

**Avon - State Routes 5 & 20
Land Use and Access Management Plan**

**Town & Village of Avon
Livingston County**

Prepared For:

**Town of Avon
Village of Avon
Genesee Transportation Council**

March 2002



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1 INTRODUCTION

1.1 Report Purpose

East Main Street (Routes 5 & 20) is the primary transportation corridor serving the Town and Village of Avon. With direct and convenient access to I-390 and points beyond, this corridor has experienced significant increases in traffic volume, and additional growth in traffic and development is expected in the near future.

The Town and Village of Avon have worked together on this study to develop a coordinated strategy that addresses traffic and safety issues along Routes 5 & 20. They recognize that planned orderly land development combined with coordinated road improvements will result in less traffic congestion, safer operation and a more efficient use of limited infrastructure resources. Equally important is the recognition that cooperative planning will allow continued economic development by preserving and enhancing the safe and efficient movement of traffic.

The Town and Village of Avon have developed this Land Use and Access Management Plan (LUAMP) with the goals of facilitating the continued economic development along Routes 5 & 20 while preserving and enhancing the safe and efficient movement of traffic. Existing businesses, landowners and the traveling public have been involved in the development of the plan to assure a realistic and achievable set of recommended actions. Directing new development into efficient access configurations is the focus for undeveloped parcels. Pedestrian and bicycle accommodations and aesthetic enhancements have also been considered.

The plan contains recommendations for appropriate modifications to existing land use plans along the corridor. These recommendations include:

- Land use type and density adjustments;
- Frontage requirements; set back requirements;
- Shared and joint access requirements;
- Driveway spacing standards;
- Corner clearance standards;
- Improved site circulation; and

- Subdivision regulations that support the development of local roads for better internal circulation.

The plan also contains recommended highway improvements such as:

- Road widening;
- Medians;
- Auxiliary turn lanes;
- Median openings;
- Future intersections;
- Frontage/access roads; and
- Local road improvements.

Potential funding sources for these recommended improvements have been identified. Conceptual development plans, which delineate recommendations for improved access to existing businesses, are included for the developed portions of the corridor.

1.2 Description of Study Area

The East Main Street (NYS Routes 5 & 20) study area consists of two separate areas (see Figures in Appendix B) with distinctive characteristics.

The first area lies in the Village of Avon between Hal-Bar Road and Pole Bridge Road. Except for the downtown area of the Village, this area has the most significant commercial development in the Village. In addition, there is new residential development being constructed near the study area.

The second area lies in the Town of Avon at the intersection of Routes 5 & 20 and Route 15. The study area at the intersection is further defined to be 1000-feet long on all four approaches. Both study areas are about 2000-feet long and they have been defined to encompass approximately 500 feet on either side of Routes 5 & 20. The 500-foot buffer allows for consideration of recommendations that could affect side streets, rear access roads, and land use decisions for entire parcels adjacent to Routes 5 & 20.

It is important to note that the New York State Department of Transportation (NYSDOT) owns and maintains Routes 5 & 20 as a state trunk line.

2 STUDY PROCESS

2.1 Community Involvement

A Steering Committee consisting of representatives from the Town and Village of Avon, the Genesee Transportation Council, Livingston County, New York State Department of Transportation, and the public was formed to assist with the preparation of this study. The committee identified a corridor vision, goals and objectives, and it has reviewed study products.

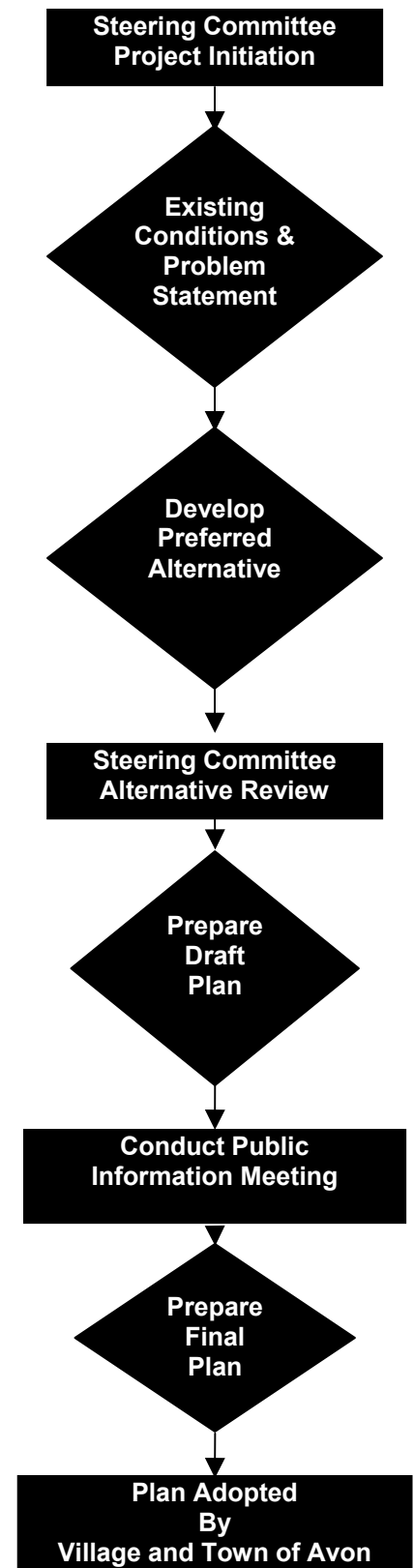
Two public information meetings were held in order to review the preferred alternatives for the Town and the Village, respectively. Comments from the public have been considered in preparation of the final recommendations.

2.2 Existing Plans or Studies

Route 5 is a state highway that runs east-west through New York State from Buffalo to Albany. Locally it connects the Village of Avon to Caledonia to the west and Lima to the east. In the study area Route 5 and Route 20 are combined. In the study area, Routes 5 & 20 is functionally classified as a rural principal arterial, which means mobility (the movement of people and goods) is its primary purpose. However, it also provides access to significant commercial and residential development.

The Town and Village of Avon's comprehensive plans identify the following objectives relevant to this Study Area:

1. Retain the rural and small town character of Avon
2. Maintain a healthy local economy and growing tax



base.

3. Maintain a strong and vital village center.
4. Maintain a high quality of life in the community.

To meet the first objective the Village and Town have rezoned land to minimize conflict among land uses. They are also administering the Planned Development District regulations to minimize the impact on agriculture, retain views of open land, and protect natural features and rural atmosphere.

To meet the second, third, and fourth objectives the Village and Town have rezoned land to achieve the development visions of their respective Comprehensive Plans. In addition, to meet the fourth objective, site plan review regulations have been revised to ensure that sufficient buffers are provided between neighboring residential and commercial/industrial uses and that important scenic views are preserved.

The Village of Avon believes the study area between Hal-Bar Road and Pole Bridge Road is and will continue to be an important commercial corridor. Most of the land with frontage on Routes 5 & 20 has been developed commercially. The vacant land behind these parcels is starting to be developed. The parcel to the north of Routes 5 & 20 and west of Tops Plaza is currently under construction to include residential units. The vacant parcels south of Routes 5 & 20 are zoned for high density residential.

The Town of Avon believes that the intersection of Routes 5 & 20 and Route 15 is and will continue to be an important industrial, commercial and residential corridor. In fact, they believe that this intersection could evolve into a second town center. Most of the land with frontage on Routes 5 & 20 or Route 15 has been developed. The Livingston County IDA has a 60-acre development located in the northeast quadrant. A 57-acre parcel in the southeast quadrant is planned for 99 single-family residential units with plans to expand the development to 300 acres, including additional residential development as well as commercial uses to support the needs of this new residential area. The exact time frame for this future development is unknown at this time. The Town expects that land in the northwest quadrant will be actively farmed for the next 20 years or more.

2.3 Routes 5 & 20 Corridor Vision

Hal-Bar Road to Pole Bridge Road

The Village's vision for the study area between Hal-Bar Road and Pole Bridge Road is to support the existing commercial and future residential development by providing an integrated transportation system that is safe, efficient, and attractive. Integration of the transportation system includes promoting a network of interconnected roads that extends the existing Village street grid. Routes 5 & 20 will continue to be the principal arterial and Pole Bridge Road will be a major collector. Collins Road, Hal-Bar Road, and new access roads will be minor collectors/local roads that will complete the network hierarchy providing travelers with an alternative to Routes 5 & 20.

Intersection of Routes 5 & 20 and Route 15

The Town's vision for the study area at the intersection of Routes 5 & 20 and Route 15 is to provide a gateway into the community that accommodates economic development opportunities as well as a safe, efficient and attractive route for motorists traveling through the area. Future development should expand the existing hamlet of East Avon in a manner that creates a node of activity instead of a commercial strip. In addition, the community recognizes that new development in this area should not occur at the expense of existing operations in the Town or Village.

2.4 Study Purpose

The purpose of this study is to identify, for the Village and Town of Avon action items that they or others (NYSDOT, Livingston County, property owners, etc.) can implement to achieve the Routes 5 & 20 Corridor vision. The action items may be in the form of recommendations for roadway improvements, site access modifications, site development regulations, zoning code changes, site plan review procedures, and other policies, standards, or procedures.

2.5 Study Objectives

The following objectives were identified for the Routes 5 & 20 LUAMP:

- A. Reduce the potential for accidents;
- B. Accommodate future development by expanding the existing activity centers (the Village and Hamlet of East Avon);
- C. Increase accommodations, safety and mobility for pedestrians and bicyclists;
- D. Improve efficiency of travel through the study areas;
- E. Improve accessibility to businesses; and
- F. Consider a network of internal access roads.

3 INVENTORY OF DATA, FEATURES, AND ACCESS CONTROL

3.1 General - Village of Avon

The Routes 5 & 20 Study Area in the Village is best described as urban transitional. The study area is at the eastern boundary between the Village and Town of Avon. The majority of frontage has been developed commercially. The surrounding area is zoned for residential developments. As Routes 5 & 20 leaves the Village, the development is primarily residential uses adjacent to segments of farmland or open space.

3.2 Village Highway Features

3.2.1 Road Profile

Routes 5 & 20 is a rural principal arterial in the Village of Avon. Between Hal-Bar Road and Pole Bridge Road, Routes 5 & 20 transitions from two 12-foot travel lanes with 4-foot curb offsets in both directions to one 12-foot travel lane and 8 to 10-foot curb offset/shoulder in the eastbound direction and two 12-foot travel lanes with 4-foot curb offsets in the westbound direction.

The right-of-way width is generally 99-feet wide. There are curbs and a closed drainage system provided throughout the study area. On-street parking is not permitted in the study area. The posted speed limit is 55 mph for westbound vehicles entering the project limits. In the Village the posted speed limit is 30 mph. There are sidewalks on the north side of Routes 5 & 20 throughout the project limits. Sidewalk is provided between Hal-Bar Road and the Avon Town Plaza on the south side of Routes 5 & 20.

