topography and soil: The topography and soil of most of the land in Byron is highly suitable for housing, industry, commercial development, and agriculture. This poses a potential for conflicting demands among all four of these areas. These conflicts should be carefully addressed in the Town's zoning policies. It would appear desirable to develop a highly refined method for identifying the most valuable agricultural land and then zoning it in a manner that assures its protection from non-farm use.

SECTION III

GENERAL GUIDELINES

Given the data and implications identified in Sections I and II, plus the results of the citizen survey, this section cites the general directions in which the Town ought to proceed over the next 20 years.

A. Housing. An effort should be made to avoid conditions which permit or, worse, stimulate unrestrained, undirected growth of housing. Instead, zoning and zoning regulations should be written which result in these outcomes:

1. The construction of most new housing in or near the existing sewer districts of the Town, an area where housing is already concentrated. Also, the construction of housing in clusters or subdivisions. Among other benefits, this would permit the most efficient development and use of public utilities including sewer and water and the least costly upgrading of the road system.

2. The construction of other new housing primarily on land which has marginal value as farm land. This additional housing should be sufficiently scattered to avoid a need for public utilities, the blocking of access to agricultural land, or upgrading of Town roads.

3. Housing primarily consisting of conventional single-family homes on private lots, but also housing that meets the special needs of single person, young families, or others with modest income who require affordable housing. The latter might include manufactured housing, apartment-style residences, and town houses.

B. Retail Commercial Development. Zoning and zoning regulations should be written which provide for commercial retail establishments in or near population centers of the Town. The regulations should promote these outcomes:

1. The creation of establishments which meet the daily short-term needs of the local population, thereby minimizing the time and cost required for satisfying such needs. Businesses which sell groceries and serve food are examples.

2. Locations and layouts which minimize their impact on existing roadways, traffic flow, and residential areas. In this regard, businesses should be especially encourage to locate in mini-plazas served by limited access to and from existing roadways. Where practical, commercial establishments should be screened from residential areas by appropriate buffers.

3. Locations close to existing businesses so as to concentrate commercial activity in limited well-defined locations, thereby reducing the time and travel for obtaining services. Furthermore, concentration of commercial activity in limited

locations would minimize the cost of creating buffers between such businesses and residential areas.

C. Light Industry. Zoning and zoning regulations should be written which encourage light industry. The regulations should promote these outcomes:

1. Minimal impact on the environmental quality of the adjacent areas. The locations zoned for industrial development should allow for sufficient separation from housing so as not to have an adverse effect in terms of odors, noise, dust, or visual impact.

2. Minimal loss of prime agricultural land.

3. Ready access to transportation corridors.

D. Agricultural Activity. Zoning and zoning regulations should be written which encourage the preservation of the most productive farmland in the Town. This may be best achieved by making alternative locations more attractive for developers of housing, commercial establishments, or industry. In some instances, it may be desirable to outright prohibit non-agricultural uses. When construction is permitted in agricultural areas, an effort should be made to create adequate separation so that odors, spraying, and other conditions associated with farming do not precipitate efforts to restrict farming operations.

E. Forever Green Areas. Permanent areas of woodlands and open space should be established through zoning and zoning regulations, deed restrictions, or public purchase. Such areas would most ideally be situated along streams, in flood plains, in wetland areas, around natural bodies of water, and between conflicting use areas, e.g., between industrial zones and residential zones. Such areas should be chosen with the following purposes in mind:

1. Preserving the rural character of the Town.

2. Preserving the environmental quality of the area.

3. Maintaining opportunities for residents to experience personal contact with a natural environment.

4. Creating an aesthetically pleasing environment.

5. Separating conflicting use areas so as to minimize intrusions from one into the other.

F. Recreation. Zoning and zoning regulations should be written which provide for the development of additional recreational areas, especially those which serve the interest of hikers, bicyclists, picnickers, and participants in sports requiring playing

fields. Recreational areas should especially include locations accessible to children residing in the South Byron, Byron, and North Byron hamlets.

G. Water. Public water should be developed in the Town. However, great care should be undertaken regarding the manner in which this is done, because the availability of water will by itself stimulate development.

