

# **Geneseo - State Route 20A Land Use and Access Management Plan**

## **Town & Village of Geneseo Livingston County**

Prepared For:

Town of Geneseo  
Village of Geneseo  
Genesee Transportation Council

May 2002



In Association with:  
Fisher Associates

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# 1 INTRODUCTION

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## 1.1 Report Purpose

New York State Route 20A (Lakeville Road) is a state trunk line and is the primary transportation corridor serving the Town and Village of Geneseo. With direct and convenient access to I-390 and points beyond, this corridor has experienced significant increases in development and traffic volume, and additional growth is expected in the near future.

The Town and Village of Geneseo want to improve the safety, accessibility, and operations of the Route 20A corridor for all modes of travel, enhance the corridor's aesthetics, and preserve the road's capacity for future growth. Excessive travel speeds, congested peak hour traffic conditions, and limited sight distance in some locations currently contribute to poor travel conditions for motorists, bicyclists, and pedestrians. Pedestrian safety, access, and mobility are of particular concern because of the large student population in Geneseo and nearby housing, which includes housing for the disabled. The Town is also interested in measuring the impact of two new roads that connect with Route 20A -- Volunteer Road and Morganview Road.

The Town and Village of Geneseo recognize that planned orderly land development that is coordinated with road improvements would result in less traffic congestion, safer operation and a more efficient use of limited infrastructure resources. Equally important is the understanding that cooperative planning will support economic development by preserving and enhancing safe and efficient traffic movement.

The Town and Village of Geneseo's Land Use and Access Management Plan (LUAMP) identifies strategies to facilitate continued economic development along Route 20A while preserving and enhancing the efficient and safe 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. Pedestrian and bicycle accommodations and aesthetic enhancements have also been included.

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.

The plan also contains recommended highway improvements such as:

- Road widening and auxiliary turn lanes,
- Medians and median openings,
- Future intersections,
- Frontage/access roads, and
- Local road improvements.

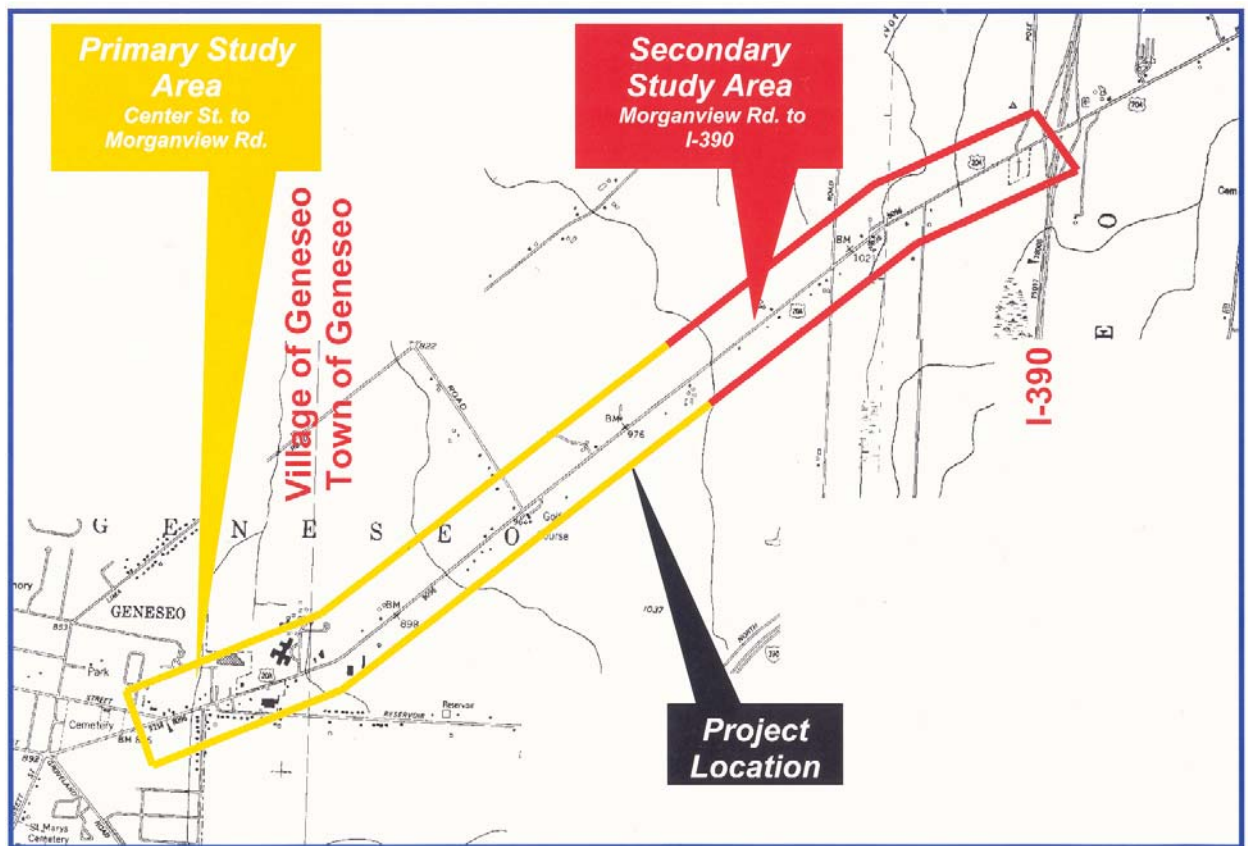
Potential funding sources for these recommended improvements have also been identified. Sketch plans, delineating recommendations for improved access to existing businesses will be produced for the developed portions of the corridor.

## **1.2 Description of Study Area**

The NYS Route 20A study area is located between Center Street in the Village of Geneseo and I-390 in the Town of Geneseo, Livingston County (See Map on next page). The primary focus of this study is the portion of the corridor between Center Street and Morganview Road. The land use and access management recommendations will be consistent with the urban/suburban character of the area and address key land use and development/redevelopment issues that will impact access management and traffic congestion. The remainder of the study area extends beyond Morganview Road to I-390. This segment along Route 20A is more rural and is not projected to change significantly in the foreseeable future. Therefore, the secondary focus of this study will include access management recommendations to ensure reasonable access for the rural portion of the

study area. Recommendations for the secondary portion of the study area will be as consistent as feasible with the primary portion of the study area

The entire study area (pictured below) is about four miles long. The primary and secondary portions of the study area are approximately three miles and one mile long, respectively. The study area includes a 500-foot buffer on either side of Route 20A to allow for consideration of recommendations that could affect side streets, rear access roads, and land use recommendations for entire parcels adjacent to Route 20A.