At the signalized intersection of Routes 5 & 20 and the Tops Plaza/Avon Town Plaza driveways 12-foot auxiliary turn lanes are provided for northbound and southbound vehicles turning left. Crosswalks and sidewalk ramps are provided at this intersection.

3.2.1 Traffic

Between Hal-Bar road and Pole Bridge Road the New York State Department of Transportation¹ estimates that 9,100 vehicles travel Routes 5 & 20 daily, with a weekday peak design hour volume of 610 vehicles. Nine percent of this weekday peak hour volume is truck traffic. The volume-to-capacity ratio varies from 0.4 for the four-lane section to 0.6 for the three-lane section. These capacity levels typically indicate that motorists are able to travel at or near the speed limit consistently within the study area.

There is a traffic signal at the intersection of the Tops Plaza driveway with Routes 5 & 20. Presently, it is operating adequately and is expected to meet future needs for the next 10 to 15 years. This traffic signal also serves multiple commercial establishments via internal connections between the individual parking lots of local businesses.

Table 3-1
Driveway Locations and Property Access Control

Access Control	Left Driveway Id	Left Driveway Spacing	Right Driveway Spacing	Right Driveway Id	Access Control
None	1	--	--	1	None
None	2	1049 ft	63 ft	2	None
None	3	148 ft	158 ft	3	None
None	4	68 ft	128 ft	4	None
None	5	56 ft	244 ft	5	None
			1015 ft	6	None
			319 ft	7	None
			90 ft	8	None
			319 ft	9	None
			78 ft	10	None
			1456 ft	11	None

3.2.2 Accidents

Three years of accident data was obtained from the NYSDOT Safety Information Management System to examine the existing accident rate between Hal-Bar Road and Pole Bridge Road. Fourteen accidents occurred during the three-year period from May 1, 1998 to April 30, 2001. Eight accidents involved injuries while the remaining six accidents involved property damage only (i.e. the damage was estimated to be more than \$1,000 by the reporting officer). There were no fatalities.

The accident rate for this segment of Routes 5 & 20 was 2.70 accidents per million vehicle miles (acc/mvm). This is below the statewide average rate of 3.16 acc/mvm for similar roadways in New York State. As the calculated rate is below the statewide average rate, NYSDOT does not have an accident investigation planned for the segment.

3.3 Village Land Use Features

3.3.1 Regulations

The zoning along Routes 5 & 20 between Pole Bridge and Hal-Bar Roads transitions from residential to general business and back to residential.

3.3.2 Building Setbacks

Hal-Bar Road to Pole Bridge Road

Table 3-3 identifies the parcels with setbacks that meet the 100-foot setback requirement in the Village of Avon's zoning codes.

Table 3-3
Building Setbacks

Left Parcel Id	Left Parcel Offset ≥ 100 ft	Right Parcel Offset ≥ 100 ft	Right Parcel Id
1	No	Yes	1
2	No	No	2
		--	3
		--	4
		Yes	5
		Yes	6
		--	7
		No	8
		No	9
		No	10
		Yes	11

3.3.3 Developable Land

The term developable land is somewhat subjective because a community's desired development density, scale and appearance often have a significant impact on the definition.

The majority of land with frontage along Routes 5 & 20 has already been developed. Therefore, future development along this section of the study area may be somewhat limited. However, given the depth of the land, there are opportunities for development in front of and behind existing commercial and industrial uses.

3.3.4 Water and Sewer Availability/Capacity

The Village of Avon operates water and sewer systems that serve all of the developed areas in the Village and is available to serve much of the undeveloped parcels. The water and sewer systems are both estimated to be operating at one-third of their capacity¹.

3.4 Village Environmental Features

3.4.1 General

The environmental features for the land surrounding each study area will impact the possibility for, density and type of development that can occur in each study area. Therefore, a review of existing environmental features must be included in any discussion of future land use.

3.4.2 Active Agricultural Lands

The lands surrounding both study areas are primarily prime agricultural land (see Appendix A). However, there are no parcels in or near the study areas that are located in an agricultural district (see Appendix A). Extensive development in either of the study areas might increase development pressure to adjacent land, which could result in the loss of valuable agricultural lands.

3.4.3 Topography and Soils

Both study areas have lands with a range of slopes between 0 and 8 percent. However, some of the land between Hal-Bar Road and Pole Bridge Road is flat (see Appendix A).

3.4.4 Other Features

There are no 100-year floodplains, water bodies or state regulated wetlands located in either of the study areas.

3.5 Village Development, Re-Development and Roadway Improvements Plans

3.5.1 Development Plans

The Village of Avon believes the study area between Hal-Bar Road and Pole Bridge Road is and will continue to be an important commercial corridor. Most of the land with frontage on Routes 5 & 20 has already been developed commercially. Some of the vacant land behind

these parcels is starting to be developed. The parcel to the north of Routes 5 & 20 and west of Tops Plaza is currently under construction and will provide residential units. The vacant parcels south of Routes 5 & 20 are zoned for High Density Residential. High Density Residential zoned areas have a higher ratio of housing units per acre, which usually includes apartment complexes, town homes and/or condominium developments.

3.5.2 Re-Development Plans

The Village of Avon does not believe that the residential property near the study area with frontage on Routes 5 & 20 will be converted to commercial use. These properties are well kept and have been residences for a long time. Plus, the Village desires to maintain a strong and vital business district in the village center. The renovation of the Tom Wahl's restaurant, the construction of a new CVS Pharmacy (where the former XXXX Hardware Store was located), and a proposed office building near the plaza on the south side of Routes 5 & 20 are currently in various stages of proposal, approval or reconstruction.

3.5.3 Roadway Improvement Plans

The New York State Department of Transportation is in the process of planning roadway improvements to Routes 5 & 20 from the Genesee River to I-390. The planning phase includes defining the scope for improvements, meeting with the Village and Town residents to obtain input on the scope, and preparing an initial report to identify needs, alternative solutions, and cost estimates. Construction of this project is slated to begin in the 2005 to 2006 timeframe.

3.6 Existing Access Management Regulations in the Village

3.6.1 Existing Document Review

The following documents were reviewed to identify existing zoning ordinances, subdivision regulations, site plan review procedures, and other documents that pertain to access management:

- Village of Avon
 - Zoning Ordinance
 - Current Comprehensive Plan
 - Development Regulations

3.6.2 Existing Regulations

The following access management provisions were identified:

- Village of Avon
 - The Village's zoning ordinance includes minimum lot size, width, space between buildings, and density requirements for all zoning classifications that would have a direct effect on the spacing of driveways. Other than those requirements, specific access management guidelines or requirements are not included in any of the documents reviewed.

3.7 General - Town of Avon

The development north, south, and west of the East Avon study area is rural residential. The development east of the Study Area has an appearance similar to that of a village or hamlet with older houses spaced closer together with a tree-lined, curbed street. At the intersection of Routes 5 & 20 and Route 15, the development is primarily commercial/industrial. The area surrounding the intersection is agricultural with emerging suburban residential developments.

3.8 Town Highway Features

3.8.1 Road Profile

For the Routes 5 & 20 and Route 15 intersection study area in East Avon, Routes 5 & 20 is a rural principal arterial that consists of one 12-foot travel lane with 8-foot shoulders in both directions. At the intersection, 12-foot auxiliary turn lanes are provided for eastbound

and westbound vehicles turning left. Route 15 is a rural minor arterial that consists of one 12-foot travel lane with 8-foot shoulders in both directions. At the intersection, 12-foot auxiliary turn lanes are provided for northbound and southbound vehicles turning left.

The right-of-way width is generally 99-feet wide for Routes 5 & 20 and Route 15. Except for curb at the intersection and on Route 15 north of the intersection there are no curbs. An open drainage system is provided on Routes 5 & 20 and Route 15 throughout the study area. On-street parking is also not permitted in the study area. The posted speed limit is 45 mph in the study area. There are no sidewalks, therefore pedestrians and bicyclists must utilize the 8-foot shoulders. Multi-use trails for pedestrians and bicyclists do not exist in the study area.

3.8.1 Traffic

West of the Routes 5 & 20 and Route 15 intersection in East Avon, the NYSDOT estimates that 9,100 vehicles travel Routes 5 & 20 daily, with a weekday peak design hour volume of 610 vehicles, 9-percent of the vehicles are trucks, and the volume-to-capacity ratio is 0.5. East of the Routes 5 & 20 and Route 15 intersection the NYSDOT¹ estimates that 7,400 vehicles travel Routes 5 & 20 daily, with a weekday peak design hour volume of 500 vehicles, 9-percent of the vehicles are trucks, and the volume-to-capacity ratio is 0.5.

The NYSDOT¹ estimates that 3,600 vehicles travel Route 15 daily, with a weekday peak design hour volume of 250 vehicles, 7 percent of which are trucks. The volume-to-capacity ratio is 0.2, which typically indicates that motorists are able to travel at or near the speed limit consistently within the study area.

The traffic signal at this intersection is currently operating adequately and is expected to meet future needs.

3.8.1 Accidents

¹ Source: Highway Sufficiency Manual, New York State Department of Transportation, 2000

Three years of accident data was obtained from the NYSDOT Safety Information Management System to examine the existing accident rate at the intersection of Routes 5 & 20 and Route 15. Fourteen accidents occurred during the three-year period from May 1, 1998 to April 30, 2001. Five accidents involved injuries, five accidents involved property damage only, and the remaining four accidents were non-reportable (i.e. the damage was estimated to be less than \$1,000 by the reporting officer). No accidents involved fatalities at this intersection.

The accident rate for this intersection was 0.87 accidents per million entering vehicles (acc/mev). This is above the statewide average rate of 0.75 acc/mev for similar intersections in New York State.

3.9 Town Land Use Features

3.9.1 Regulations

At the intersection of Routes 5 & 20 and Route 15, the northwest and southeast corners are zoned for Light Industrial and General Business (L1/B1). The southwest corner is zoned General Business (B1). A portion of the northeast corner (near the church) is zoned Residential (R-1), with the remainder zoned as a Planned Development District (PDD) that fronts on Routes 5 & 20 and Route 15. The northwest side of Routes 5 & 20 outside of the intersection area is zoned L1/B1 for almost 1500 ft then transitions to Agricultural to the Village line. Southwest of the intersection is zoned B-1 with approximately 2300 feet of road frontage and also includes a parcel that's zoned L1B1. Southeast of the intersection, a 52-acre PUD that fronts to Routes 5 & 20 was recently approved. In addition, there is a PDD zone on the east side of Route 15, north of the intersection that extends north of Tech Drive. The current zoning in the study area coincides with the land use plan outlined in the Town's Comprehensive Plan completed in 1997.

3.9.2 Building Setbacks

Table 3-4 identifies the parcels with setbacks that meet the 85-foot setback requirement in the Town of Avon's zoning codes. It is important to note that the Town's required setback is 70 feet. However, the setback along state highways, which includes Routes 5 & 20 and Route 15, requires an additional 15 feet for all setbacks, bringing the setback requirement to 85 feet.