H. Sewer. The capacity of the existing sewer district should be reviewed and plans made, if necessary, to accommodate likely increases in demand within and adjacent to the districts.

SECTION IV

SPECIFIC RECOMMENDATIONS

This section lists specific recommendations for action which follow from the general guidelines cited in Section III.

- A. Development of municipal services.
1. The Town should provide water service to the existing sewer district, serving the hamlets of South Byron, Byron, and North Byron. Since bringing water from outside the Town involves a transmission line to which development would be attracted, the source of water needs to be carefully evaluated.
 2. In order to maintain development primarily in the three hamlets and within the sewer district, ideally water should be sought from a local source such as “the creamery” located on Rt. 262 just west of Caswell Road.
 3. If water must be brought from outside the Town, the next best source, again to keep development primarily in the hamlets and within the sewer district, is through a transmission line coming in from either the south or north along Rt. 237.
 4. If “3” above is not possible, the third best choice, given that population pressure is mainly from the east, is to lay a transmission line from the east either along Rt. 262 or along the old West Shore right-of-way.
 5. In any event, when and if municipal water arrives in Byron, the comprehensive plan for the Township ought to be immediately reviewed in light of this development.
- B. Housing development.
1. Since it can be readily served by the existing sewer district and by future public water in the hamlet, the empty land south of Rt. 262 and east of Rt. 237 in the hamlet of Byron should be zoned for residential development.
 - a. The Town should designate streets through this area for future development.
 - b. The Town should designate building lots within this area for future development.
 2. Since population pressure is greatest from the east, an area in the eastern portion of the Town should be zoned for subdivision development. Such zoning would concentrate development in a manner that permits the most economical

development of public utilities, minimizes traffic through the Township by commuters, and helps to preserve prime agricultural land. An area north of Rt. 262, east of the hamlet of Byron, and south of the abandoned West Shore Railroad right-of-way appears to be an appropriate location.

3. Given the concentration of services in this part of the Town, an area within the hamlet of Byron should be zoned to encourage the development of housing for the elderly.

4. Areas within one or more of the hamlets should be zoned to encourage the development of affordable housing suitable for single persons, young families, or others with modest income.

C. Industrial development.

1. Two industrial zones should be established.

a. The existing industrial zone in South Byron perhaps expanded further to the east, but in any event designated for light industry, only. Access from Rt. 237 should be improved.

b. The area occupied by Byron Enterprises.

2. An evergreen and conifer buffer should be developed surrounding active industrial areas, whenever practical.

D. Agricultural preservation.

1. Agricultural land should be zoned as either “Residential-Agricultural” (RA) or “Prime Agricultural” (PA) with PA being the best farmland in the Town.

2. Identification of such agricultural land should follow this process:

a. Identification should be the responsibility of an agricultural use committee consisting of farmers from both within and outside the Town.

b. The criteria should include the presence of soil and drainage conditions supportive of profitable agricultural use, field dimensions permitting use of modern equipment, and location compatible with other nearby uses.

3. Regulations should be developed permitting both residential development and farming in the RA districts.

4. Additional regulations should be developed which encourage primarily farming in the PA districts.

E. Commercial development.

1. The Town should encourage the development of a mini-plaza on the northeast corner where Routes 262 and 237 intersect in the hamlet of Byron.

a. A public parking area should be constructed as part of the development.

b. The area should include an off-street collection of shops to serve local needs including purchase of groceries and food service.

2. The Town should also encourage a similar development on the southwest corner at the intersection of Rt. 237 and Walkers Corners Road.

3. The Town should encourage the restoration of existing commercial property which has become dormant.

F. Recreational development.

1. The Town should purchase land and develop a municipal park at the east end of Mill Pond.

2. The Town should purchase the West Shore Railroad right-of-way now in private hands in order to link two Town-owned sections of right-of-way.

3. The Town should develop the entire West Shore right-of-way for recreational use including hiking and bicycling.

4. Responsibilities of the existing Town Park Committee should be expanded to include all publicly owned recreational areas within the Town.

