

DEVELOPMENT
AGRICULTURE
NATURAL RESOURCES

IVINGSTON

LAND USE POLICIES PLAN

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INTRODUCTION

This report deals with the future land use aspects of Livingston County's Comprehensive Plan. Other elements of the Comprehensive Plan are dealt with more specifically in separate reports which are listed at the end of this report, and are available in the County's numerous public libraries as well as the County Planning Board offices in Geneseo.

In 1971, the Planning Board obtained, through a survey, responses from residents of Livingston County on how they felt about their County as a place to live. The returns overwhelmingly reflected a strong attachment for the County's rural characteristics identified by open space, farming, natural settings, and small community living. These respondents also indicated their support of regulatory measures which might be required to protect these assets from the effects of urbanization.

Also in 1971, the Planning Board completed an existing land use inventory and analysis (report listed in back) which indicated that agriculture, forests, and other open space made up about 95% of the County's land area. Thus, despite a growth period that has seen the County's population increase by approximately 50% from 1950 to the present (40,257 to an estimated 60,200), the overall land use composition of the County remains heavily undeveloped.

By mid-1973, a preliminary land use plan for future growth was published and presented in conjunction with a slide program to 31 groups in all 17 towns over an 18-month period. Considerable feedback was received at these presentations.

Now, over three years since the preliminary plan was developed, this report represents the final County Land Use Policy Plan adopted by the Planning Board. It is called a policy plan by virtue of its heavy emphasis on recommended governmental policies at the county and local levels aimed at achieving land use goals and objectives. While a generalized physical land use plan has been developed and included as a part of this report, its purpose is clearly to serve as a graphic aid in support of, and in clarification of, the land use policies being espoused.

Much valuable and practical data on the physical characteristics of the County have been gathered by the Planning Board during the past seven years. This data, which served as a basis for the recommended land use policies in this report, can also now be utilized to guide town and village governmental officials in land use policy and decision making.

Only the towns and villages have authority designated to them by the State to adopt and administer land use regulatory measures which will be needed to help implement the policies plan recommended in this report. And, only the County is in a position to provide the on-going technical planning assistance which is needed by the town and village officials to help shape their land use policies and exercise their regulatory powers in support of these policies. Hence, the mutual advantage to forming a permanent planning partnership between the towns, villages, and the County.

FORMULATION OF POLICIES PLAN

A. EXISTING LAND USE SURVEY AND ANALYSIS

One of the first projects the County Planning Department undertook toward the formulation of a land use plan was to inventory and analyze existing land use in the County. The most extensive and complete survey of this kind was carried out in 1970.

What the planners found from this survey⁴ is that while 95% of the County could still be classified as open space or undeveloped, urbanization was very evident along the highway system throughout the County, particularly around the villages reaching out finger-like into the adjacent countryside. Land used for agriculture was diminishing, but it was primarily marginal rather than prime farm land that was going out of agricultural use. The surviving farms were getting bigger.

The findings of this early survey were plotted on a County base map to show where existing patterns of urbanization and open space were distributed in relation to each other. By virtue of the growing disparity between growth rates in the incorporated villages and the surrounding towns (towns outpaced the villages 39.3% to 28.8% from 1950 to 1970), it became evident that highway access to the outlying open spaces was luring considerably more development than the amenities associated with the villages, including public water and sewer systems. This factor would have to be reckoned with in dealing with later land use policies and strategies.

By 1970 it was also quite evident that the mobile home was a rapidly growing answer to the housing needs of moderate and low income families, comprising about 11% of the County's total housing units, or over double the percentage for 1960. The major share of these units are locating in the towns – not always by choice, but because of stringent village zoning.

B. GOALS, QUESTIONNAIRE

Approximately 220 adults and high school students filled out and returned a County goals questionnaire which was developed and distributed by the Planning Board in 1971. This represented a rather small sampling of the County population, but the responses to the first open-ended question were so heavily weighted in one general train of thought that, statistics-wise, the sample was considered indicative of County-wide thinking. In response to the question, "I enjoy living in Livingston County because . . .," 75% of all the reasons offered (most gave more than one reason) related to the physical attributes of the County such as beauty, clean air, rural living, open space, recreational opportunities, etc.

Perhaps more surprising, in response to the second open-ended question, "I believe that in order to retain and protect the values which I have listed in #1, the following action needs to be taken: . . .," 50% of the replies called for more effective planning and zoning, preserving prime farm land, and conserving natural resources. Because the responses originated with the respondent instead of with the questionnaire, as in multiple choice, they were felt to be more indicative of the respondent's real feelings. However, there was probably some conditioned responses by virtue of people knowing who was circulating the questionnaire.