Table 3-4
Building Setbacks

Left Parcel Id	Left Parcel Offset ≥ 85 ft	Right Parcel Offset ≥ 85 ft	Right Parcel Id
1	No	Yes	1
2	No	No	2
		--	3
		--	4
		Yes	5
		Yes	6
		--	7
		No	8
		No	9
		No	10
		Yes	11

3.9.3 Developable Land

The term developable land is somewhat subjective because a community's desired development density, scale and appearance often have a significant impact on the definition.

The majority of land with frontage along Routes 5 & 20 and Route 15 has been developed as well. However it is important to note that much of the land north of this study area is currently agricultural lands.

The agricultural use of this land is expected to continue for the next twenty years or more. Local officials expect significant residential and commercial development east of the study area. The impact of this potential development is being considered in the study.

3.9.4 Water and Sewer Availability/Capacity

The Village of Avon's water system provides water for Consolidated Town Water Districts, which includes lands adjacent to the east end of the Village, parcels along Routes 5 & 20 through East Avon, and parcels along Route 15 in East Avon. Parcels in the remainder of the Town are not served by a sanitary sewer system and utilize septic tanks.

3.10 Town Environmental Features

3.10.1 General

The environmental features for the land surrounding each study area will impact the possibility of, density and type of development that can occur in each study area. Therefore, a review of existing environmental features must be included in any discussion of future land use.

3.10.2 Active Agricultural Lands

The lands surrounding both study areas are primarily prime agricultural land (see Appendix A). However, there are no parcels in or near the study areas that are located in an agricultural district (see Appendix A). Extensive development in either of the study areas might increase development pressure to adjacent land, which could result in the loss of valuable agricultural lands.

3.10.3 Topography and Soils

Both study areas have lands with a range of slopes between 0 and 8 percent. However, some of the land between Hal-Bar Road and Pole Bridge Road is flat (see Appendix A).

3.10.4 Other Features

There are no 100-year floodplains, water bodies or state regulated wetlands located in either of the study areas.

3.11 Town Development, Re-Development and Roadway Improvement Plans

3.11.1 Development Plans

The Town of Avon believes that the intersection of Routes 5 & 20 and Route 15 is and will continue to be an important industrial, commercial and residential corridor. In fact, they believe that this intersection will evolve into a second town center (the Village is the first). A 52-acre parcel in the southeast quadrant was recently zoned a PUD and has been divided into 99 residential building lots with 10 acres set aside for a park, drainage basins, roads and other infrastructure required for residential development. This landowner has almost 300 additional acres in the same area, and it is expected that he will seek PUD zoning for the remainder of this land at some point in the future. It is anticipated that additional residential development would occur as well as commercial development to provide the services and retail needs of this newly developed residential area.

In the PDD-zoned area northeast of the intersection, Tech Drive is accessible from Route 15 and Interstate Drive North from Routes 5 & 20. It is anticipated that as industrial development continues, these two roads will intersect at some point in the future.

3.11.2 Re-Development Plans

The Town of Avon believes that the residential property near the study area with frontage on Routes 5 & 20 or Route 15 will be re-developed for commercial use. The property in the more dense area east of the study area will likely remain residential.

3.11.3 Roadway Improvement Plans

The New York State Department of Transportation is in the process of planning roadway improvements to Routes 5 & 20 from the Genesee River to I-390. The planning phase includes defining the scope for improvements, meeting with the Village and Town residents to obtain input on the scope, and preparing an initial report to identify needs, alternative solutions, and cost estimates. Construction of this project is slated to begin in the 2005 to 2006 timeframe.

3.12 Existing Access Management Regulations

3.12.1 Existing Document Review

The following documents were reviewed to identify existing zoning ordinances, subdivision regulations, site plan review procedures, and other documents that pertain to access management:

Town of Avon

- Zoning Ordinance
- Current Comprehensive Plan
- Subdivision Regulations

3.12.2 Existing Regulations

The following access management provisions were identified:

- Town of Avon
 - The Town's Zoning Code includes minimum lot size, width, space between buildings, and density requirements for all zoning classifications that would have a direct effect on the spacing of driveways.
 - The Zoning Code contains provisions for Planned Unit Developments (PUD) that would promote the integrated mix of land uses (e.g., limited retail and service commercial uses combined with residential uses). The Zoning Code also contains provisions for Planned Development Districts (PDD)

that would promote the integrated mix of land uses (e.g., commercial and industrial uses). Of particular note is a zoning code requirement that plans for a PUD or PDD need to identify all interior streets, easements and access and egress from public rights-of-way.

- Other than the above requirements, specific access management guidelines or requirements are not included in any of the documents reviewed.

4 EXISTING PROBLEM IDENTIFICATION

4.1 Key Issues

Several key issues were identified for both the Village and Town of Avon during the first steering committee meeting.

A. Village of Avon

Weaknesses:

1. High travel speeds;
2. Speed limit is posted at 55 mph for a short segment in between speed limits posted at 45 and 30 mph;
3. High percentage of trucks;
4. Lack of a convenient alternate route to Routes 5 & 20;
5. There is a lot of congestion on Pole Bridge Road from two major residential developments to the south of the Pole Bridge and Routes 5 & 20 intersection; and
6. The intersection of Pole Bridge and Routes 5 & 20 has the highest number of crashes in the Town of Avon.

High speeds, speed limit, high percentage of trucks, and lack of a convenient alternate route to Routes 5 & 20 are more global issues that cannot be addressed by this study. The NYSDOT may address some or all of these issues in the future, either as part of the planned project for Routes 5 & 20 between the Genesee River and I-390 or another study. However, recommendations of this study will consider access roads and other means of coordinating access between developments to provide alternatives to traveling on Routes 5 & 20 on a local level. The coordination of access between developments will also explore ways of reducing congestion on Pole Bridge Road within the confines of the project limits.

Note: The congestion on Pole Bridge Road cited during this planning process is a more global issue that cannot be fully addressed by this study. This study, however, can identify ways for improving congestion at the intersection of Pole Bridge and Routes 5 & 20.

Strengths

1. Two I-390 interchanges serve the Town of Avon;
2. Routes 5 & 20 is the only route into the Village, which is a plus for businesses due to exposure.

Opportunities

1. A proposed access road south of Routes 5 & 20 from Pole Bridge Road, almost to Hal-Bar Road. A connection to Hal-Bar Road is not planned because a connection would require demolition of existing residences. However, connection to the street that services the school campus is possible. A parallel access road further south is also being considered;
2. A new residential development is being constructed west of Tops. It will have access to Routes 5 & 20 by way of Collins Drive, the street at the signalized intersection that accesses the Tops Plaza. Access to other streets are planned that would allow more customers access to the Tops development and the development across the street without having to travel on Routes 5 & 20. The proposed access roads south of Routes 5 & 20 would provide access to other properties enhancing this feature.

Threats

1. Maintenance of traffic and access to parcels during NYSDOT construction of Routes 5 & 20 project;
2. Truck traffic.

Issues related to truck traffic and maintenance of traffic and access to parcels during construction are not included within the scope of this study. These issues may be addressed by NYSDOT either as part of the project to improve Routes 5 & 20 between the Genesee River and I-390 or another study. However, recommendations of this study will consider access roads and other means of coordinating access between developments to provide alternatives to traveling on Routes 5 & 20 that could enhance access to parcels during construction of the NYSDOT project.

B. Town of Avon

Weaknesses

1. Lack of a convenient alternate route to Routes 5 & 20.

Strengths

3. Two I-390 interchanges serve the Town of Avon;
4. Routes 5 & 20 is the only route into the Village, which is a plus for businesses due to exposure.

Opportunities

1. Development will likely occur in areas in the southern part of the Town of Avon;
2. Gateway entrance to Avon. Possibly a second town center in East Avon at the intersection of Routes 5 & 20 and Route 15 or at the Routes 5 & 20 and I-390 interchange;
3. Residential development; and
4. Commercial development (probably light industrial, maybe some retail or hotels).

Threats

5. The current comprehensive plan does not take into account potential development of lands near Routes 5 & 20;
6. County development of IDA parcel at intersection of Routes 5 & 20 and Route 15;
7. Truck traffic.

Issues related to truck traffic and maintenance of traffic and access to parcels during construction are not included within the scope of this study. These issues may be addressed by NYSDOT either as part of the project to improve Routes 5 & 20 between the Genesee River and I-390 or another study. However, recommendations of this study will consider access roads and other means of coordinating access between developments to provide alternatives to traveling on Routes 5 & 20 that could enhance access to parcels during construction of the NYSDOT project.

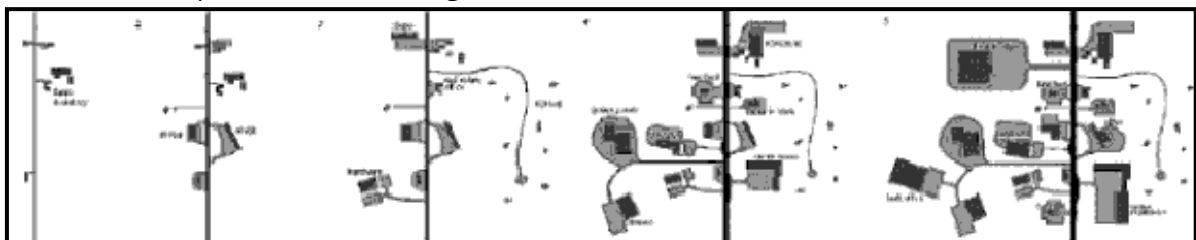
4.2 Access Management Needs

Safe and efficient transportation infrastructure and traffic operations are fundamental to local and regional economic development. Maintaining a safe and efficient transportation system, however, requires a careful balancing between the need to accommodate through traffic and the need to provide high quality access to properties abutting the roadway.

The New York State Department of Transportation has adopted an "Arterial Access Management Initiative" to meet the demands of providing a transportation system that balances the needs of someone who wants to get from point A to point B the quickest, like a commuter, with another person who wants to enter and exit driveways safely, like a shopper or a resident. However, this initiative requires collaboration between NYSDOT and local governments. It unites transportation and land-use management strategies in order to preserve and enhance mobility while promoting the desired development along roadways.

A key component of this initiative is the use of access management techniques. Access management techniques coordinate the development of lands and their access points. This technique can reduce the need for future costly highway improvements required to address safety and capacity issues.

Land developments (large or small) occurring over time, slowly increase their effect on the safety and capacity of the roadway. Developing one parcel at a time may not have a significant effect. However, as the number of



Cumulative Effect of Development

developments increase the cumulative effect is greater than anticipated for each separate development. Therefore, a comprehensive approach to land use and access management planning yield the highest return from state, local, and private investment in infrastructure and land development. A

comprehensive land use and access management plan also provides the land developer and the community with a strategy for meeting its objectives for the corridor.