## 2 STUDY PROCESS

### 2.1 Community Involvement

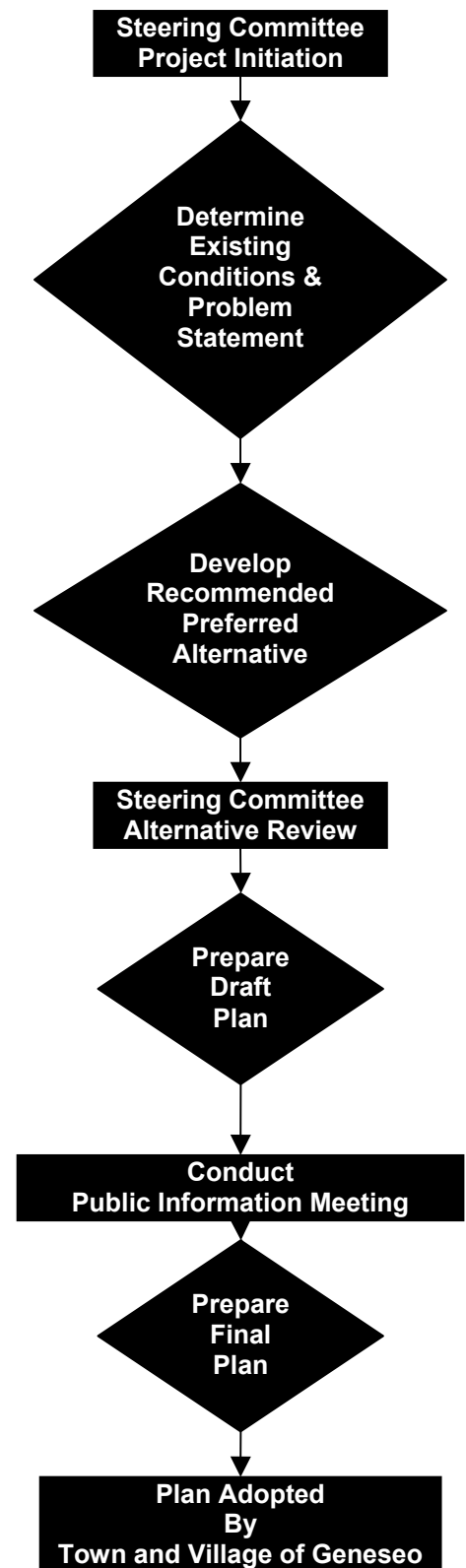
A Steering Committee consisting of representatives from the Town and Village of Geneseo, the Genesee Transportation Council, Livingston County, New York State Department of Transportation, and the public was formed to assist with the preparation of this study. The committee identified a corridor vision, goals and objectives, and reviewed study products at an initial public meeting in May 2001.

The draft recommendations were presented to the project participants and the public at a March 2002 Town Board meeting. Comments from the public were considered in preparation of this report.

### 2.2 Existing Plans or Studies

NYS Route 20A is a state highway that runs east-west through New York State from Buffalo to Bloomfield. Locally, it connects the Village of Geneseo to Cuylerville to the west and Lakeville to the east. In the study area, Route 20A is functionally classified as an urban minor arterial in the Village of Geneseo and a rural minor arterial in the Town of Geneseo, which means mobility, or 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 Geneseo's comprehensive plans identify the following objectives relevant to this study area:



1. Preserve scenic beauty, quality of life, and the character of the Town and Village communities;
2. Provide transitional densities from the Village into outlying areas;
3. Encourage compact development and the development of interior lots, to avoid continued residential strip development;
4. Encourage designs for commercial development that avoid the problems associated with strip development;
5. Encourage maintenance of agriculture and open space, while allowing for some development and maximizing landowners' options.

To meet the first, second, and fifth objectives, the Village and Town have each rezoned land to minimize conflict among land uses. They have also located more intensive land uses within and adjacent to the Village. The commercial and multi-family zones in the Town are adjacent to the Village. Zoning for low-density residential development is located in sparsely developed areas in the Town.

In order to limit strip residential development, the Town and Village have established large frontage requirements along Route 20A. They also encourage developers to build roads that result in the development of interior lots and discourage flag lots.

The Town and Village address the prevention of strip development by encouraging developers to include access roads that can be shared with existing or future development. Site plan review criteria and design guidelines were also developed to discourage strip commercial development. To further meet this objective the Town of Geneseo recently constructed Volunteer Road to promote a cluster of planned development north of Route 20A and enhance circulation between Routes 39 and 20A.

The Town and Village of Geneseo believe that residential parcels with frontage on Route 20A between Center Street and Morganview Road will transition to commercial. Some of these residential properties in the village have already converted into small-scale commercial uses. Otherwise, the primary study area is not projected to change significantly. However, the area surrounding the primary study area is projected to experience commercial and residential growth. The secondary study area is more rural



and the Town of Geneseo believes that it is not projected to change significantly in the foreseeable future.

### **2.3 Route 20A Corridor Vision**

The vision for the primary study area (between Center Street and Morganview Road) is to support the existing commercial and future residential and commercial development surrounding the primary study area by providing reasonable access to adjoining property and providing an integrated network of roads that are safe, efficient, and attractive for all modes of travel.

The vision for the secondary study area (between Morganview Road and I-390) is to provide a rural gateway into the Town and Village of Geneseo that accommodates reasonable access to existing and future developments immediately adjacent to Route 20A. Reasonable access will be planned to alleviate the cumulative effect that development in the Village and developed portion of the Town (large or small) could have over time.

### **2.4 Study Purpose**

The purpose of this study is to identify action items that the Village and/or Town of Geneseo or other stakeholders (NYSDOT, Livingston County, property owners, etc.) can implement to achieve the Route 20A Corridor vision. The action items could 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 are desired from the formulation of the Geneseo - Route 20A Land Use and Access Management Plan:

- A. Reduce the potential for accidents;
- B. Improve accessibility to businesses;

- C. Increase accommodations and safety for pedestrian, bicyclists, and transit;
- D. Enhance aesthetics;
- E. Recommend access management provisions applicable to the primary (urban) and secondary (rural) portions of the study area;
- F. Recommend long-term road improvements that complement the land use goals of the community.

### **3 INVENTORY OF DATA, FEATURES, AND ACCESS CONTROL**

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#### **3.1 General**

The primary portion of the Route 20A study area is best described as urban transitional. The western portion of the primary study area is inside the Village of Geneseo's limits, which transitions from urban to suburban with strip commercial development. The remainder of the primary study area transitions from suburban to rural. The majority of frontage in the primary study area has been developed commercially with a mix of strip and cluster development. It is anticipated that residential, commercial, or light industrial development will occur in the area surrounding the primary study area.

The secondary portion of the study area is rural residential and agricultural in nature. The Town does anticipate the area being developed differently in the foreseeable future.

#### **3.2 Highway Features**

##### **3.2.1 Road Profile**

Route 20A is an urban minor arterial in the Village of Geneseo and a rural minor arterial in the Town of Geneseo. Within the study area Route 20A mainly consists of two 11-foot travel lanes with 8-foot shoulders in both directions from Center Street to I-390. An 11-foot auxiliary turn lane for westbound vehicles turning right is provided at Center Street. At the Volunteer Road/Wegman's/Wal-Mart Plaza intersection with Route 20A, two 12-foot auxiliary turn lanes are provided for eastbound and westbound vehicles turning left or right.

The right-of-way width is generally 66-feet wide. There are no curbs and an open drainage system is provided throughout the study area. On-street parking is not permitted in the study area. The posted speed limit is 30 mph in the Village and 45 mph in the remainder of the primary study area. The posted speed limit is 55 mph in the secondary study area. There are no sidewalks, therefore pedestrians

and bicyclists utilize the 8-foot shoulders. Multi-use trails for pedestrians and bicyclists do not exist in the study area.

### 3.2.2 Traffic

The New York State Department of Transportation estimates that 9,460 vehicles travel Route 20A daily, with a weekday peak design hour volume of 640 vehicles. Seven percent of the vehicles on Route 20A are trucks. The volume-to-capacity ratio for this corridor is 0.7, which typically indicates that vehicles are unable to travel at the posted speed limit due to volume. This level of congestion often requires some kind of remediation.

Traffic congestion in the primary study area is further evidenced by traffic circulation patterns. For example, Lima Road and Reservoir Road are often used as alternative routes to/from the Village. These roads are also being used to bypass congestion on Route 20A. Side streets such as Volunteer Road, Morganview Road and Country Club Road can be used from Lima Road and Reservoir Road to access Route 20A (see Appendix A). Other access roads to specific developments do not exist.