The results of this attitudinal survey played an important part in helping to give initial direction to the planners in formulating comprehensive planning goals and policies.

C. TRANSPORTATION SYSTEM

It has already been mentioned that the County's highway system is a stimulant to growth in the countryside because it makes land adjacent to a highway accessible and, therefore, developable. The result is frequently strip development if the landowners are disposed to sell off building lots. Obviously, established growth patterns as a result of strip development cannot be

ignored in the formulation of land use policies. It must be squarely faced and feasible alternatives proposed.

The proposed Genesee Expressway (Interstate Route 390) was looked at in terms of its geographic relationship to urbanizing areas and the potentialities it would offer, or create demands for, in residential, recreational, commercial, and industrial development. Its adverse effects on agriculture operations was also considered.⁹

Rail was carefully evaluated for its land use implications. Potential industrial development was considered in conjunction with existing rail services, especially where other important pluses such as water and sewer, major highways, proposed interchanges, and relatively level, well drained land existed.

While rapid transit and forms of mass transportation were taken into account, it was considered unlikely that any land use planning policies directed to this area would have any meaningful effect in terms of speeding up the development of these forms of transportation in Livingston County before their time is ready.

Air travel was confined to consideration of the County's only major airport which is located in Dansville.

D. PUBLIC WATER AND SEWER SYSTEMS

Like the highway system, public water and sewer systems are influential in where development may occur. Obviously this does not always hold true since there has been a trend in recent years for families to locate outside the incorporated villages where, in all cases, public water is provided, and in most cases, a public sewer system is also in operation. There are other forces at work which are believed to be responsible for this trend; yet all things being equal, a family will normally opt for these public services rather than take a chance on providing their own adequate private systems if they have the choice. Industries, almost without exception,

prefer and often demand public water and sewers. Recent State and Federal environmental standards make this just about mandatory.

Existing public water and sewer systems, the prospects for their extension, and the prospects for the construction of new systems was carefully considered in the development of the Policies Plan.⁷ The Villages of Avon, Dansville, Geneseo, Lima, Livonia, and Mt. Morris all offer both public water and sewers. These six villages comprise a combined population of approximately 22,000. Offering only public water are the Villages of Caledonia (now moving to provide a sewer system), Leicester, and Nunda (also moving on a sewer system) which comprises another 4,200 people.

The Conesus Lake Sewer District serves roughly an additional 2,000 year-round residents (excluding the Village of Livonia) and possibly six times this number of people during the summer months. With the exception of Lakeville, the Conesus Lake Community has no public water system.

Other public water users in the County, outside the villages, serving approximately 3,000 people include East Avon, York (now considering a public sewer system), South Livonia, Hemlock (also considering sewers), Leicester, Groveland Station, and Springwater. All together, about 25,000 people, or 42%, are served by public sewer systems, and about 42,000 people, or 70%, are served by public water systems. New sewer systems now being considered for construction would serve an additional 5,500 – 6,000 people.

In most cases, a significant amount of development which has occurred just outside the limits of the villages could be served by extending existing water and sewer systems beyond their present limits, and simultaneously foster new development adjacent to the villages.

E. COMMUNITY FACILITIES AND SERVICES

Unlike recent residential growth trends which have seen new home construction and the pacing of mobile homes scattered throughout the County, community services and facilities have remained largely concentrated in the villages or adjacent to them. One reason for this of course is that many of these facilities, such as schools, libraries, fire stations, and parks reflect a sizeable earlier investment in public funds which insures their permeability for some time. Factors such as population, density, tax base, accessibility, and close interdependence with other services and facilities in the community all influence the location of new services and facilities.

The development of the policies plan has reflected the influential role that vital community services and facilities play in the land use and public expenditure decision-making process.

F. ENERGY AND DOLLAR CONSERVATION

There is a relationship between land use, public investments, and energy use which has been recognized in the evolvement of this policies plan. It is known, for instance, that attempting to serve 100 new scattered individual rural homes with electric power, heating oil, telephone, and school bus transportation will consume significantly more energy than serving these same 100 family units concentrated in a planned development within or adjacent to a village. Put these same 100 units into an apartment complex, and the energy savings are even greater.

It is quite obvious that a savings in energy consumption also means a savings in dollars. Wise land use decisions and planning should by all means serve to accomplish good living standards at the most economical cost. Sometimes this may call for initial higher costs (e.g., land, development improvements) in order that long-range economies may be realized.