G. Forever green areas

1. Areas within the Town should be designated as forever green areas. Except where there may be compelling reasons otherwise, the most appropriate areas for this designation are sections of the flood plains, areas currently designated as wetlands and wetland buffers by the Department of Environmental Conservation, buffers surrounding industrial districts, and sections of land bordering the abandoned West Shore right-of-way.

2. In keeping with the concept of being forever green, construction of buildings, roadways, or other man-made structures should ordinarily be discouraged in forever green areas. However, agricultural use, including tree plantations, should be permitted.

APPENDIX 1

RESIDENT SURVEY

TOWN OF BYRON

Total Respondents = 106

Question 1: “What kind of housing do you live in?”

- 92 – A conventional house on a private lot.
- 6 – A mobile home on a private lot.
- 6 – An apartment house or duplex.
- 2 – A mobile home in a park.

Question 2: “Where do you live?”

- 43 – In the countryside.
- 30 – In the hamlet of Byron.
- 23 – In the hamlet of South Byron.
- 8 – In the hamlet of North Byron.

Question 3: “For how many years have you lived in the Town of Byron?”

- 36 – 21 or more years.
- 30 – 11-20 years.
- 18 – 0-5 years.
- 16 – 6-10 years.

Question 4: “How important is it that the Town of Byron preserves its rural character?”

- 55 – Extremely important.
- 20 – Quite important.
- 25 – Somewhat important.
- 6 – Unimportant.

Question 5: “How important is it that more housing is built in the Town of Byron?”

- 18 – Extremely important.
- 12 – Quite important.
- 43 – Somewhat important.
- 33 – Unimportant.

Question 6: “Given the choice between more housing and keeping the rural character of Byron, which do you feel is more important?”

77 – Rural character.
26 – Housing.

Question 7: “If Byron is to have more housing, which of the following would you like to see?”

76 – More conventional homes on private lots.
34 – Senior citizen housing.
27 – Conventional homes in a subdivision.
11 – More mobile homes on private lots.
6 – More mobile homes in mobile home parks.
5 – Other.

Question 8: “If you favor more housing, which one type of housing listed above do you think is most needed in the Town of Byron?”

27 – More conventional homes on private lots.
11 – Senior citizen housing.
11 – Conventional homes in a subdivision.
5 – Other.
2 – More mobile homes on private lots.
2 – More mobile homes in mobile home parks.

Question 9: “Would you like to see municipal water provided in the sewer districts of the Town of Batavia?”

64 – Yes.
32 – No.

Question 10: “Which of the following would you like to see in the Town of Byron?”

58 – More grocery stores.
45 – More places to eat.
25 – More hardware and other retail stores.
22 – More personal services, e.g., barber shops or beauty parlors.
20 – Other enterprises.
7 - More service stations.

Question 11: “Would you like to see more light industry like Byron Enterprises in the Town of Byron?”

90 – Yes.
10 – No.

Question 12: “If so, which do you feel is more important?”

49 – Industry which significantly increases employment opportunities in the Town.
40 – Industry which significantly increases the tax revenue to the Town.

Question 13: “Would you like to see moderate or heavy industry like Lapp Insulators brought into the Town of Byron?”

64 – No.
36 – Yes.

Question 14: “Would you favor creating an industrial park? This would be an area of the Town set aside and developed specifically for the purpose of encouraging industries to locate in the Town.”

58 – Yes.
41 – No.

Question 15: “Which of the following would you like to see provided in the Town?”

54 – Biking trails.
48 – Hiking trails.
40 – More picnic areas.
31 – More playing fields for organized sports.
21 – More of other recreation.

Question 16: “The population of the Town of Byron increased from 2,020 in 1970 to 2,345 in 1990. Which of the following outcomes would you like to see between now and 2010?”

70 – A continuing increase in the population at the same rate as the last 20 years.
17 – No further change in population.
13 – A much more rapid increase in population.
4 – A decrease in population.

Question 17: “Forever green areas are areas of land which are forever preserved as woodlands and open space. No development is permitted on such land. How do you feel about setting aside forever green areas within the Town of Byron?”

63 – Strongly support the idea.
29 – Moderately support the idea.

- 8 – Moderately oppose the idea.
- 4 – Strongly oppose the idea.