A traffic impact study was completed in 1999 to assess the traffic impacts of a 212-acre Industrial Park, located at the intersection Route 20A and Volunteer Road, would have on the existing highway network. The study assumed the following development scenario:

Light Manufacturing	1,000,000 s.f.
Low Intensity Office	1,450,000 s.f.
Stores/Specialty Retail	85,000 s.f.
Condominiums/Apartments	3 Acres (30 Units)
Single Family Housing	10 Units

The traffic analysis indicated that the signalized intersections of Route 20A with Reservoir Road and the Wegman's/Wal-Mart Plaza were operating at acceptable Levels of Service (LOS) in 1999. During

the AM, PM, Friday, and Saturday peak periods, all movements at both intersections are operating at an acceptable level of service with an LOS C or better, with LOS A being the least amount of delay and LOS F being the greatest.

The traffic analysis, however, did indicate that intersection and roadway improvements would be necessary to mitigate the traffic impacts from the above-mentioned development. Additional lanes will be necessary at the Volunteer Road/Wegman's/Wal-Mart Plaza intersection and the Reservoir Road intersection, while Route 20A will need to be widened to four lanes between Volunteer Road and Reservoir Road.

With the intersection and roadway improvements listed above, the intersections of Route 20A with Reservoir Road and the Wegman's/Wal-Mart Plaza will continue to operate at acceptable Levels of Service. All movements at both intersections will operate at LOS C or better during all peak periods.

The signal at the Volunteer Road/Wegman's/Wal-Mart Plaza intersection has been modified to accommodate future development along Volunteer Road (now know as *The Valley at Geneseo* development site) as well as future development in the Wegmans/Wal-Mart Plaza. The traffic signal located at the intersection of Reservoir Road and Route 20A currently operates adequately and is expected to continue to do so in the near future. Coordination is expected to continue between the Town, State, and any developers wishing to build along Route 20A and Volunteer Road to ensure the appropriate transportation mitigation measures are identified and implemented.

### 3.2.3 Accidents

Three years of accident data were obtained from the NYSDOT Safety Information Management System to determine the existing accident rate between Groveland Road and Country Club Road. Fifty-one (51) accidents occurred during the three-year period from May 1, 1998 to April 30, 2001. Eight accidents involved injuries, 21 accidents involved property damage only (i.e. the damage was estimated to be

more than \$1,000 by the reporting officer), and the remaining 22 accidents were non-reportable (i.e. the damage was estimated to be less than \$1,000 by the reporting officer). There were no fatalities.

The accident rate for this segment of Route 20A was 2.19 accidents per million vehicle miles (acc/mvm). This is below the statewide average rate of 2.63 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 at this time.

### **3.3 Land Use Features**

#### **3.3.1 General**

##### Center Street to Morganview Road

The primary study area is best described as urban transitional. The western portion of the primary study area is inside the Village of Geneseo's limits, which transitions from urban-scaled commercial uses to suburban strip commercial development. The remainder of the primary study area transitions from suburban to rural. The majority of frontage in the primary study area has been developed commercially with a mix of strip and cluster development. The area surrounding the primary study area has and will have a mix of residential, commercial, or light industrial uses.

The development throughout this portion of the secondary study area is rural residential and agricultural.

#### **3.3.2 Regulations**

##### Zoning in the Primary Study Area (See the Zoning map in Appendix A)

###### *Village*

The land adjacent to Route 20A is zoned for Commercial (C-2), Residential, Professional Services, Offices (RPSO), Mixed Use (MU), Residential (R-1) and Multifamily Residential (R-2) uses (see the

Zoning Map in Appendix A). The land between Route 20A and Lima Road (within the Village boundary) is zoned R-1 and R-2.

#### *Town*

The land along Route 20A is zoned as an Overlay District (OD), Business (B) and Low Intensity Office (LIO). It is important to note that the parcels surrounding these parcels along Route 20A are zoned Agricultural (A).

#### Zoning in the Primary Study Area (See the Zoning map in Appendix A)

A small portion of land just east of Morganview Road is zoned for Business (B), Low Intensity Office (LIO) and an Overlay District (OD). However, a significant portion of the land along Route 20A is zoned for Highway Residential (HR).

### 3.3.3 Building Setbacks

The setback requirement along arterials in the Village and Town, including Route 20A, is 150 feet from the centerline of the street or highway. Table 3-1 and Table 3-2 in Appendix A identify the parcels with setbacks that meet the 150-foot setback requirement of the Village and Town, respectively.

### 3.3.4 Developable Land

In the primary study area, a majority of the land with frontage along Route 20A has been developed.

In the secondary study area, much of the land with frontage along Route 20A is zoned Highway Residential. Currently, a significant portion of these parcels is vacant.

### 3.3.5 Water and Sewer Availability/Capacity

The Village of Geneseo operates water and sewer systems that serve all of the developed areas in the Village. These systems would be accessible to service future development in the Village. Currently, the

water system is operating close to capacity limits. The sewer system has not yet reached full capacity. It is possible that improvements to the Village's water and sewer systems might be required to support new development.

The Village of Geneseo's water and sewer systems also serve consolidated Town districts, which include lands adjacent to Route 20A west of Morganview Road. Parcels in the Town of Geneseo west of Morganview Road utilize septic tanks and wells.

### **3.4 Environmental Features**

#### **3.4.1 General**

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

#### **3.4.2 Active Agricultural Lands**

The parcels surrounding the study areas are primarily agricultural land (see Appendix A). No parcels in or near the study areas are in an agricultural district (see Appendix A).

#### **3.4.3 Floodplains & Wetlands**

There are no 100-year floodplains in either study area (see Appendix A). Also, there are no state regulated wetlands in either study area (see Appendix A).

#### **3.4.4 Water Bodies**

The rivers, streams, or ponds in either study area will not significantly affect the development possibilities in the primary or secondary study areas (see Appendix A).



### 3.4.5 Topography and Soils

There are no issues with slopes in either study areas that could impact the development possibilities in the Village or Town.

## 3.5 Plans for Development, Re-Development, and Roadway Improvements

### 3.5.1 Development Plans

The Town and Village of Geneseo believe that the primary study area (between Center Street and Morganview Road) will continue to be an important commercial corridor. All vacant land with frontage on Route 20A will be developed commercially. New office and light industrial development will occur at a slow to moderate pace around Volunteer Road in a premium development site called The Valley at Geneseo. New residential development will continue to be built around Morganview Road. Besides Morganview Estates area, which is a high density residential development under construction, the Town and Village of Geneseo are not aware of any development plans for this segment of Route 20A.

The secondary study area is more rural and the Town of Geneseo believes that new development is less likely to occur in this portion of the Town. The Town anticipates future development to occur in the Valley at Geneseo site and Morganview Estates. Other than rural, single-lot residential development, they do not expect new development between Morganview Road and I-390 in the foreseeable future.

### 3.5.2 Re-Development Plans

The Town and Village of Geneseo believe that the residential property within the primary study area with frontage on Route 20A between Center Street and Morganview Road will eventually be re-developed into commercial uses. However, the Village and Town of Geneseo are not aware of any re-development plans for this segment of Route 20A.

The secondary study area is more rural. The Town of Geneseo does not project any re-development for this area in the foreseeable future.

### 3.5.3 Roadway Improvement Plans

The New York State Department of Transportation (NYSDOT) is slated to replace a culvert under Route 20A, near the Denny's Restaurant, in 2005. At this point in time, no other improvements are planned for this corridor in the near future.