G. HOUSING

While housing is a subject all of its own,³ the County Planning Board felt that the policies plan would be incomplete without addressing the interrelation between land use and public investment policies, and fulfilling the housing needs of the County.

Plainly, a policy to severely restrict housing development in certain environmentally sensitive areas needs to be balanced by other policies which, in effect, make it economically worthwhile for a developer or individual builder to select non-environmentally sensitive areas.

Overly restrictive zoning ordinances and sub-division regulations which make it practically impossible for new housing ventures, wherever the location, need to be examined in the light of housing goals and needs as well as against local traditions and social values.

H. HISTORIC PRESERVATION

In an endeavor to give proper recognition to the known or potential importance of historic sites in Livingston County as they might be affected by land use decisions, the County Planning Department attempted to identify and map all significant historic sites (including geologic) for which information was available.¹

Identifying and mapping historic sites is an important first step. Formulating the means by which these sites are preserved in the face of continuing development pressures in the years ahead is addressed in the policies plan.

I. ECONOMY

Many of the preceding factors mentioned as providing input into the County Policies Plan directly or indirectly affect the economy of the County. More specifically, recognition has been given to the identification of prime industrial sites for future development, enhancing prospects for the recreational and tourist trade, promotion of agriculture and agri-businesses, retention and

expansion of existing industries, and conservation of natural resources. Policies and planning which encourage the strengthening and expansion of our existing urban centers are considered essential to maintaining a healthy economy.

J. NATURAL RESOURCES

A combination of State LUNR data, staff surveys, and soils maps was used to identify and map natural resource areas in the County for purposes of formulating the policies plan and illustrative map. These natural resources include major bodies of water, forests, wetlands and aquifers, mineral deposits, flood plains (as integral part of drainage system), prime upland and bottomland agricultural soils, and outstanding scenic overlooks.¹

Policies dealing with natural resource areas would, of course, be concerned with their conservation to minimize adverse environmental impact as a result of development pressures. Intimate knowledge of the characteristics, location, and ecology of the County's natural resources provides the legal and technical basis for determining the regulatory means of conserving these resources. It also indicates those areas of the County where growth-generating public investments should generally be avoided. Most of the County's recreational potential is associated with these natural resource areas.

K. SOILS LIMITATIONS

Through extensive use of the soils maps, and with the assistance of a soil scientist, the capability and limitations of the soils for urban development was determined and identified on special maps, first at the County level, and finally for each of the 17 towns.⁸ These soil characteristics considered include:

1. Soil wetness. Those areas found to be partially wet, or wet year round, could be expected to create such problems as faulty septic tank systems, wet basements,

cracked foundations, ponding in yards and along roadways, unstable bases for roads and driveways, and excessive runoff compounded by impermeable roof tops and paved surfaces which could create flooding problems down stream.

2. Soil stability and depth to bedrock. Gravelly and sandy loams can become unstable given a combination of sufficient slope and excessive penetration during heavy or prolonged precipitation. Roadways, driveways, buildings, etc., can be lost if constructed on unstable soils.

Building on bedrock may necessitate costly blasting and delays, and make the proper operation of on-site sewage systems difficult or impossible.

3. Permeability. Maps were developed showing five classes of soil permeability for every town in the County. These range from excellent permeability (1.5" or more per hour) down to soils that are wet year round. Such detailed data has been used to establish residential density standards directly applied in the formulation of town zoning maps.

This data is also helpful in serving as a basis for formulating policies dealing with the location and design of sanitary landfills.

The severity of permeability problems is related to the availability of public water and sewer systems, development densities, and slope of the land.

L. SLOPE

Both the soils map and the U.S. Geological Survey maps were utilized in formulating land use policies. Lands either very level or depressional exhibiting poorly drained soils signal caution in land use planning. So do lands which have slopes of over 15%, especially where the soil may already be somewhat unstable, and there is the likelihood of extensive grading and

disturbance of natural ground cover. Not only is there risk of sliding, but serious erosion problems can be created which may end up silting bodies of water as a form of pollution.

M. POPULATION

Population studies* have been made by the County, which indicate, among other things, that from 1950 through 1975 Livingston County has grown from 40,257 people to an estimated 60,200 people. This represents an increase of almost 20,000 people during the past 25 years, or a growth rate approaching 50%.

The economic downturn nationally, and more particularly in New York State since 1974, has put a damper on development and population growth. The most recent land use survey and analysis by the planning staff, completed during the summer of 1976, indicated that the County's population had stabilized since the previous year. Thus, while some areas of the County showed modest growth, other areas lost population.