Question 18: “From the standpoint of planning for the Town’s future, what do you see as the most important issue over the next 20 years?” (The following responses were the most frequently written comments. Other comments occurred fewer than six times.)

- 20 – Controlling development in order to stay rural and/or to preserve agriculture.
- 19 – Municipal water.
- 7 – More industry.
- 6 – More employment opportunities.

APPENDIX 2

TOTAL POPULATION

TOWN OF BYRON

<u>Year</u>	<u>Population</u>
1970	2020
1980	2242
1990	2345

APPENDIX 3

MINORITY POPULATION

TOWN OF BYRON

<u>Year</u>	<u>Population</u>
1970	52
1990	48

Source: U.S. Census

APPENDIX 4
AGE DISTRIBUTION
TOWN OF BYRON

<u>Age</u>	<u>1970</u>	<u>1990</u>
Under 20	43.6%	32.5%
20 to 54	41.0%	52.5%
55 and over	15.2%	15.0%

Source: U.S. Census

APPENDIX 5

EDUCATIONAL BACKGROUND

PERSONS 25 AND OLDER

**TOWN OF BYRON
COUNTY OF GENESEE
STATE OF NEW YORK**

<u>H.S. Graduation or Higher</u>	<u>1970</u>	<u>1990</u>
Byron	50.3%	79.9%
Genesee County	55.8%	77.4%
New York State	52.7%	74.8%
<u>Bachelor's or Higher</u>	<u>1970</u>	<u>1990</u>
Byron	4.3%	11.3%
Genesee County	8.0%	14.0%
New York State	11.9%	23.1%

Source: U.S. Census

APPENDIX 6

INCOME

<u>Median Family Income</u>	<u>1969</u>	<u>1989</u>
Byron	\$9,821.00	\$40,050.00
Genesee County	\$10,005.00	\$35,482.00

<u>Persons Below Poverty Level</u>	<u>1969</u>	<u>1989</u>
Byron	8.1%	6.2%
Genesee County	7.3%	7.3%

Source: U.S. Census

APPENDIX 7A

OCCUPATIONS IN 1970 PERSONS 16 AND OVER TOWN OF BYRON

Professional Workers.....	51 persons
Managers and Administrators.....	11 persons
Sales Workers.....	13 persons
Clerical and Kindred Workers.....	97 persons
Craftsmen, Foremen, and Kindred Workers.....	124 persons
Operatives except Transport.....	113 persons
Laborers except Farm.....	36 persons
Farmers and Farm Managers.....	70 persons
Farm Laborers and Foremen.....	18 persons
Service Workers except Household.....	135 persons
Private Household Workers.....	4 persons

Source: U.S. Census

APPENDIX 7B

OCCUPATIONS IN 1990 PERSONS 16 AND OVER TOWN OF BYRON

Executive, Administrative, and Managerial.....	78 persons
Professional Specialty.....	134 persons
Technical and related Support Workers.....	44 persons
Sales.....	102 persons
Administrative Support, including Clerical.....	139 persons
Private Household Workers.....	5 persons
Protective Service Workers.....	10 persons
Service except Protective and Household.....	128 persons
Farming, Forestry, and Fishery Workers.....	67 persons
Precision Production, Craftsmen, and Repair.....	216 persons
Machine Operators, Assemblers, and Inspectors.....	140 persons
Transport and Material Moving.....	74 persons
Handlers, Equipment Cleaners, Helpers, and Laborers.....	53 persons

Source: U.S. Census

APPENDIX 8

NONFARM BUSINESSES IN 1993 TOWN OF BYRON

Retail Trade

Building Materials, Hardware, and Farm Equipment.....	6
Groceries.....	1
Gasoline.....	2
Food and Drink.....	4
Other.....	4

Service

Personal Services.....	4
Auto Repair.....	3
Other.....	5

Manufacturing

Farm Equipment.....	1
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Source: Planning Board Survey

APPENDIX 9

HOUSING UNITS TOWN OF BYRON

<u>Year</u>	<u>Number</u>
1970	580
1980	723
1990	836

APPENDIX 10

NUMBER OF HOUSEHOLDS TOWN OF BYRON

<u>Year</u>	<u>Number</u>
1970	554
1980	699
1990	803

Source: U.S. Census