4.3 Existing Transportation Problems

Based on a review of the Town and Village of Avon's official documents and input from the Steering Committee the following transportation objectives were identified:

- A. Provide a transportation system with the access needed to accommodate existing and future development;
- B. Reduce the potential for accidents;
- C. Improve accessibility to businesses;
- D. Increase accommodations and safety for pedestrians and bicyclists; and
- E. Consider a network of internal access roads.

Village - Hal-Bar Road to Pole Bridge Road

The existing volume-to-capacity ratios of 0.4 and 0.6 for this area are below the threshold indicates a capacity problem. Not all driveways meet a suggested requirement for driveways to be spaced 200 feet. Reducing the number of driveways by consolidation or removal will be considered.

Although other transportation problems were not identified as part of the current conditions review, a range of transportation issues were analyzed in the evaluation of the future development scenario.

East Avon - Intersection of Routes 5 & 20 and Route 15

The existing volume-to-capacity ratio of 0.5 for this area is below the threshold that would indicate a capacity problem. However, a reduction in the number of driveways along each of these routes will be considered to maximize motorist and pedestrian safety and efficiency in this area. Currently, there are driveways that do not meet the suggested 300-foot spacing requirement. Reducing the number of driveways by consolidation or

removal will be considered could alleviate the traffic and safety issues often associated with curb cuts spaced too closely.

Although other transportation problems were not identified as part of the current conditions review, a range of transportation issues were analyzed in the evaluation of the future development scenario.

4.4 Existing Land Use Issues

Based on a review of the Town and Village of Avon's official documents and input from the Steering Committee existing land use issues do not exist. The zoning code and other official documents meet the development needs in terms of proposed land use. The Town and Village have subdivision regulations that regulate the development of local roads. However, as explained earlier, specific provisions to address the following features of access management are not included in the Town and Village of Avon's official documents:

- Zoning provisions for driveway corner clearance standards;
- Zoning provisions for land use density and type adjustments;
- Zoning provisions for frontage requirements.

In addition, not all the existing setbacks for the parcels on the north or south side of Routes 5 & 20 meet the 85-foot requirement in the zoning codes. Other zoning, land use, and access issues may be determined as part of the evaluation of future development scenarios.

5 RECOMMENDATIONS

5.1 General

As stated in Section 4.2, a key component of NYSDOT's "Arterial Access Management Initiative" is the application of access management techniques. Recommendations for access management will be in the form of a coordinated set of land development and subdivision regulations, transportation, and land use strategies that work together to achieve the study goals and objectives and address the problems identified above. A plan for access within the study area will be developed to coordinate the development of lands and their access points.

5.2 Land Development and Subdivision Regulations

The following model regulations² are provided for managing access to land development while preserving the flow of traffic in terms of safety and capacity. These regulations balance the rights of reasonable access to private property with the rights of all people to safe and efficient travel along the Routes 5 & 20 corridor study area.

The intent of the proposed regulations is to reduce traffic accidents, personal injury, and property damage resulting from proliferation of access points. Also, in conjunction with the proposed transportation and land use recommendations, these regulations will meet the Village and Town of Avon's vision for the Routes 5 & 20 corridor study area, as well as the goals and objectives for this study.

With legal assistance these regulations can be adopted into the Village and Town of Avon's local laws.

A. Access Spacing

Driveway spacing standards limit the number of driveways on a roadway by mandating a minimum separation distance between driveways. This

² Adapted from "Model Land Development and Subdivision Regulations", Florida Department of Transportation and the Center for Urban Transportation Research, University of South Florida

reduces the potential for collisions as travelers enter or exit the roadway and encourages sharing of access, where appropriate.

1. Separation between access points on Routes 5 & 20 and intersecting side streets will be based on the posted speed limit as follows:

POSTED SPEED LIMIT	DRIVEWAY SPACING
35 mph or less	125 feet
36-45 mph	245 feet
45 mph or greater	440 feet

Driveway spacing shall be measured from the closest edge of pavement to the next closest edge of pavement. The connection spacing requirements may be reduced in situations where they prove impractical.

2. If the connection spacing guidelines cannot be achieved, then a system of joint use driveways and cross access easements may be required in accordance with subsequent sections.
3. Variations from these distances may be permitted at the discretion of the Planning Board where the effect would be to enhance the safety and/or operation of the roadway. A Traffic Study may be required by the applicant to demonstrate whether the proposed change would exceed roadway safety and/or operation benefits.

B. Corner Clearance

Driveway spacing at intersections and corners should provide adequate sight distance and response times and permit adequate stacking space at intersections. Corner clearance is the distance from an intersection of a public or private road

1. Corner clearance for connections shall meet or exceed the minimum access spacing requirements for that roadway. Driveway spacing shall be measured from the closest edge of

pavement for the driveway to the next closest edge of pavement for the intersection.

2. New connections on Routes 5 & 20 or Route 15 shall not be permitted within the functional area of an intersection as defined by the connection spacing standards of this code, unless:
 - a) No other reasonable access to the property is available, and
 - b) The Planning Board and NYSDOT determine that the connection does not create a safety or operational problem upon review of a site-specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.
3. Where no other alternatives exist, the Planning Board and NYSDOT may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.
4. In addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required front yard setbacks and corner clearance on street frontage.

C. Joint and Cross Access

Adjacent shopping centers or office parks are often not connected by a service drive and sidewalk. As a result, customers who wish to shop in both centers, or visit both sites, must exit the parking lot of one, travel a short distance on Routes 5 & 20, and then access the next site. A cross access drive and sidewalks would reduce traffic on Routes 5 & 20 and increase safety. The result is a positive business benefit by providing easy access to one site from another.

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall

provide a cross access drive and pedestrian access to allow circulation between sites.

2. A system of joint use driveways and cross access easements shall be established wherever feasible along Routes 5 & 20 and the building site shall incorporate the following:
 - a) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access spacing standards.
 - b) A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 - c) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied together to provide cross access via a service drive;
 - d) A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible;
 - e) Sidewalks on one or both sides to increase pedestrian safety and access.
3. Shared parking areas shall be permitted and should facilitate a reduction in required number of parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.
4. Pursuant to this section, property owners shall:
 - a) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
 - b) Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the Village or Town of Avon and pre-existing driveways will be

- closed and eliminated after construction of the joint-use driveway;
- c) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
5. The Planning Board may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
- a) Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.
 - b) The site plan incorporates a unified access and circulation system in accordance with this section.
 - c) The property owner shall enter a written agreement with the Village or Town of Avon, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.
6. The Planning Board may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

D. Access Connection and Driveway Design

The New York State Department of Transportation requires driveways to adhere to minimum design standards in the design and location of access connections or other traffic control features. These standards are contained in three separate but related technical documents:

- Highway Design Manual;
- New York State Standards for Entrances to State Highways; and
- NYSMUTCD (Manual of Uniform Traffic Control Devices).

The minimum standards for driveway design and location are as follows:

1. Driveway grades shall conform to the requirements of NYSDOT Standards for Entrances to State Highways, latest edition.

2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers is discouraged due to the potential for vehicular weaving conflicts;
3. Driveway width and flair shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the major thoroughfare, but standards shall not be so excessive as to pose safety hazards for pedestrians, bicyclists, or other vehicles;
4. The length of driveways or "Throat Length" shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. General standards appear in the following table. The requirements will vary according to the projected volume of the individual driveway and are specific to the principle access to a property and are not intended for minor driveways. Variation from these shall be permitted for good cause upon approval of the Village or Town of Avon and NYSDOT.

DEVELOPMENT	DRIVEWAY THROAT LENGTH
Shopping Centers greater than 200,000 Gross Leaseable Area	200 feet
Smaller Developments less than 200,000 GLA	75-95 feet
Unsignaled driveways	40-60 feet

Source: Source: Vergil G. Stover, P.E., Ph.D. (As updated from Transportation and Land Development, Institute of Transportation Engineers, 1988).

E. Requirements for Outparcels and Phased Development Plans

This section is intended to encourage driveway consolidation for out parcels and phased development plans that by way of a coordinated internal circulation. Adjacent properties under single ownership will be treated as one property unless the applicant can show the Village or Town

of Avon and NYSDOT that the two properties should have separate access due to safety concerns. Marketing of the two properties is not a valid reason to have them treated as separate properties.

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall not be considered separate properties in relation to the access standards of this code. The number of connections permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations required under the Joint and Cross Access Section shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this code and both shall be cited for any violation.
2. All access to the outparcel must be internalized using the shared circulation system of the principle development or retail center. Access to outparcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.
3. The number of outparcels shall not exceed one per ten acres of site area, with a minimum lineal frontage of 300 feet per outparcel or greater where access spacing standards for that roadway require. This frontage requirement may be waived where access is internalized using the shared circulation system of the principle development or retail center. In such cases the right of direct access to the roadway shall be dedicated to the Village or Town of Avon and recorded with the deed.

F. Nonconforming Access Features

Nonconforming access features may continue in the same manner after adoption of land development regulations—a process known as “grand

fathering." This protects the substantial investment of property owners and recognizes the expense of bringing those properties into conformance. Opportunities to bring nonconforming features into compliance occur after specific events when the costs of required improvements may be amortized in the business loan or mortgage, thereby minimizing financial hardship.

1. Permitted access connections in place as of (date of adoption) that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under one of the following conditions:
 - a) When new access connection permits are requested;
 - b) Substantial enlargements or improvements;
 - c) Significant change in trip generation;
 - d) Property ownership changes or;
 - e) As roadway improvements allow.
2. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of (180 or 365) days, or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the Planning Board.
3. For uses that are vacant or discontinued upon the effective date of this code, the (180 or 365) day period begins on the effective date of this code.

G. Reverse Frontage

These standards are effective in reducing safety hazards and congestion caused by direct access to Routes 5 & 20.

1. Access to double frontage lots shall be required on the street with the lower functional classification.

2. When a residential subdivision is proposed that would abut Routes 5 & 20, it shall be designed to provide through lots along Routes 5 & 20 with access from a frontage road or interior local road. Access rights of these lots to Routes 5 & 20 shall be dedicated to the Village or Town of Avon and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on Routes 5 & 20. The berm or buffer yard shall not be located within the public right-of-way.
3. Pedestrian easements can be utilized to connect pedestrian traffic from residential development to Routes 5 & 20.

H. Flag Lot Standards

Where the narrow frontages for flag lots abut Routes 5 & 20, they afford inadequate spacing between driveways and increase safety hazards from vehicles turning on and off Routes 5 & 20.

1. Flag lots shall not be permitted when their effect would be to increase the number of properties requiring direct and individual access connections to Routes 5 & 20.
2. Flag lots may be permitted for residential development, when deemed necessary to achieve planning objectives, such as reducing direct access to thoroughfares, providing internal platted lots with access to a residential street, or preserving natural or historic resources, under the following conditions:
 - a) Flag lot driveways shall be separated by at least twice the minimum defined in the access separation section.
 - b) The flag driveway shall have a minimum width of 20 feet and maximum width of 50 feet.
 - c) In no instance shall flag lots constitute more than 10% of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.