The Planning Board revised its population projections in June 1976 because of changing trends which it was felt important to take into consideration. In the earlier projections made in 1972, both a low and a high range was projected based on two different forecast methods. The high projections called for the County's population to reach 68,633 by 1980 and 88,562 by 1990. The low projections were 65,272 and 80,315 respectively.

The latest revised projections indicate the County's population will go to 63,804 in 1980, and to 75,527 in 1990. This means the latest indicators are flashing slow growth for a while, making even our earlier low projections about 5,000 people too high for 1990.

While the County Land Use Policies Plan has been developed to reflect a proposed planning program through the year 2000, population projections were made only through 1990. There is an unofficial assumption that growth will continue beyond 1990, but the Planning Board

* See Bibliography – Nos. 2, 5, 6.

believes that the accuracy of population forecasting, whichever method is employed, rapidly drops beyond five year intervals. Thus, projections could easily have been made for the period from 1990 to 2000, but it was felt these figures would be very unreliable and consequently questionable to use.

The assumptions made by the Planning Board in developing the latest population projections are as follows:

1. The national birth rate, which has been steadily declining since 1970, will gradually stabilize and possibly even rise, but not significantly during the next 14 years.
2. Life style trends will continue, which means a proportionately lower rate of overall marriages and early marriages, higher divorce and separation rates, and smaller household unit sizes.
3. The economy of the State will continue on a shaky course during the balance of the 70's but will stabilize and pick up steam during the 80's. Population outmigration from the State will decline accordingly.
4. Families will continue to move from the urban to the rural areas seeking the amenities which are associated with the latter. The completion of the Genesee Expressway by the early 80's will encourage this movement.

The number of people and their location are important land use planning considerations with which the policies plan deals. Just as important are the characteristics of the people involved. A lower birth rate not only means less people overall, but also that, gradually, we shall have a smaller proportion of younger persons and a larger proportion of older people. These facts have ramifications for school systems, adult education programs, cultural and recreational facilities and services, housing, transportation, and other social organizations, programs, and services.

LAND USE GOALS

A. OVERAL LAND USE GOAL

It is the County Planning Board's overall land use goal, based on its soundings of the people and an extensive investigation and analysis of the County, that future urban development be planned to take place in those areas which minimize the adverse impact on the County's natural resources and agriculturally productive lands.

B. SUB-GOALS

1. Encourage urban development in or adjacent to the County's incorporated villages.
2. Discourage urban development in environmentally sensitive areas and in prime agricultural areas.
3. Maximize economic opportunities in the County through rational land use decision making and associated actions.
4. Maximize conservation of energy and dollars through rational land use decision making.
5. Achieve coordination of land use planning and capital improvements at all levels of government.
6. Develop an on-going partnership between County, towns, and villages in land use planning.
7. Achieve coordinated and compatible regional land use planning.
8. Achieve real progress in meeting the County's housing needs through utilization of the positive approaches to land use planning.
9. Keep the County's major arterial highways and collector roads free of strip development, and maximize the potentialities of the new Genesee Expressway.
10. Gain understanding and support of the public for land use planning.

LAND USE POLICIES PLAN

In accordance with the foregoing overall land use goal and sub-goals established by the Planning Board for Livingston County, the following policies are hereby made, and do constitute, the official County Land Use Policies Plan.

A. URBAN DEVELOPMENT

1. Existing land uses which are determined, by factual data and analysis, to be a detriment to the health, safety, and/or welfare of the public should be phased out of existence by appropriate legal planning means. Accordingly, such land uses should not be permitted to expand or be rebuilt.
2. Every effort should be made, through legal tax incentives, land use regulatory devices, public improvements, and other governmental subsidies or other means to encourage future urban development to occur first within the village corporate boundaries and, secondly, outside but adjacent to the village corporate boundaries.
3. In conjunction with and furtherance of policy #2, areas developing adjacent to the villages should be incorporated into the villages by annexation when sufficient densities are reached.
4. New taxation formulas (e.g., penalty tax) should be explored and legislation passed, as needed, to utilize this governmental tool in achieving a more efficient use of valuable land in the villages (removal of unproductive structures, development of vacant land, etc.).
5. Municipal water and sewer services should be used as a planning tool to achieve desired land use development patterns adjacent to the villages.
6. To encourage the best utilization of land, municipal governments should consider constructing new local street systems over rights-of-way dedicated by landowners of