## 3.6 Existing Access Management Regulations

### 3.6.1 Existing Document Review

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

- Town of Geneseo
  - Zoning Ordinance
  - Current Comprehensive Plan
  - Residential Subdivision Street Specifications
  - Subdivision Regulations
- Village of Geneseo
  - Zoning Ordinance
  - Current Comprehensive Plan
  - Residential Subdivision Street Specifications
  - Subdivision Regulations

### 3.6.2 Existing Regulations

The following access management provisions were identified:

- Town of Geneseo
  - The 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.

- Village of Geneseo
  - The 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.

## 4 EXISTING PROBLEM IDENTIFICATION

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### 4.1 Key Issues

During the first steering committee meeting the following key issues were identified:

#### A. Weaknesses

1. Traffic patterns change significantly after SUNY Geneseo closes at 4:00 p.m.;
2. There is a concern about the impact the NOYES Health Care facility will have on the capacity of the Center Street/Route 20A intersection. Left turns from Center Street onto Route 20A are presently very difficult;
3. Access to the Taco Bell is difficult, whereas access to Wendy's and Burger King is easier;
4. The North Road/Route 20A intersection is not operating well;
5. The Country Club Road/Route 20A intersection has poor sight distance;
6. Some motorists are using Lima Road instead of Route 20A to get to I-390 because of the congestion on Route 20A.

#### B. Opportunities

1. Volunteer Road, a new road built by the Town of Geneseo, is intended to provide access to a premium development site called "The Valley at Geneseo". The focus of development in the corridor will be on office and light industrial. Development is expected to occur at a slow to moderate pace. If Livingston County/Geneseo were identified as state Empire Zones, development would probably occur faster. The designation is not likely to happen soon;
2. Morganview Road is a new road to Morganview Estates (a high density residential development) that is also a new route between Reservoir Road and Route 20A. Vehicles will likely use the new road instead of cutting through the theater, Wendy's, and other parking lots to travel between Route 20A and Reservoir Road. It was noted that there has

already been a drop in the amount of traffic cutting through the movie theater plaza with the opening of the new road.

#### C. Threats

1. There is a community wide concern about Volunteer Road's impact on Lima Road.

#### D. Other

1. West Lake Road is quickly changing from an area with seasonal cottages to a dense, year-round residential area.
2. NYSDOT has a project to replace a culvert under Route 20A near the Denny's Restaurant in the year 2005. There is concern that additional development in this corridor could create a larger problem before the culvert is replaced.
3. Houses along Route 20A in the Village are being converted to offices (a permitted use). This typically increases the number of trips generated by these properties. Therefore the planning board is reviewing a possible change in zoning. They are also investigating the limits for the Gateway district.

This plan will address the above issues to the extent possible.

## 4.2 Existing Transportation Problems

Although the existing volume-to-capacity ratio of 0.7 is slightly below the threshold that would indicate a capacity problem, capacity could become a serious issue if future development along the corridor is poorly laid out. The accident summary did not identify a trend or problem that needs to be corrected at this time. The density/spacing of driveways meets the suggested guidelines for driveway spacing listed below. Therefore, existing transportation problems for motorized vehicles do not need to be addressed for the current development scenario. Currently, pedestrians and bicyclists utilize the 8-foot shoulder. The need for a sidewalk and other bicycle and pedestrian accommodations will be discussed later in the plan.

### **4.3 Existing Land Use Issues**

Based on a review of the Town and Village of Geneseo's official documents and input from the Steering Committee, the following zoning, land use, and access needs were identified:

- A. Manage access better;
- B. Discourage strip roadside development;
- C. Increase accommodations and safety for pedestrian, bicyclists, and transit; and
- D. Enhance aesthetics.

These issues can be addressed through modifications to the Town and Village's current codes, policies and practices. Strategies to improve zoning, land use, and access will be discussed and illustrated in subsequent sections of this plan.

### **4.4 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 travelers who want to get from point A to point B the quickest (e.g. commuters) with travelers who want to enter and exit driveways and side streets safely (e.g. shoppers and residents). However, this initiative requires collaboration between the 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. The development of one parcel at a time may not have a significant effect. However, as the number of developments increase, the cumulative effect is greater than anticipated for each separate development. Therefore, a comprehensive approach to land use and access management planning yields 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.

As mentioned previously, the Town of Geneseo built Volunteer Road with the intention of focusing new development for the Town in "The Valley at Geneseo" development site. The Town has prepared a Generic Environmental Impact Statement (GEIS) for the development site. This new road focuses traffic from this development opposite the development across the road at an existing signalized intersection with Route 20A. This signalized intersection was observed to create gaps between groups of vehicles that were sufficient for safe and reasonable access to driveways and unsignalized side streets.

Additional access management guidelines are recommended to meet the objectives of improving access management, discouraging strip roadside development, increasing accommodations and safety for pedestrians, bicyclists, and motorists, and enhancing aesthetics.

Access management guidelines, when combined with land use strategies, zoning provisions, and site plan review standards and implemented, will provide improved access and a more logical configuration of land uses. The net result is a balance between private properties' rights for access and the public's right for safe and efficient travel.

## 5 RECOMMENDATIONS

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### 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 regulations<sup>1</sup> 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 Route 20A 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. The proposed regulations are also aimed at reducing congestion. In conjunction with the proposed transportation and land use recommendations, these regulations will meet the Village and Town of Geneseo's vision for the Route 20A 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 Geneseo'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

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<sup>1</sup> 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. In addition, the efficiency and capacity of the road is improved along the corridor since there are less points of entry.

1. Separation between access points on Route 20A 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 vehicle 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.
2. New connections on Route 20A 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 Route 20A, and then access the next site. A cross access drive and sidewalks would reduce traffic on Route 20A and increase safety by allowing people to drive or walk between developments without accessing the main roadway. It also benefits businesses and other adjacent development by providing easy access from one site to 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 Route 20A 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; and
  - d) A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.
3. Shared parking areas shall be permitted and should facilitate a reduction in the number of required 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 Geneseo 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; and
  - c) The property owner shall enter a written agreement with the Village or Town of Geneseo, 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;
- MUTCD (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; and
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 Geneseo 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
Unsignalized 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 Geneseo 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. In the interest of promoting unified access and circulation systems, the following guidelines should apply:

1. 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.
2. 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.
3. All necessary easements, agreements, and stipulations required under the Joint and Cross Access Section shall be met.
4. This shall also apply to phased development plans.
5. 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.
6. All access to the outparcel must be internalized using the shared circulation system of the principle development or retail center.
7. Access to outparcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.
8. 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 Geneseo 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 the adoption date 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 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-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 Route 20A.

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 Route 20A, it shall be designed to provide through lots along Route 20A with access from a frontage road or interior local road. Access rights of these lots to Route 20A shall be dedicated to the Village or Town of Geneseo 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 Route 20A. The berm or buffer yard shall not be located within the public right-of-way.
3. Pedestrian easements should be created to connect pedestrian traffic from residential development to Route 20A and other major corridors within the Village and Town.

#### H. Flag Lot Standards

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

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 Route 20A.
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 20A 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 four times its width.

#### J. Shared Access

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

- 1. Subdivisions with frontage on Route 20A 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 Route 20A 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 Route 20A. 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 Geneseo 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 Geneseo, 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. Subcollector and local residential access streets shall connect with surrounding streets to permit the convenient movement of vehicles or pedestrians 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 Geneseo with the most effective opportunity for addressing access considerations and preventing access problems before they occur. Effective coordination with the NYSDOT 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 Geneseo and NYSDOT. At a minimum, the site plan shall show<sup>2</sup>:
  - 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?