- d) The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.
- e) No more than one flag lot shall be permitted per private right-of-way or access easement.

I. Lot Width-to-Depth Ratios

Minimum lot frontage and maximum lot width-to-depth ratios prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems.

1. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 4 times its width.

J. Shared Access

The provisions for shared access are intended to prevent a proliferation of driveways on Routes 5 & 20. Provisions for shared access also promote land development patterns that are more compatible with the rural character of the Village or Town of Avon.

1. Subdivisions with frontage on Routes 5 & 20 shall be designed into shared access points to and from the highway. A maximum of two accesses shall be allowed regardless of the number of lots or businesses served.
2. Subdivisions, with access to Routes 5 & 20, on a single residential access street ending in a cul-de-sac shall not exceed 25 lots or dwelling units, and the cul-de-sac shall have a minimum cartway radius of 30 feet.

K. Connectivity

The provisions for connectivity are intended to encourage trips between adjoining developments and fewer trips on Routes 5 & 20. This provision

strives to maintain a balance between enhancing accessibility and limiting excessive through traffic in residential areas.

1. The street system of a proposed subdivision shall be designed to coordinate with existing, proposed, and planned streets outside of the subdivision as provided in this Section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided as deemed necessary by the Village or Town of Avon to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs unless specifically exempted by the Village or Town of Avon, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
3. Collector streets shall intersect with collector or arterial streets at safe and convenient locations.
4. Sub-collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation, but such connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.

L. Site Plan Review Procedures

The subdivision and site plan review process provides the Village or Town of Avon with the most effective opportunity for addressing access considerations and preventing access problems before they occur. Effective coordination with the New York State Department of Transportation and other agencies is essential to ensure conformance with land division and access requirements.

1. Applicants shall submit a preliminary site plan for review by the Village or Town of Avon and NYSDOT. At a minimum, the site plan shall show³:
 - a) Location of access point(s) on both sides of the road where applicable;
 - b) Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;
 - c) Number and direction of lanes to be constructed on the driveway plus striping plans;
 - d) All planned transportation features (such as auxiliary lanes, signals, etc.);
 - e) Trip generation data or appropriate traffic studies;
 - f) Parking and internal circulation plans;
 - g) Plat map showing property lines, right-of-way, and ownership of abutting properties; and
 - h) A detailed description of any requested variance and the reason the variance is requested.
2. Subdivision and site plan review shall address the following access considerations:
 - a) Is the road system designed to meet the projected traffic demand and does the road network consist of hierarchy of roads designed according to function?
 - b) Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are minimized?
 - c) Is access properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?
 - d) Do units front on residential access streets rather than major roadways?

³ Adapted from *The Subdivision and Site Plan Handbook*, David Listokin and Carole Walker, New Brunswick, NJ: Center for Urban Policy Research, Rutgers University, 1989

- e) Is automobile movement within the site provided without having to use the peripheral road network?
 - f) Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?
 - g) Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?
 - h) Does the pedestrian sidewalk system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?
- 3. The Village or Town of Avon and NYSDOT reserve the right to require traffic and safety analysis where safety is an issue or where significant problems already exist.
 - 4. After 30 days from filing the application, the Village or Town of Avon and NYSDOT must notify applicants if any additional information is needed to complete the application.
 - 5. Upon review of the access application, the Village or Town of Avon and NYSDOT may approve the access application, approve with conditions, or deny the application. This must be done within 90 days of receiving the complete application.
 - 6. Any application that involves access to Routes 5 & 20 or Route 15 shall be reviewed by the New York State Department of Transportation. It should be noted that the recommended time frames in this section are local time frames and do not apply to the required NYSDOT review.
 - 7. If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made. The plan, with submitted changes, will be reviewed within 10 working days and approved or rejected. Second applications may only be rejected if conditional changes are not made.

8. If the access permit is denied, the Village or Town of Avon or NYSDOT shall provide an itemized letter detailing why the application has been rejected.
9. All applicants whose application is approved, or approved with conditions, have thirty days to accept the permit. Applicants whose permits are rejected or approved with conditions have 60 days to appeal.

5.3 Land Use Recommendations

The purpose of this section is to provide guidance to local decision makers concerning land uses, transportation management and design. The recommendations included in this section are based on a 15 to 20 year timeframe and, therefore, may not be consistent with current land use patterns. However, the concepts outlined will help to ensure a managed approach to growth that balances commercial, residential, industrial and open space uses. Over time it may become necessary to modify existing zoning codes in the study areas in order to allow for the proposed land uses contained in the future land use maps (See Appendix A).

A. Village of Avon

The Village of Avon is a unique blend of uses, including residential, commercial, industrial and open space. The map in Appendix A outlines future land use for the area and provides a basis for the recommendations included in the development scenario.

Residential (Orange) - Residential areas should provide a mix of housing opportunities that are integrated into the existing and future street network. Cul-de-sacs should be minimized in order to provide automobile and pedestrian connectivity. If used, they should provide pedestrian connections to adjacent main road, backing cul-de-sac or land use. Sidewalks should be utilized in every neighborhood subdivision. As seen in the Future Land Use Map (Appendix A), there is an opportunity to locate additional housing in close proximity to the school campus, which allows students to walk to school.

Commercial (Green) - Retail, consumer oriented services such as restaurants, barber and beauty shops, doctor's offices, bookstores, and professional offices are expected to locate in the commercial areas. Future commercial development would serve to supplement existing services and retail in the village. Features such as interior access roads should be utilized to minimize the number of curb cuts on Routes 5 & 20. In this area, there are opportunities for commercial infill, as seen on the Village's Future Land Use Map. This will reduce development pressure farther east on Routes 5 & 20 and more efficiently use existing sewer and water infrastructure.

Agriculture (Purple) - Agriculture and the open space it provides are essential to the rural character of Avon. In order to maintain the assets agriculture affords, it is recommended that the Village designate an agricultural land use category that conserves contiguous parcels of farmland. This will reduce the opportunity for continued sprawling development along Routes 5 & 20 and protect the rural gateway between the town and village.

Open Space (Blue) - There are two areas where non-agricultural open space should be preserved. For the village, the designated open space areas would provide scenic buffers between commercial and residential uses as well as recreational opportunities for residents and visitors in the area.

B. Hamlet of East Avon

It is believed that this portion of the study area may develop into a second town center over time. If future development in the area is driving this assumption, land use will play a vital role in determining the area's appearance and safety. It is important to ensure the correct mix of uses is maintained at this intersection and points beyond. The map in Appendix A outlines future land use for the area and provides a basis for the recommendations included in the development scenario.

Hamlet/Mixed Use (Red) - This area should maintain the scale and character appropriate in a rural town setting. Recommended uses for this category include single and multi-family residential, retail, restaurant, services, and professional offices. The exact mix of uses should be compatible with the uses that are in closest proximity.

Commercial / Industrial (Purple) - Future large-scale commercial and industrial development should be located in this area. Features such as interior access management roads should be utilized to minimize the number of curb cuts on Routes 5 & 20. In this area, there are opportunities for commercial infill. This will reduce development pressure farther east on Routes 5 & 20 and allow for the preservation of agricultural and open space land.

Residential (Yellow) - Residential areas should provide a mix of housing opportunities that are integrated into the existing and future street network. Future residential development should build upon existing residential areas and provide additional housing options not currently available.

Agriculture/Open Space (Green) - As can be seen on the map, agricultural and open space lands are an integral part of the area's landscape and character. Open space areas should continue to be preserved in order to maintain Avon's rural appeal and active agriculture industry.

5.4 Land Use and Access Management Plan (LUAMP)

A. Village of Avon

Figure 5-1 in Appendix B illustrates the future land use and access management plan for Routes 5 & 20 in the Village. This development scenario incorporates many of the strategies, described in previous sections of this report, to maximize development opportunities while preserving the character of the village and maintaining a rural gateway to the community. The scenario is based upon the community's vision, goals and objectives for the study area and recognizes the economic and aesthetic value of this corridor.

Although the development scenario is depicted as one illustration, it should be considered a series of phases to be completed over time. Local decision makers can utilize the development concept as a guide to be applied to future development and re-development in the study area.

The development concept is designed to reduce traffic conflicts and other problems that may arise along the corridor as development continues. A reduction in the number of curb cuts along Routes 5 & 20 will be necessary to improve pedestrian safety, promote the development of business clusters and improve the visual character of the corridor. This can be accomplished by increasing the number of cross access easements and shared driveways along Routes 5 & 20. There are already a few examples of this strategy being used within the study area. For example, from the Tops Market parking lot, a motorist can access Monroe Muffler and McDonald's Restaurant without having to drive back onto Routes 5 & 20. This type of shared access should be utilized as new commercial development occurs. In addition, existing businesses should be encouraged to develop shared access in any renovation or redevelopment plans submitted for Village approval.

The cross access described in this scenario may require several zoning actions to be taken by Village officials. Driveway location and spacing should adhere to the standards provided by the New York State Department of Transportation Corridor Management Bureau. In addition, side and rear parking should be encouraged for small and moderate sized businesses (based on trip generation). Locating parking in this manner reduces the number of curb cuts, improves pedestrian safety along the main road and enhances the aesthetic appeal of the corridor. Large businesses would be permitted to have front parking only if they provide cross access to abutting parcels and any fronting businesses. Although this option is less attractive, shared access will improve safety along Routes 5 & 20 by reducing the number of driveways needed to access adjacent parcels.

In order to encourage implementation of the development scenario and avoid a proliferation of haphazard strip development along Routes 5 & 20, new commercial development would be encouraged to locate in areas where that type of use currently exists. For example, outparcels could be developed in front of the Tops Plaza. Not only would this type of development provide opportunities for shared access and parking, it would break up or even hide the "sea" of parking often located in front of large, "big box" commercial developments. It would also compliment the residential development that will more than likely occur in this area.

The median proposed between Hal-Bar and Pole Bridge Roads offers several advantages to the corridor. By limiting access, the number of conflict points is reduced and vehicular safety is increased. The presence of cross access between commercial establishments in the area will ensure patrons have a convenient alternative once the median is in place.

In addition to limiting access, curbed medians often encourage reduced speeds, which would improve traffic safety along the corridor. Medians also enhance pedestrian safety and access by providing a refuge for pedestrians crossing the street. Rather than having to cross 24 feet of pavement or more at once, pedestrians cross two, 12-foot sections of road, which is much safer.

The aesthetic contribution that medians can provide to an area is another important consideration. Since this corridor serves as a gateway to the village, the character and appeal of the corridor will have a significant impact to the overall quality of life. The creation of a median would extend the character of the village to this gateway area and provide an immediate cue to motorists that they are entering a unique area. The exact design of the median and the location of breaks would be determined through collaboration between the Village and the NYSDOT.