- potential subdivisions in or adjacent to the villages. This would create new building lots with street access as an alternative to strip development along existing highways and collector roads.
7. Construction of new community facilities such as schools, governmental offices, fire stations, libraries, health services, etc., should be located in the villages (preferably), or adjacent to the villages.
 8. Strict enforcement of safety and fire codes in the downtown sections of the villages should be implemented to cause unproductive structures to be either removed or improved.
 9. Public monies (local, state, federal) should be invested, in accordance with carefully prepared plans, in downtown improvements such as curbs, gutters, street resurfacing, storm drainage, lighting, off-street parking, landscaping, etc., as a means of encouraging existing downtown enterprises to remain and expand, and to encourage investments in the downtowns by new enterprises.
 10. Downtown benefit assessment programs should be promoted to finance major downtown improvements beyond the proper or legal jurisdiction of local governments.
 11. No additional outlying shopping centers or strip commercial districts should be encouraged to locate in the County. Concerted efforts should instead be made to redirect this capital investment into rejuvenating existing downtown business districts.
 12. All major development, such as residential subdivisions, apartment complexes, and commercial and industrial projects, should be subject to regulatory codes and site design approval by local planning boards

13. Provision of public water and sewer systems to correct existing or potential health problems in the unincorporated hamlets should be economically feasible, and should not be designed to encourage growth that should be directed to the villages and existing water and sewer services.
14. Population growth shall neither be directly promoted nor opposed, but such growth which does occur should be properly planned for as to location, housing, employment opportunities, community facilities, etc.

B. ENVIRONMENTALLY SENSITIVE AREAS AND PRIME AGRICULTURAL AREAS

1. Even though a sewer district now rings Conesus Lake, a continuation of the existing high density development should be avoided, and all new development within the Conesus Lake drainage basin should be carefully evaluated for short and long term environmental impact on the lake, including associated water level problems.
2. For purposes of minimizing soil siltation, a major source of water pollution, natural vegetation should not be disturbed for any purposes, except emergency situations, within 100 feet of the embankment of major creeks (named on County Highway Map), lakes, or the Genesee River.
3. In addition to meeting the requirements of the State Freshwater Wetlands Act, development in applicable wetlands should be further discouraged by zoning all such areas Rural Conservation, which calls for minimum 10-acre building lots as recommended in the County Model Zoning Code.
4. Agricultural Potential maps which have been prepared for each town, plus knowledge of the productivity of existing farms, should serve as the basis for identifying prime agricultural soils and highly productive farms. These lands should be included in

- officially instituted Agricultural Districts and also zoned Rural Conservation (10-acre minimum building lots).
5. All public improvement projects such as new highways, park land acquisition, wetland and wildlife conservation, etc., should avoid the taking of or adversely affecting viable farm land, or be able to demonstrate that no feasible alternatives exist and that such projects are needed.
 6. Urban development on slopes exceeding 15% (identified on slope maps for each town) should be discouraged by zoning such areas Rural Conservation which would limit the size of the building lots to a minimum of 10 acres as recommended in the County Model Zoning Code. Site design approval by the local planning board should also be required.
 7. The County's forest lands, identified on existing land use maps for each town, should be protected from high concentrations of urban development by placing these areas into Rural Conservation Zoning Districts, and requiring site design review by the local planning boards of proposed subdivisions, commercial recreation sites, or similar uses.
 8. Soils permeability maps, which have been prepared for each town, should be a principal tool for determining residential building densities in all areas not serviced by public sewers. Local zoning ordinances should be predicated on this important data and on the recommended standards contained in the County Model Zoning Code.
 9. Natural resources such as sand and gravel deposits have been identified on soils maps prepared for each town, and such areas should be placed in Rural Conservation Zoning Districts.
 10. Sites of historical, geological, or scenic significance, many of which have been identified by the County Planning Board in studies already referred to in this report,

or by local town historians, should be officially listed by each town and provisions included in zoning ordinances to help safeguard their integrity.

11. Sanitary landfills should be so located, designed, and operated that there will be a minimum risk of polluting groundwater or surface waters, either short range or over the long range.
12. In addition to meeting the requirements of the National Flood Insurance Act, all applicable towns and villages should include identified flood hazard areas in Rural Conservation Zoning Districts to further discourage development in these areas.