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<sup>2</sup> Adapted the *Subdivision and Site Plan Handbook*, from David Listokin and Carole Walker, New Brunswick, NJ: Center for Urban Policy Research, Rutgers University, 1989

- 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?
  - 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/path system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?
3. The Village or Town of Geneseo 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 Geneseo 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 Geneseo 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 Route 20A shall be reviewed by the New York State Department of Transportation.
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 Geneseo 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 Transportation Recommendations**

To make recommendations that will be applicable for the long term, the Development Scenario described in section 5.5 is assumed to reach full build-out by the year 2025. The year 2025 is consistent with the current GTC Long Range Transportation Plan. At this time, it is anticipated that the additional traffic resulting from overall growth in the region and additional development along the corridor will not increase the existing volume-to-capacity ratio of 0.7 to the threshold that would indicate a significant capacity problem on Route 20A. Specific transportation recommendations are included as part of the development scenario described in Section 5.5.

### **5.4 Land Use Recommendations**

The Town and Village of Geneseo provide unique opportunities and high quality of life for community residents and students of SUNY Geneseo. A wide array of commercial services are conveniently located in walking distance from neighborhoods in the Village while more auto-accessible services are located on Route 20A within the Town. This mix of services

provides a self-supportive local economy that also allows Geneseo to function as a center for commerce in Livingston County.

The purpose of this section is to provide guidance to local decision makers about 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.

### Village Transition (ORANGE)

The Village Transition category is primarily confined to areas of the Town that directly border the Village. This area should be sensitive to Village scale and character, retaining the elements that create the unique quality of life found in the Village of Geneseo. Recommended uses for this category include single and multi-family residential, retail, restaurant, services, professional offices, and light manufacturing. The exact mix of uses should be compatible with the uses that are in closest proximity.

Village transitional areas should include the following:

- Pedestrian friendly amenities such as sidewalks, streetlights and tree lawns that make the area walkable;
- Buildings (new and redeveloped) that front directly on the sidewalk with no setback;
- Off-street parking located to the rear or to the side of the buildings. Side parking lots should include a landscaped buffer separating the lot from sidewalks or streets;
- Retail, restaurant and services located on the ground floor of existing and future buildings with upper stories being used for residential, professional offices and other commercial uses that require limited sidewalk visibility.

Existing and future roads should maintain the village scale and include pedestrian and bicycle accommodations (i.e., sidewalks and bicycle lanes or wide curb lanes) along the primary connection routes to the Village Center and the commercial district of the Town. A landscaped center median

throughout this area may assist in developing the village setting and creating a pedestrian and bicycle friendly facility. Interior access management roads in this area should be located to the rear of the building to avoid large setbacks, re-inforce the rear parking lot requirements, and minimize the number of curb cuts onto or along Route 20A. The access points onto Route 20A should align with the breaks in the center median to help control the flow of traffic.

### Commercial (RED)

The Town of Geneseo has experienced substantial commercial development along the Route 20A corridor over the past twenty years. During that time, a development plan for the corridor was not available to local decision makers and developers, which led to an unmanaged pattern of growth. Fortunately, opportunities for redevelopment and access management still exist.

The types of uses that would be appropriate within commercial -zoned areas include:

- Retail (e.g. bookstores, clothing stores, electronics, antique and gift shops);
- Consumer-oriented services (e.g. restaurants, barbers and hair salons, and doctors' offices);
- Small-scale professional offices.

Significant opportunities are available for commercial infill that will reduce development pressure farther east on Route 20A and more efficiently uses existing sewer and water infrastructure.

Of special concern is the development of land now accessible along Volunteer Road. Substantial tracts of land are now open for development within the Town. The proper balance and mix of uses in this area is essential to maintaining a high quality of life in Geneseo. Excessive industrial and commercial uses will add to the existing transportation problems on Route 20A, detract from the rural character of the community and create an unattractive gateway to the Village. Therefore, a balance of commercial, light industrial and residential uses is recommended for this area. This mix

of uses and transition of uses will minimize the traffic impacts to the existing highway network

#### Residential (YELLOW)

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. And if cul-de-sacs are used, pedestrian connections between cul-de-sacs should be included. Sidewalks should be included in every residential neighborhood. As the development scenario will show, opportunities exist for the provision of a trail system connecting neighborhoods to the Village and the Town commercial areas.

#### Agriculture (GREEN)

Agriculture and the open space it provides are essential to the rural character and local economy of Geneseo. In order to maintain the assets agriculture affords, it is recommended that the Town designate an agricultural land use category that conserves contiguous parcels of farmland. This will reduce the opportunity for continued sprawling development along Route 20A and protect the rural character of the Town. Agriculture also provides an important economic benefit to a community. Town-provided services needed by these parcels are significantly less than what is needed by commercial, industrial or residential uses. As a result, the Town should be conscientious in maintaining an efficient balance of residential, commercial, industrial and agricultural uses in Geneseo.

With legal assistance, changes to the zoning can be adopted into the Town and Village's local laws in order to support and encourage these future land uses.



## 5.5 Land Use and Access Management Plan (LUAMP)

### Primary Study Area

The development scenario in Appendix B illustrates the future land use and access management plan for Route 20A in the Village and Town of Geneseo. The scenario is based upon the community's vision, goals and objectives for the study area and recognizes the economic and aesthetic value of Route 20A. Many of the strategies described in previous sections of this report have been incorporated into this development scenario. The scenario is designed to maximize development opportunities while preserving the character of the village and maintaining the town's rural gateway. In addition, this scenario also maximizes the use of existing infrastructure (i.e., transportation, water, sewer, etc.).

Although the development scenario is depicted as one illustration, it should be considered a series of phases to be completed over time. This development scenario is designed to serve as guide to local decision makers regarding future development and re-development within the study area.

The development concept is designed to enhance the safety and efficiency of the corridor for all travelers (motorists, bicyclists and pedestrians). It includes strategies to reduce traffic conflicts and other problems that may arise along the corridor as development and redevelopment continues. It also includes strategies to preserve the overall roadway capacity and efficiency of Route 20A.

A reduction in the number of curb cuts along Route 20A *will be necessary* to improve safety, especially 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 Route 20A. There are already a few examples of this strategy being used within the study area, such as the cross access between the Ames Plaza and Monroe Muffler.

There are, however, several examples of missed opportunities for shared access. For example, all of the commercial parcels along the south side of Route 20A from the HSBC Bank to Reservoir Road could have been

developed with cross access and shared driveways, which would have improved safety and access for pedestrians and motorists. It should be noted that both Wendy's and McDonalds Restaurants have an alternate driveway to the rear of their respective lots to help alleviate congestion and conflicts at their driveways along Route 20A.

Shared driveways and cross 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 and Town approval.

The cross access described in this scenario may require several zoning actions to be taken by Village and Town officials:

- Driveway location and spacing should adhere to the standards provided by the New York State Department of Transportation Corridor Management Bureau.
- 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 could 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 Route 20A by reducing the number of driveways needed to access adjacent parcels.

Although many of the parcels along Route 20A are already developed, there will be opportunities for infill development and redevelopment of existing parcels. In either case, commercial development should be encouraged to locate in areas where that type of use currently exists. For example, parcels with significant parking areas fronting along Route 20A such as the Ames Plaza or the Wegman's/Wal-Mart Plaza provide an opportunity for the development of outparcels. Not only would the development of outparcels 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 nearby existing smaller-scale commercial development and residential areas within the study

area, as well as any future commercial and residential development that may occur in the area.