In order to encourage more compact development, maximize limited road frontage and allow a mix of uses along Routes 5 & 20, the development of new access roads may be required. Although this is the most aggressive feature of the development scenario, new access roads would offer the Village significant advantages:

- Reduction of traffic along Routes 5 & 20 by providing alternative routes of travel;
- Enhanced pedestrian access and connectivity to various uses on and near Routes 5 & 20;
- Extension of existing village street grid that allows a more gradual transition from the village to the town;
- Reduction of conflict points along Routes 5 & 20, which improves the overall safety of the roadway.

As mentioned earlier, there is already an access road that links the Tops Plaza with Monroe Muffler and McDonald's. This access road will be improved and extended to intersect with High Street, providing a direct link to the village. South of Routes 5 & 20, proposed access roads would provide both east-west and north-south connections to the existing roadways and developments in the area. The creation of these roads would allow residential and commercial development to be accessed from alternative routes, which would alleviate traffic and safety issues on the main thoroughfare often associated with increased development. The end result would be a transitional street grid that provides a gradual transition from the Village to the Town.

This extended street grid would also create an environment conducive to more pedestrian activity. Bicycle and pedestrian access between residential developments and nearby stores and services would be enhanced significantly, which would result in the extension of the Village's character and scale.

B. Hamlet of East Avon

Figure 5-2 in Appendix B depicts the land use and access management development scenario for the intersection of Routes 5 & 20 and Route 15 in the Town of Avon. As this report stated earlier, Town officials believe this area will become the second town center. Although the extent of growth in this area and how town officials will handle future change cannot be predicted, it is likely that development will occur in this area. This assumption is based on recent and anticipated development activity in the study area and its proximity to the I-390 interchange.

The first phase of improving access and safety along the corridors in this area calls for minimizing the number of curb cuts along Routes 5 & 20 and Route 15. New development along both of these roads should be required to share driveways wherever possible in an effort to reduce the number of potential conflicts. The shared parking that results from joint driveway access should be located behind or next to buildings whenever possible and avoid road front locations. And in cases of side parking that is visible from the road, special attention to landscaping should be given in order to reduce visibility.

Another important element of this scenario is the development along the road front. This can be accomplished by locating out parcels in front of existing commercial and industrial uses or by encouraging new development to occur up to the road, given the necessary code mandated setbacks. In this portion of the study area, much of the road front is already developed. However, several of the current uses may be converted over time (e.g., residential to commercial). In addition, there are opportunities for residential, commercial or industrial development directly behind the currently developed areas along Routes 5 & 20 and Route 15, which would help confine the roadside development along these major roads in the Town and make the possibility of shared access more achievable.

The most aggressive portion of the development scenario for this area is the creation of a series of new access roads. The access roads would enhance the current road network by providing linkages to current and future development and by providing alternative east-west and north-south routes to Routes 5 & 20 and Route 15. The exact number of access roads and their specific location will need to be determined through collaboration between future developers, the Town and the NYSDOT. The intersecting access roads create a town scaled street grid that allows easy movement between various uses. As a result, more development can be accommodated in a given area because access is not confined to one roadway.

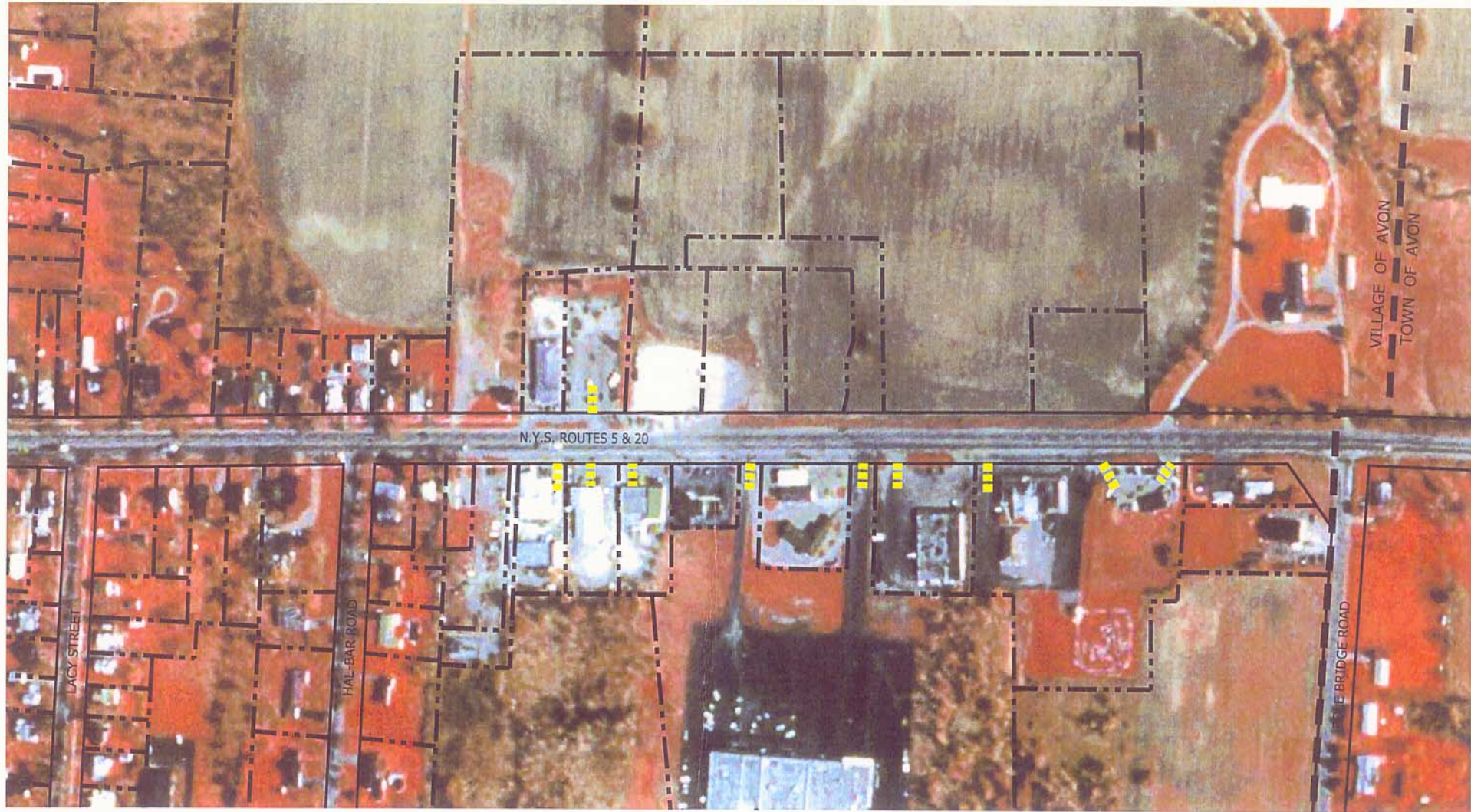
6 NEXT STEPS

6.1 General

Once this plan has been adopted, the Town and Village should each work towards incorporating the recommendations into their respective zoning codes and maps. It is important for the zoning code to allow the suggested uses and mandate the development requirements called for as part of this plan. The Town and Village need to work closely with the NYSDOT and the Genesee Transportation Council to ensure key elements of this plan are achieved over time.

APPENDIX A

Figures from the Village and Town of Avon



REVISIONS				
NO.	DATE	BY	CHKD	DESCRIPTION



GENESEE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF AVON LIVINGSTON COUNTY STATE OF NEW YORK

DATE: 01/29/02
DRAWN: SBS
DESIGNED: AJR
CHECKED: AJR
SCALE: 1"=200'

AVON
N.Y.S. ROUTES 5 & 20
LAND USE AND ACCESS
MANAGEMENT PLAN

PROJECT NUMBER
8759.00
FIGURE NUMBER
1-1



REVISIONS				
NO.	DATE	BY	CHKD	DESCRIPTION



GENESEE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF GENESEE LIVINGSTON COUNTY STATE OF NEW YORK









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CHECKED: AJR
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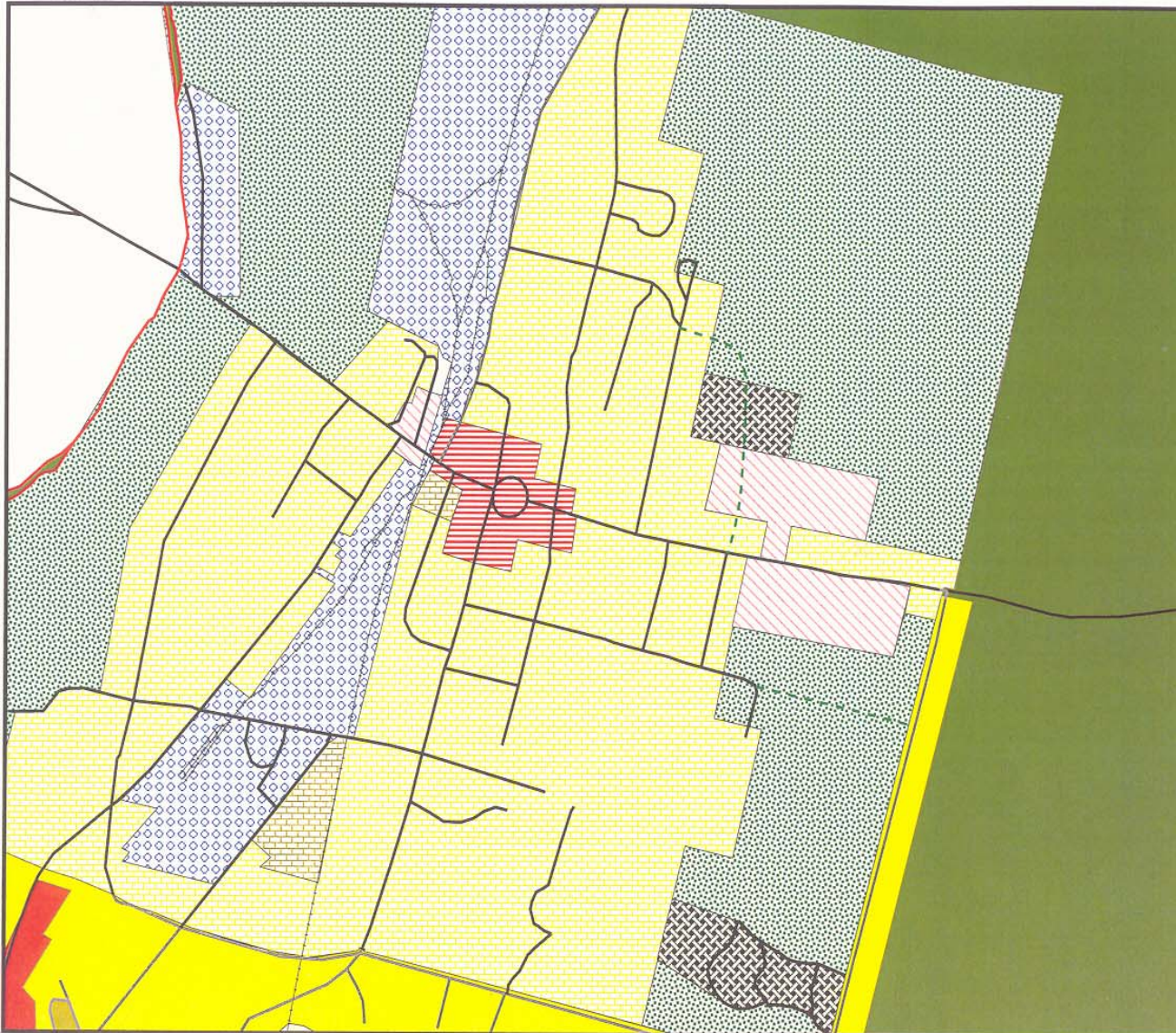
AVON
N.Y.S. ROUTES 5 & 20
LAND USE AND ACCESS
MANAGEMENT PLAN