C. ECONOMY

1. Incentives for existing local industries and businesses to remain in Livingston County and expand their operations should be provided by the County and local governments through such measures as:
 - (a) providing quality basic community facilities and services in the most economical way;
 - (b) initiating a coordinated, aggressive program to broaden the tax base, thereby relieving the pressure on individual businesses;
 - (c) developing and carrying out an effective preventative maintenance public works program;
 - (d) taking positive action to modernize local government to achieve efficiency and economies such as adopting better management techniques, consolidating town and village services and facilities, including investigation of governmental mergers;
 - (e) supporting County-wide efforts to expand and improve upon job manpower training programs which will meet industry's skilled labor needs;

- (f) helping local industries find suitable expansion space, and helping industries obtain financing for expansion if this is a problem;
 - (g) providing quantity and quality of housing for additional employees at costs they can afford.
2. Incentives for encouraging new industries and businesses to locate in Livingston County should include all measures listed in #1 above, plus an aggressive, County-wide program headed up by a staffed County Industrial Development Agency (IDA). Prime industrial sites should be identified, documented, protected through proper zoning, and when considered feasible and justifiable, acquired and improved for occupancy.
 3. The County should work closely with the other counties in its planning region toward obtaining designation by the Economic Development Administration (EDA) as an Economic Development District with its associated federal grant benefits.
 4. The County, possibly through the County Chamber of Commerce, IDA, or another agency, should develop a comprehensive tourist-recreation industry program to fully capitalize on this very real potential which the County offers. Such an effort could conceivably be partly funded under an EDA grant program.
 5. The County should continue every effort to insure a healthy agricultural industry by establishing fair tax formulas, supporting or initiating new state legislation favorable to agriculture, and pursuing new land use concepts that may help preserve prime farm lands in the highly competitive real estate market.

D. ENERGY CONSERVATION

1. Establish closer working ties and coordination between County Planning Board and the public utility companies relating to on-going programs and thinking, and to proposed long-range projects which will affect energy needs in one form or another.

2. Promote land use standards which would serve to conserve energy such as reducing travel time by locating place of residence, place of work, and place of shopping and recreation in closer relationship to each other.
3. In conjunction with #2, promote wider use of the bicycle and mopeds as a feasible alternative or supplement to the private automobile.
4. Encourage the employment and use of public transportation in whatever form would most likely win public acceptance and would result in a net savings of dollars in energy conservation and private transportation outlays over costs of operation.
5. Promote higher density development where this is feasible.
6. As part of capital programming process, insist that all public buildings are adequately winterized and equipped with the most efficient heating systems, including solar heating when feasible.

E. COORDINATION OF LAND USE PLANNING AND CAPITAL IMPROVEMENTS

1. Construction of new highways, community facilities, and public utilities should only be undertaken in close consultation with the planning board (County or local) as to the ramifications such actions will have on future land use patterns and possible conflicts with present land use policies.
2. Capital improvement programs should be developed and adopted by all levels of government and purposely employed as one important tool in achieving land use goals and carrying out specific land use policies.

F. COUNTY-TOWN-VILLAGE PLANNING PARTNERSHIP

1. Appointed members to the County Planning Board, with the exception of the at-large members, should preferably be members of the town or village planning board, or as a minimum, an appointed town or village official.
2. County Planning Board members should serve an active liaison role between County planning activities and town-village activities, including establishment of close working ties with the town supervisor and village mayor.
3. This land use policies plan should be adopted (in modified form if necessary) by the County Board of Supervisors and all town and village legislative boards as the official land use plan for Livingston County.
4. Town and village planning boards should meet jointly a minimum of every six months to review and discuss common planning goals and policies and seek means of implementation.
5. To the extent of its manpower and time limitations, the County Planning Board, through its professional staff, will provide technical assistance to the towns and villages in furtherance of the planning policies contained in this document.

G. REGIONAL LAND USE PLANNING

1. The County should seek to coordinate and complement its land use planning with that of its neighboring counties in the region by working through a formal regional planning organization if this is feasible and practical, or else through an informal working relationship with these counties collectively and individually.
2. The County should actively pursue participation in such regional programs as Economic Development Districts, Resource Conservation and Development, Section

208 of the National Pollution Control Act, Regional Water Resources Planning Board, Genesee Transportation Council, and the Regional Health Systems Agency.

H. HOUSING

1. Town and village zoning codes should be designed to encourage the construction of sound multiple-family housing units for all income levels in and adjacent to the incorporated villages.
2. Minimum housing standards should be achieved by adoption of housing codes and building codes rather than through the questionable use of zoning.
3. Local land use regulatory codes such as zoning and subdivision regulations should be clearly and concisely written to facilitate the processing of subdivision and building applications for expeditious action.
4. Extra efforts should be made to persuade, or provide necessary incentives for, lending institutions to make conventional home financing more readily available to middle and lower income families in order to reverse the growing trend toward mobile homes.