Another key component of the development scenario is the construction of sidewalks along Route 20A in the primary study area. Pedestrian and bicyclist activity is generally high in more densely developed areas as a result of the scale of development, the presence of other sidewalks, and the proximity of a wide variety of land uses (i.e., residential, retail, offices, etc.). The Village and Town should extend the current sidewalk system along both sides of Route 20A, from the existing sidewalks in the Village to the intersection of Route 20A, Volunteer Road and the Wegman's/Wal-Mart Plaza. Residents, particularly college students, already walk along Route 20A to access the wide variety of goods and services offered. Extending sidewalks in this area would improve pedestrian access and safety. The addition of sidewalks would also provide people from nearby residential areas an alternative to driving to these locations, thereby reducing the amount of traffic along this portion of the corridor. Sidewalks beyond Volunteer Road and in close proximity to Volunteer Road should be considered if development is expanded. Bicyclists can be safely accommodated in the existing 8-foot paved shoulders.

The most aggressive feature of this development scenario is the creation of several new roads. The development of these new roads would result in an extension of the street grid system that currently exists in the Village. Extending the scale, character and design of the village streets within the primary study area near Route 20A would:

- Provide alternative east-west and north-south routes for all modes of travel;
- Improve pedestrian access to existing and new commercial development;
- Encourage residential development in close proximity to compatible commercial uses and existing residential neighborhoods;
- Enhance safety along the Village's main east-west thoroughfare by providing alternative routes; and
- Allow growth and development to occur in the Village and Town without sacrificing miles of rural roadway to strip development.

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. It would also create an environment conducive to more pedestrian activity. Bicycle and pedestrian access between residential developments, the SUNY Geneseo campus and nearby stores and services would be enhanced significantly, thus providing more transportation options for residents and visitors.

Several new roads would need to be created in order make the development scenario a reality. However, it is important to remember that these roads would be built over the next 10 to 20 years. This development scenario provides a general blueprint for what an expanded street grid system might look like in the future and the positive impact it can have on development, access management, safety and mobility.

As the development scenario illustrates, the density and type of development should gradually transition as you travel west to east along Route 20A, from the Village to the Town. In the vicinity of the Village-Town border, there would be fewer new roads needed to access development north and south of Route 20A. This gradual shift in the density and type of development will provide a smooth transition to the rural parcels that dominate the landscape in the secondary study area along Route 20A. As indicated in the previous section, the eastern portion of the study area is expected to continue its primarily agricultural use. In order to protect this valuable asset, the Town should consider zoning it Agricultural (AG) to reduce the possibility of encroachment by large-scale commercial or residential development.

## 6 NEXT STEPS

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### 6.1 General

Once this plan is adopted, the Town and Village should each work towards incorporating the recommendations into their respective community Master (Comprehensive) Plans as well as their 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

Table 3-1  
Village Building Setbacks

Left Parcel Id	Left Parcel Offset ≥ 150 ft	Right Parcel Offset ≥ 150 ft	Right Parcel Id
1	No	No	15
2	Yes	No	17
3	No	No	18
4	No	No	22
5	No	Yes	24
6	No	Yes	25
8	Yes	Yes	26
9	No	Yes	27
10	Yes	Yes	28
11	No	Yes	30
12	Yes	No	31
13	No	No	32
14	Yes	Yes	33
35	Yes	Yes	34
36	No	Yes	50
38	Yes	Yes	51

Table 3-2  
Town Building Setbacks

Left Parcel Id	Left Parcel Offset ≥ 150 ft	Right Parcel Offset ≥ 150 ft	Right Parcel Id
42	Yes	Yes	52
43	No	Yes	53
44	No	No	54
45	No	No	58
66	Yes	No	59
68	Yes	No	60
69	Yes	Yes	61
70	Yes	No	63
85	No	Yes	73
--	--	Yes	74
--	--	No	78
--	--	No	79
--	--	Yes	81
--	--	No	82
--	--	Yes	89
--	--	Yes	90
--	--	Yes	95
--	--	Yes	97



IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 SECTION 7206, FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER OR LAND SURVEYOR IS ALTERED. THE ALTERING ENGINEER OR LAND SURVEYOR SHALL AFFIX TO THE ITEM HIS SEAL AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



REVISIONS					DESCRIPTION
NO.	DATE	BY	CHKD		



GENESEE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF GENESEO LIVINGSTON COUNTY STATE OF NEW YORK

DATE: 06/03/02
DRAWN: SBS
DESIGNED: AJR
CHECKED: AJR
SCALE: 1"=500'

GENESEO  
N.Y.S. ROUTE 20A  
LAND USE AND ACCESS  
MANAGEMENT PLAN

PROJECT NUMBER
8759.00
DRAWING NUMBER
S-01



REVISIONS				
NO.	DATE	BY	CHKD	DESCRIPTION



GENESEE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF GENESEO LIVINGSTON COUNTY STATE OF NEW YORK

DATE: 06/03/02
DRAWN: SBS
DESIGNED: AJR
CHECKED: AJR
SCALE: 1"=500'

GENESEO  
N.Y.S. ROUTE 20A  
LAND USE AND ACCESS  
MANAGEMENT PLAN

PROJECT NUMBER
8759.00
DRAWING NUMBER
S-02





MATCH LINE SEE DRAWING No. S-02



MATCH LINE SEE DRAWING No. S-04

REVISIONS					DESCRIPTION
NO.	DATE	BY	CHKD		



GENESE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF GENESE LIVINGSTON COUNTY STATE OF NEW YORK

DATE: 06/03/02
DRAWN: SBS
DESIGNED: AJR
CHECKED: AJR
SCALE: 1"=500'

GENESE  
N.Y.S. ROUTE 20A  
LAND USE AND ACCESS  
MANAGEMENT PLAN

PROJECT NUMBER
8759.00
DRAWING NUMBER
S-03



Drawing Name: G:\PROJECTS\GTC\LIVINGSTON\LUMPS\GENESE\ACAD\GENESE PL.DWG Date: 06/03/02 Time: 1:59 pm  
Referenced Drawings: None  
IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145, SECTION 7209, FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER OR LAND SURVEYOR IS ALTERED. THE ALTERING ENGINEER OR LAND SURVEYOR SHALL ATTE TO THE ITEM HIS SEAL AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MATCH LINE SEE DRAWING No. S-03



REVISIONS					DESCRIPTION
NO.	DATE	BY	CHKD		

CRA

CLARK PATTERSON ASSOCIATE

DESIGN PROFESSIONALS

106 NORTH WATER STREET

ROCHESTER, NEW YORK 14604

(716) 454-7800

www.clarkpatterson.com

GENESSEE TRANSPORTATION COUNCIL

TOWN & VILLAGE OF GENESEELIVINGSTON COUNTYSTATE OF NEW YORK

DATE: 06/03/02

DRAWN: SBS

DESIGNED: AJR

CHECKED: AJR

SCALE: 1"=500'