PROJECT NUMBER 8759.00
FIGURE NUMBER 1-2

Village of Avon

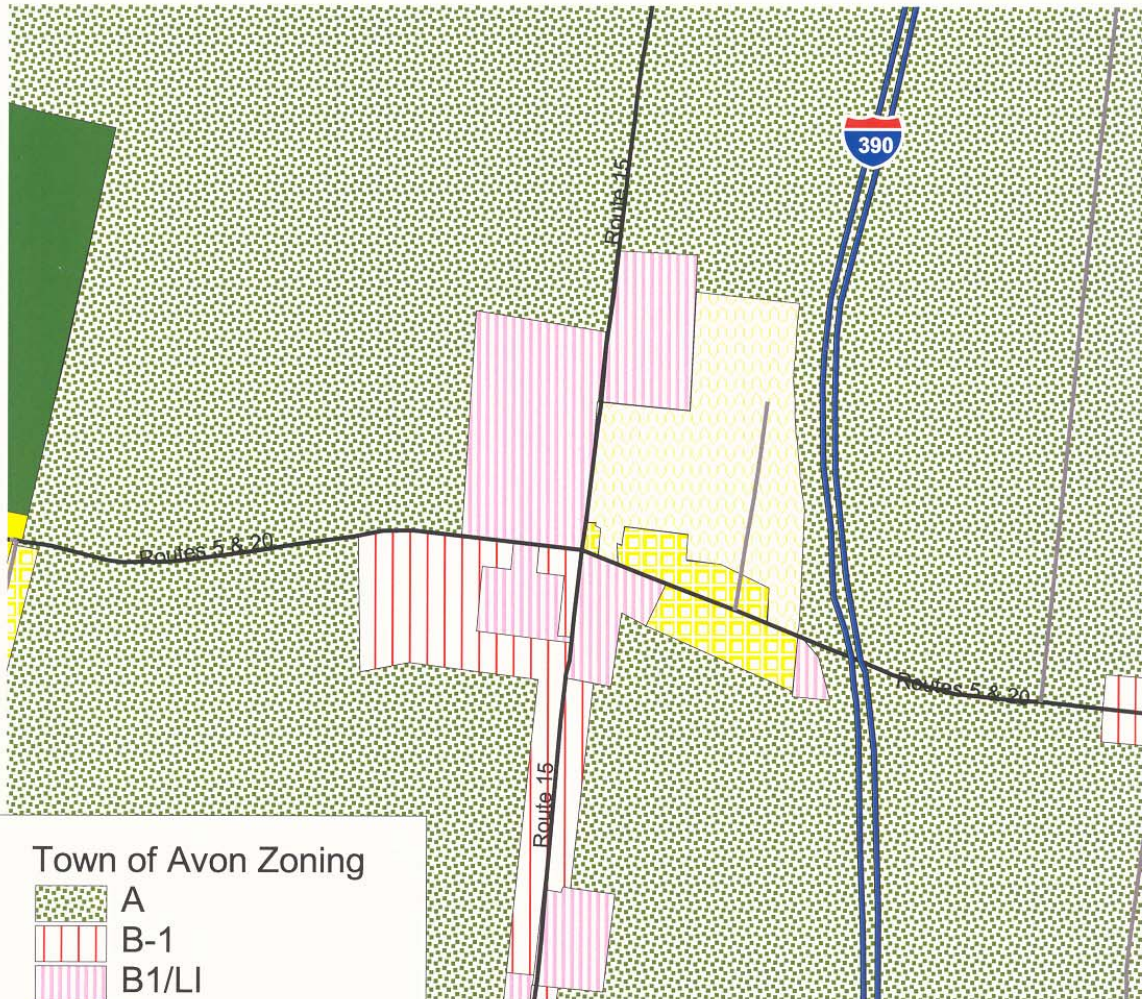
Village Zoning

	A
	B-1
	B-2
	F
	I-1
	PRDD
	R-1
	Multiple Family



CPA
CLARK PATTERSON ASSOCIATES

TOWN OF AVON



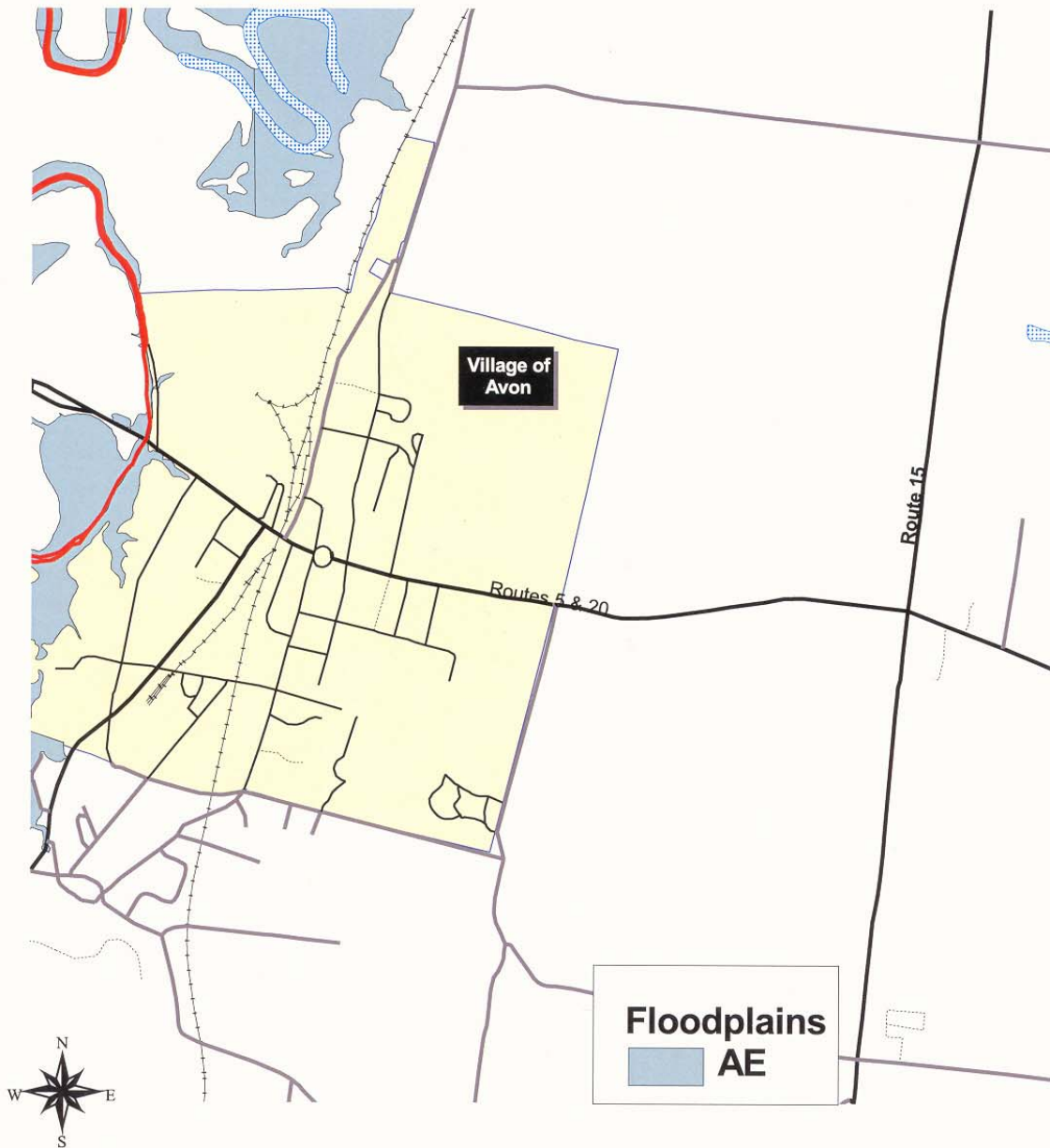
Town of Avon Zoning

	A
	B-1
	B1/LI
	FH
	L-I
	LR
	PDD
	PUD
	R-1
	R-1 Mobile
	R-2
	R-3



CPA
CLARK PATTERSON ASSOCIATES

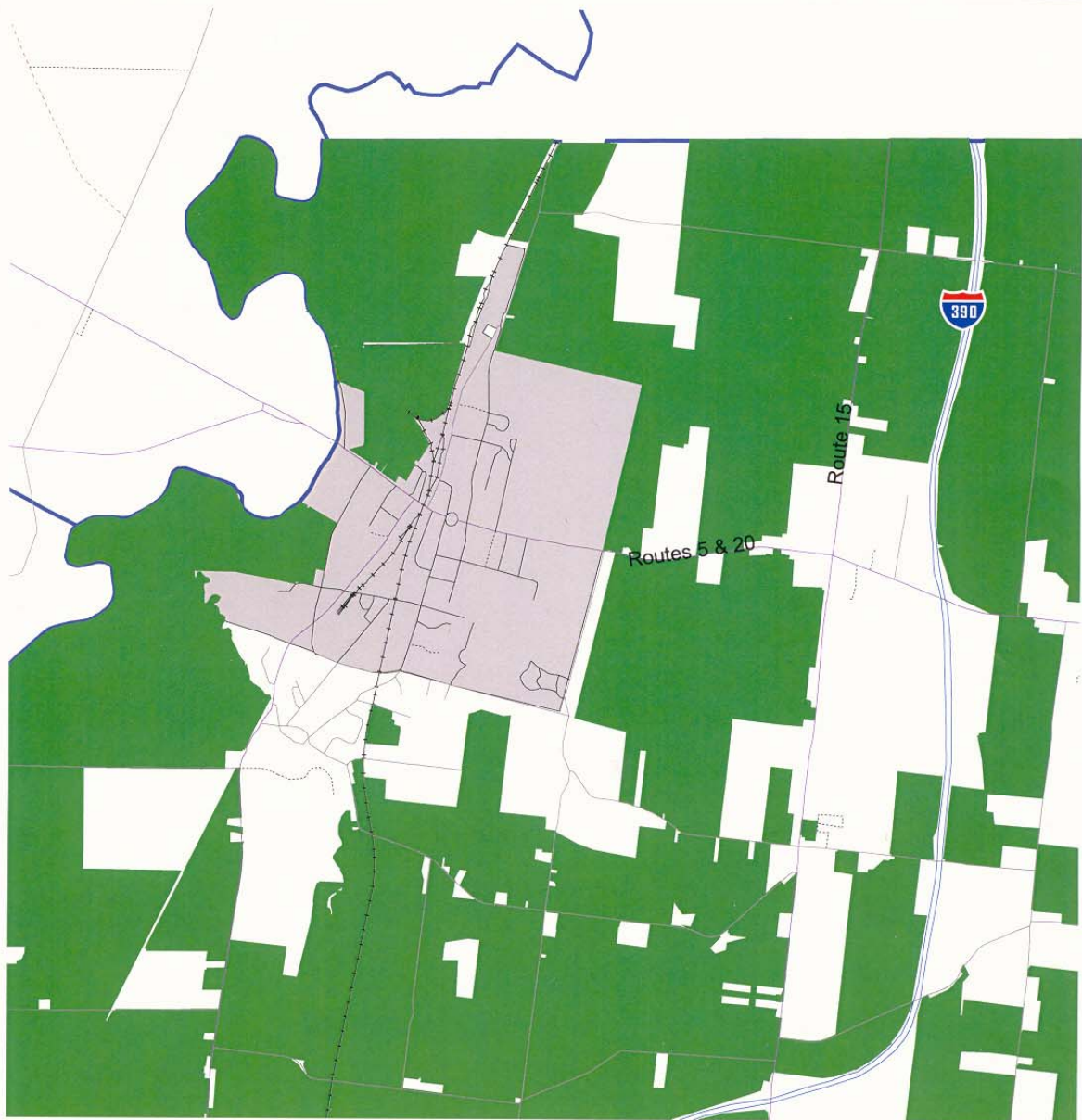
Town and Village of Avon



Drawn By: KAP
Date: March 2002

Flood Plains Map
Town and Village of Avon
Land Use and Access Management Plan

CPA
CLARK PATTERSON ASSOCIATES

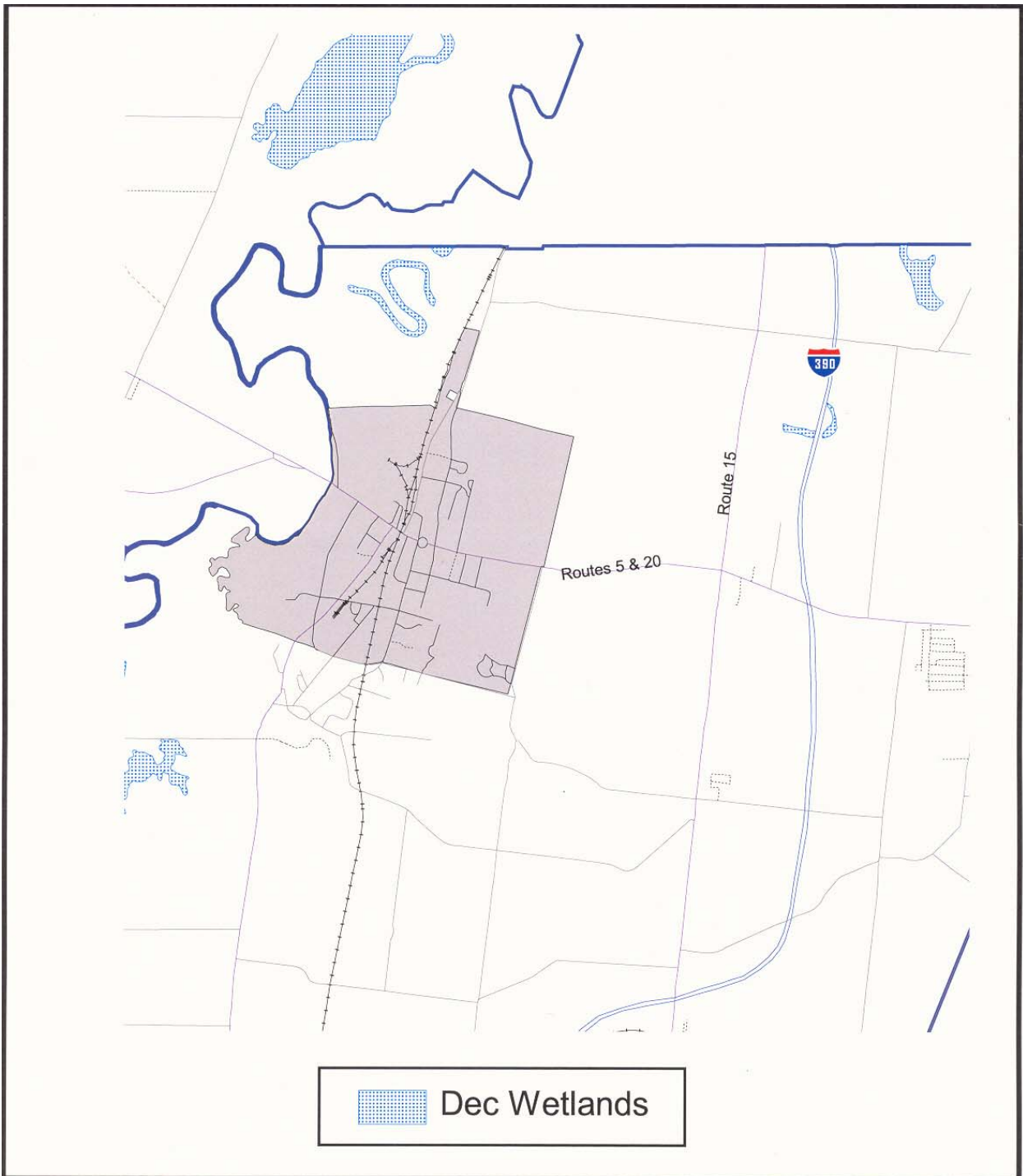


 Ag District 2