I. TRANSPORTATION

1. Keep the need for construction of costly and environmentally destructive new highways to a minimum by making every effort to protect and maintain the investment in the existing highway system by good land use planning practices.
2. Encourage towns and villages to utilize large lot zoning (dimensions recommended in Strip Development Report) as a means of reducing strip development along arterial highways and collector roads, thereby maintaining the travel efficiency of these major roads.

3. Protect the scenic value associated with future travel over the Genesee Expressway by maintaining the agriculture and natural areas through which the expressway traverses, including controlled development near the six planned interchanges in the County.
4. The State should be prompted to give high priority to improving the arterial highways linking the Genesee Expressway interchanges with the County's villages as a means of encouraging commuting families to become village-oriented. This would include Routes 5 & 20 linking Avon and Lima; Routes 20A and 15 linking Geneseo and Livonia; and Route 408 linking Mt. Morris with the Expressway.
5. Lessen dependence on private travel and promote future potential of mass transit by encouraging closer geographical relationship between place of residence and places of work, shopping, and recreation; and encouraging more concentrated urban development.
6. Support improvements to and expansion of Dansville Airport in line with FAA standards and demands for airport facilities in this area, and encourage local efforts to safeguard airport's future from urban encroachment through strict zoning measures.

J. PUBLIC EDUCATION AND PARTICIPATION

1. An on-going and major effort of the County Planning Board shall be to inform the general public and elected officials, in the most effective methods possible, on all aspects of the County Planning Program and related events which are occurring; and to encourage maximum participation by the public and elected officials in all phases of the planning process.

THE DAN PLAN

Included in the pocket at the end of this document is a map of Livingston County, which is labeled “DAN Plan.” This map is intended to illustrate, in a very general way, land use patterns which should evolve over the next 25 years, and reflect the land use goals and policies set forth in this policies plan.

The designation “DAN” was fittingly applied to the land use plan to highlight the overall concept or goal of directing development (D) into areas best suited for intensified land uses, and maintaining very low development densities in the County’s prime agricultural areas (A) and natural resource areas (N).

A. HIGH DENSITY AREAS

Areas designated for Development in the DAN Plan are shown in two shades of yellow, and together represent approximately 30 percent of the County’s land area, or roughly 190 square miles.

The dark yellow designation is for high-density development centering mainly in and around the villages but including areas where public water and sewer systems seem likely to be provided in the near future. High density in this case means allowing for apartment complexes of up to 15 dwelling units per acre and single-family building lots as small as 6,000 square feet. In addition, all commercial, industrial, and other non-residential urban uses are recommended exclusively for these high-density areas.

The high-density development areas in dark yellow comprise about 10 percent of the total land area of the County.

B. MEDIUM TO LOW DENSITY AREAS

Areas shown in light yellow are designated medium to low residential development. This means building lots will generally range from a minimum size of one half acre up to three acres, depending on the permeability of the soil. The soil permeability factor is directly related to the capability of the site to effectively handle septic tank systems. Since public sewer systems are not available in these areas and are neither likely nor recommended in the plan, density control based on soil permeability is considered essential.

The medium and low-density designations in light yellow contain few environmentally sensitive areas that would be adversely impacted by the recommended densities. Approximately 20 percent of the total County land area is in this designation.

C. RURAL DENSITY AREAS

Agriculturally productive lands are identified in white on the map. These are lands that contain prime upland and prime bottomland soils ideal for farming, plus farmland which has been made productive as a result of good management practices (fertilization, tile drainage, etc.). About 37 percent of the County land area is included in Agriculture on the map.

In keeping with the goals and policies of this document, urban development in the agricultural areas is to be kept at rural density levels by holding to minimum building lot sizes of 10 acres. Nothing short of public purchase of development rights would prevent some urban development of these agricultural lands; however, it is intended that the 10-acre requirement will discourage a proliferation of development with the “taking” of land as such.

The areas shown in green on the map are designated Natural Resource Areas and call for the same rural density as the Agricultural Areas. Included in these areas are wetlands, steep slopes (over 15%), flood hazard areas, impermeable soils, unstable soils, close to surface

bedrock, bodies of water, and forests. Approximated 33% of the County land area is so designated.

In the case of both Agricultural and Natural Resource Areas, the construction of public water and sewer systems, new highways, and most other non-recreational land uses are not recommended. Even in the case of public recreation, environmental impact statements should be prepared and all potential adverse impacts identified and alternative proposals developed and evaluated.