GENESEELAND USE AND ACCESS MANAGEMENT PLAN

N.Y.S. ROUTE 20A

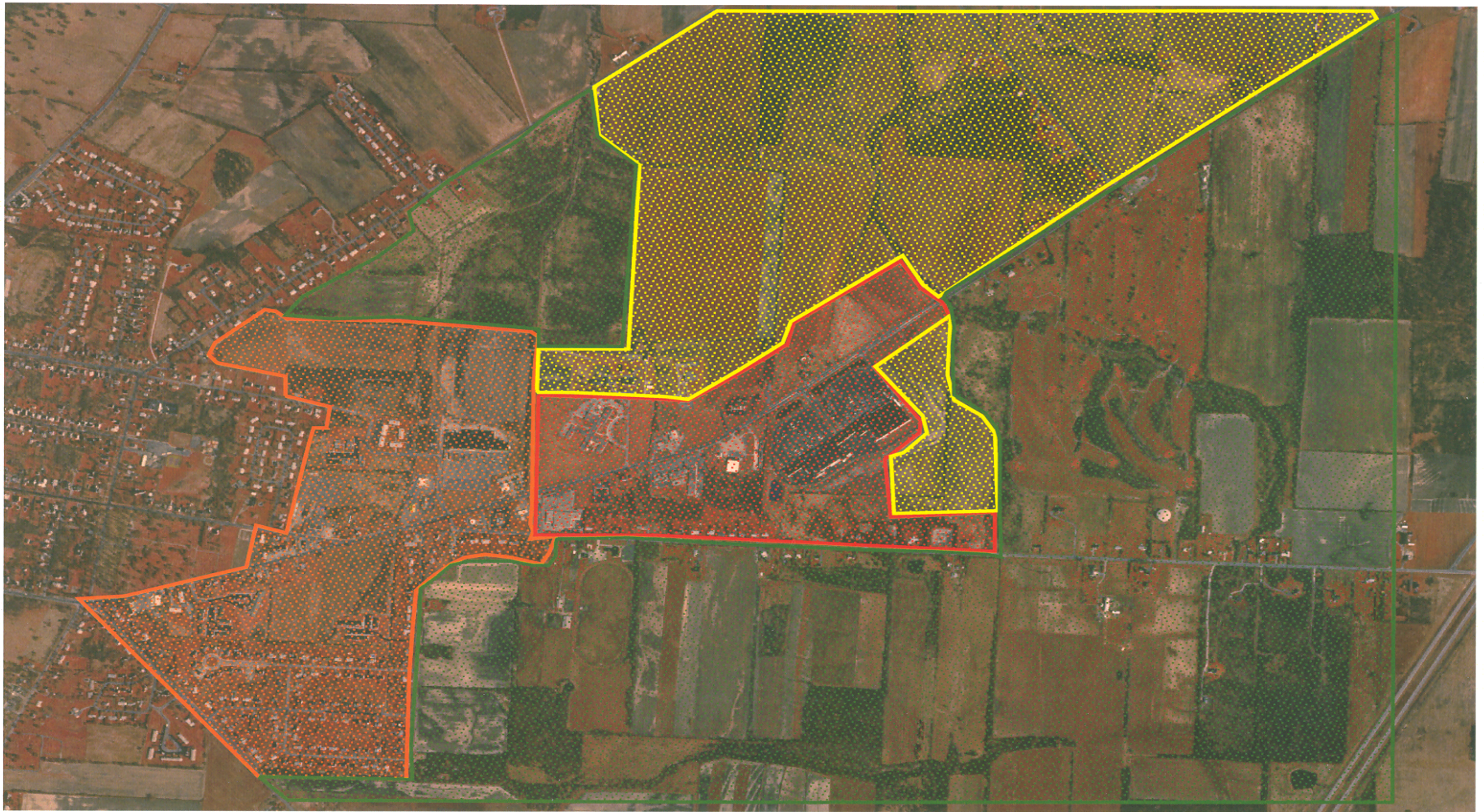
PROJECT NUMBER

8759.00

DRAWING NUMBER





S-04





**Genesee Transportation Council (GTC)  
Land Use and Access Management Plan  
NYS Route 20A - Village and Town of Geneseo**

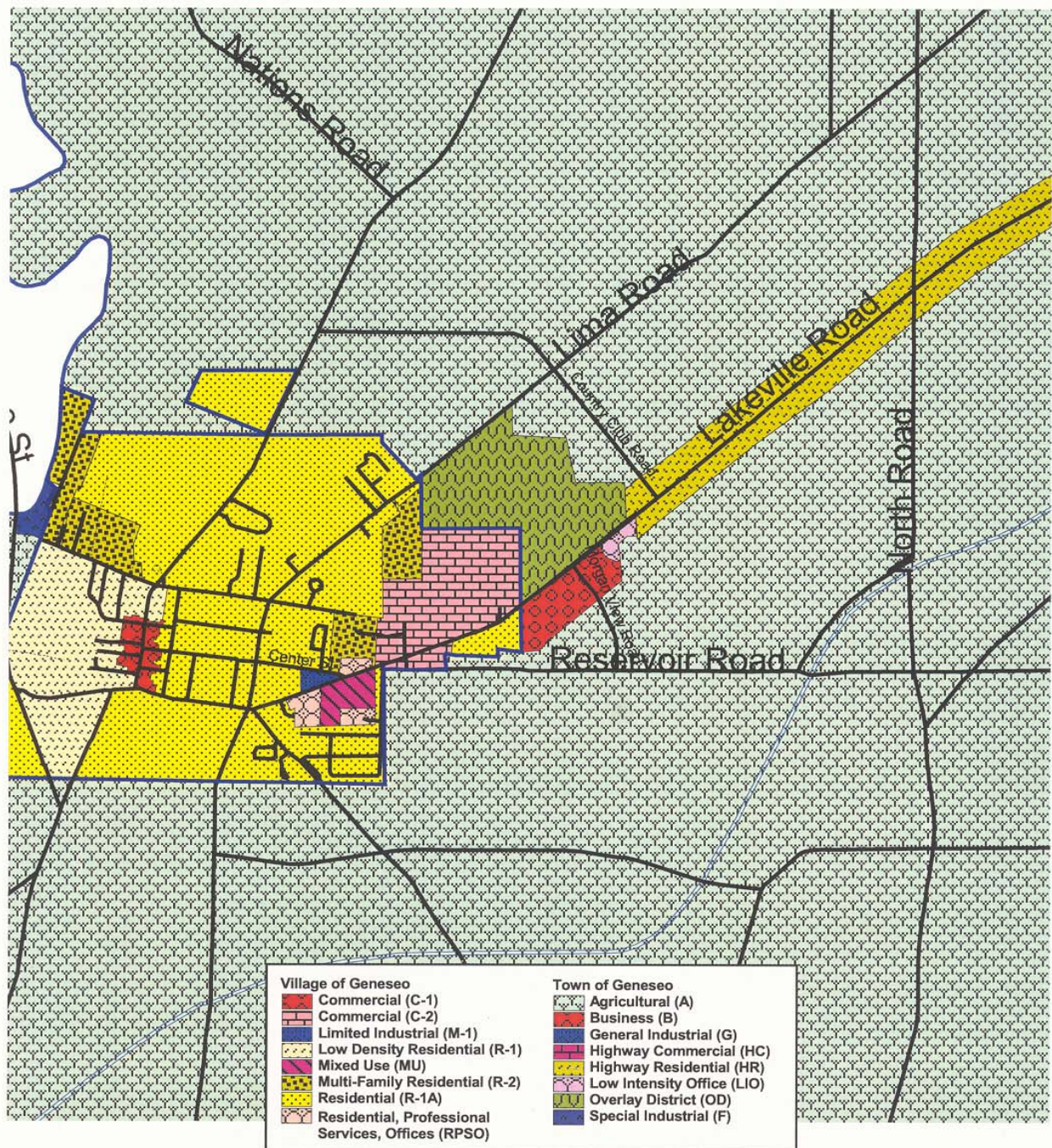


Future Land Use  
 Agricultural/Open Space  
 Commercial  
 Residential  
 Village Transitional