Agricultural District
Village and Town of Avon
Livingston County Land Use and Access Management Plan



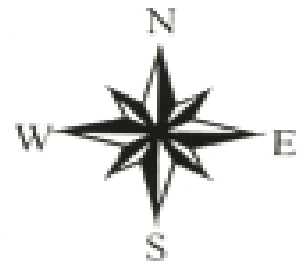


Environmental Features
Village and Town of Avon
Livingston County Land Use and Access Management Plan

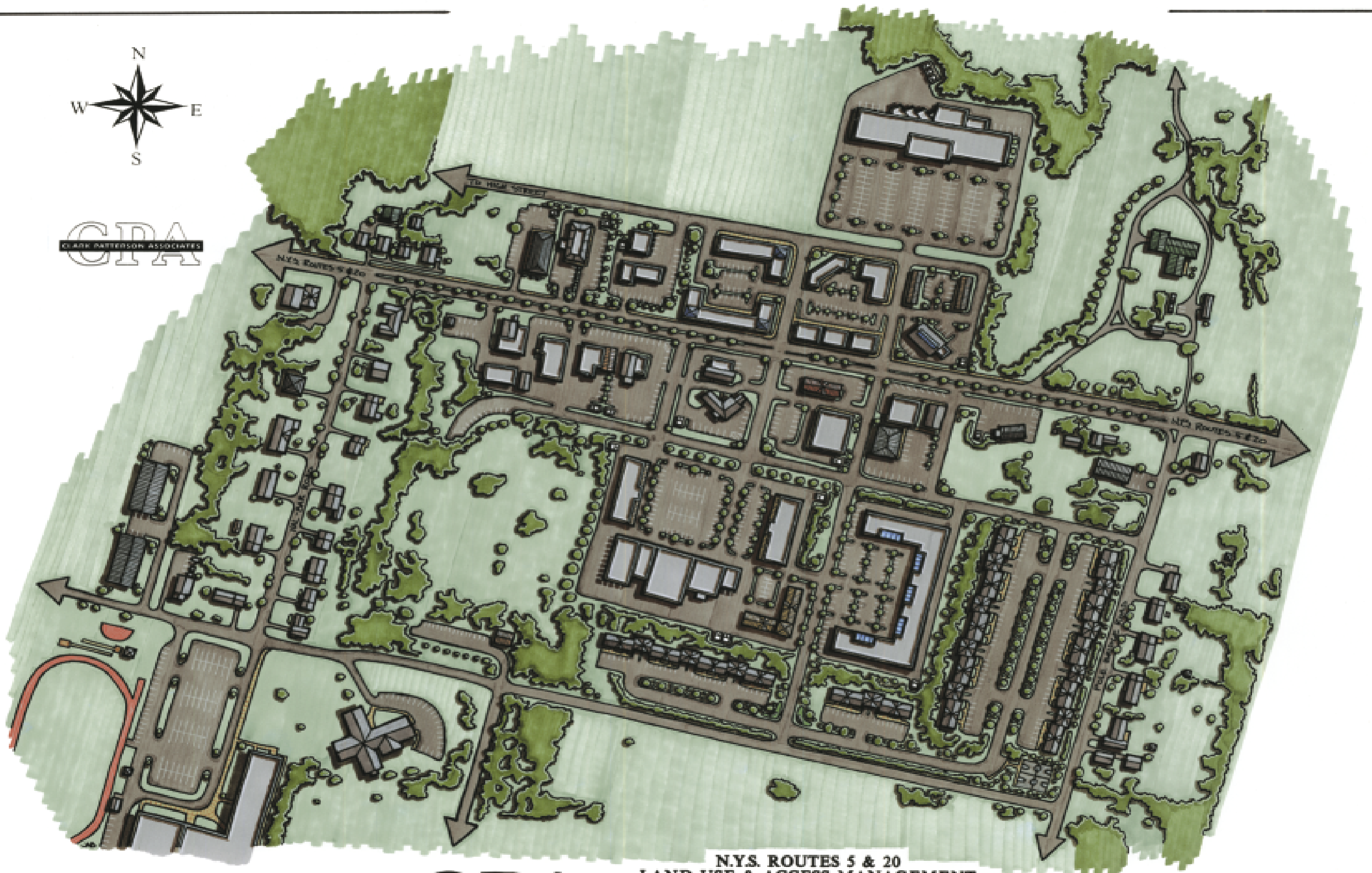


APPENDIX B

Town and Village Development Scenarios



CRA
CLARK PATTERSON ASSOCIATES



**N.Y.S. ROUTES 5 & 20
LAND USE & ACCESS MANAGEMENT**

TOWN & VILLAGE OF AYER
LIVESTON COUNTY
STATE OF NEW YORK

CRA
CLARK PATTERSON ASSOCIATES



**N.Y.S. ROUTES 5 & 20
LAND USE & ACCESS MANAGEMENT**

TOWN & VILLAGE OF AVON
LIVINGSTON COUNTY
STATE OF NEW YORK