BIBLIOGRAPHY

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STATE OF NEW YORK
OFFICE OF PLANNING COORDINATION
LIVINGSTON COUNTY

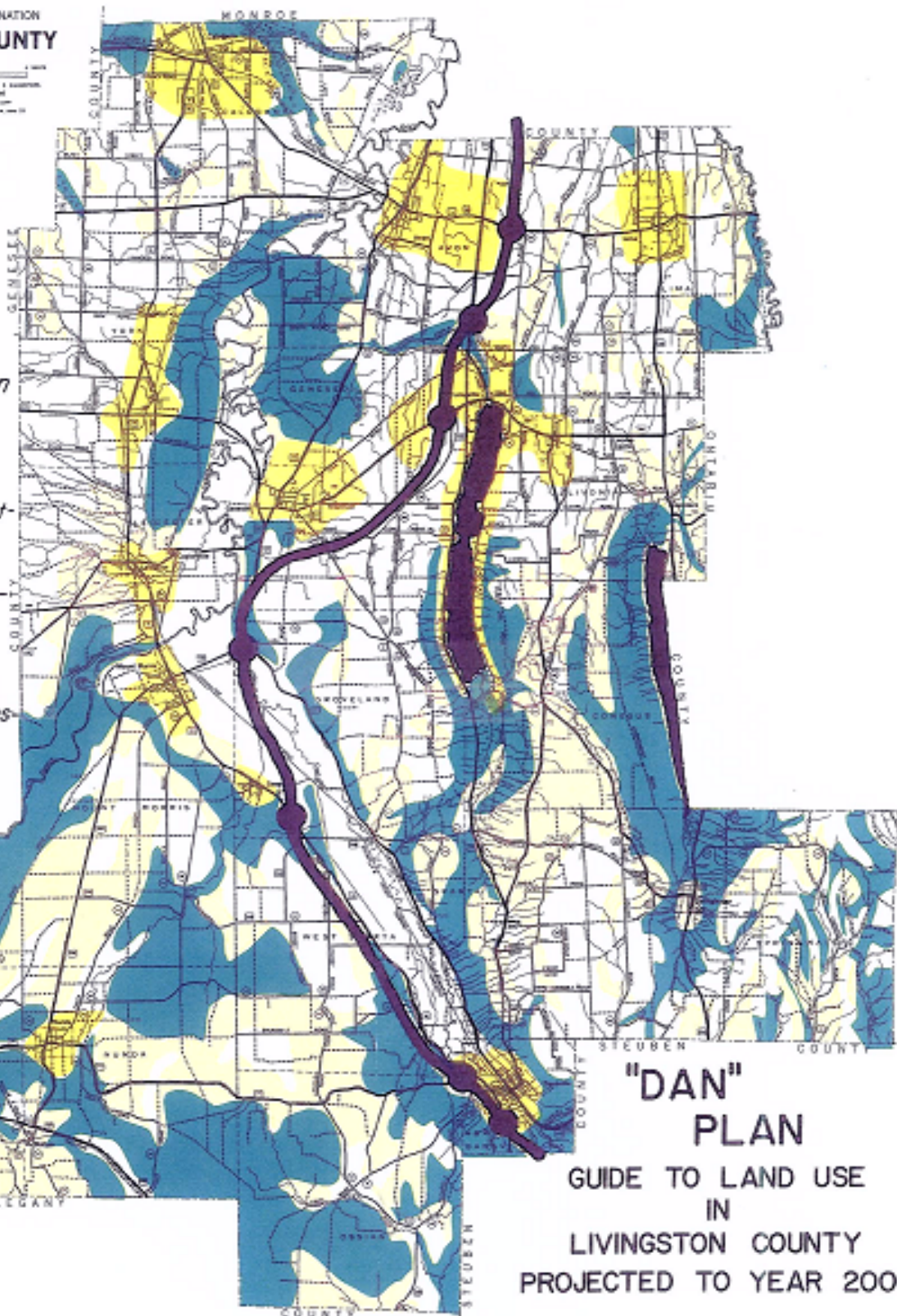


LEGEND

- Development*
- Agriculture*
- Natural resources conservation*

RESIDENTIAL DENSITIES

- High Development - Municipal Water & Sewer*
- Low Development - 1/2-3 Acres*
- Agriculture - 10 Acres*
- Natural Resources - 10 Acres*
- Major Highways*
- Genesee Expressway*
- Interchange*



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GUIDE TO LAND USE
IN
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PROJECTED TO YEAR 2000