Drawn By: ☐ K. Pizzi  
Checked By: J. Steinmetz  
Date: May 2002



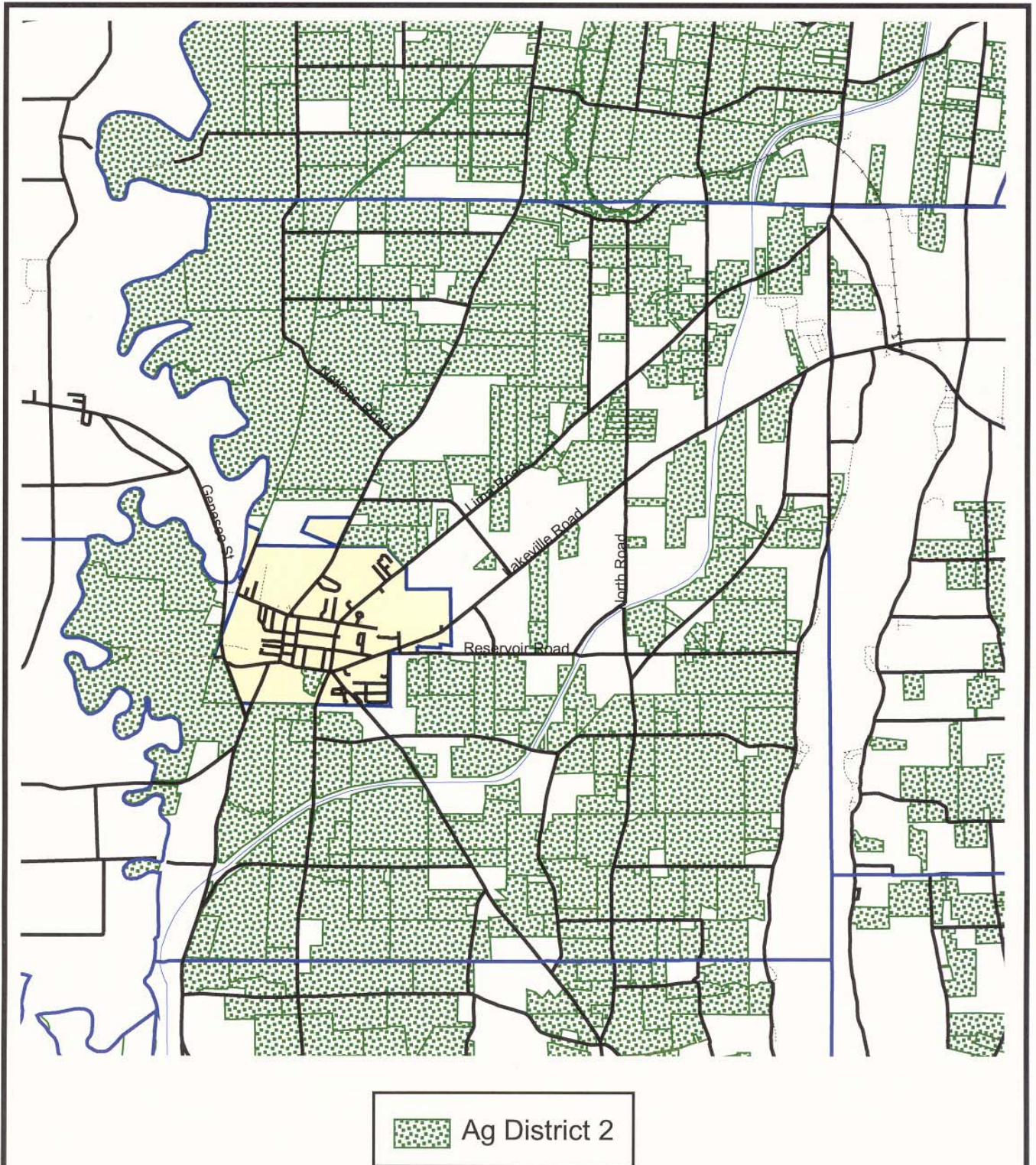


Drawn By: KAP  
 Checked By: AR  
 Date: March 2002

# **Zoning** **Town and Village of Geneseo** **Livingston County Landuse** **& Access Management Plan**





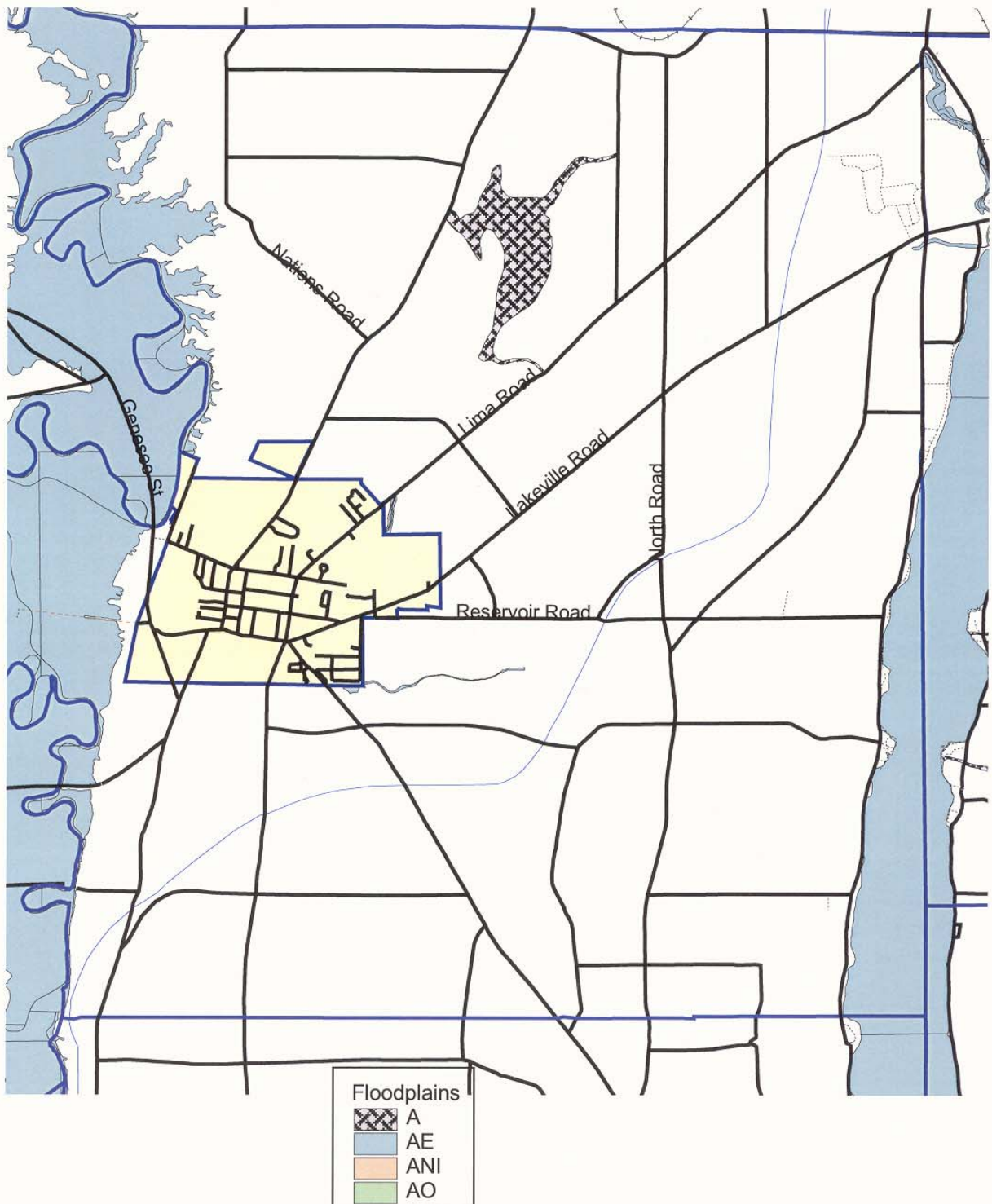


Drawn By: KAP  
Checked By: AR  
Date: March 2002

**Agricultural Districts  
Town and Village of Geneseo  
Livingston County Landuse  
& Access Management Plan**





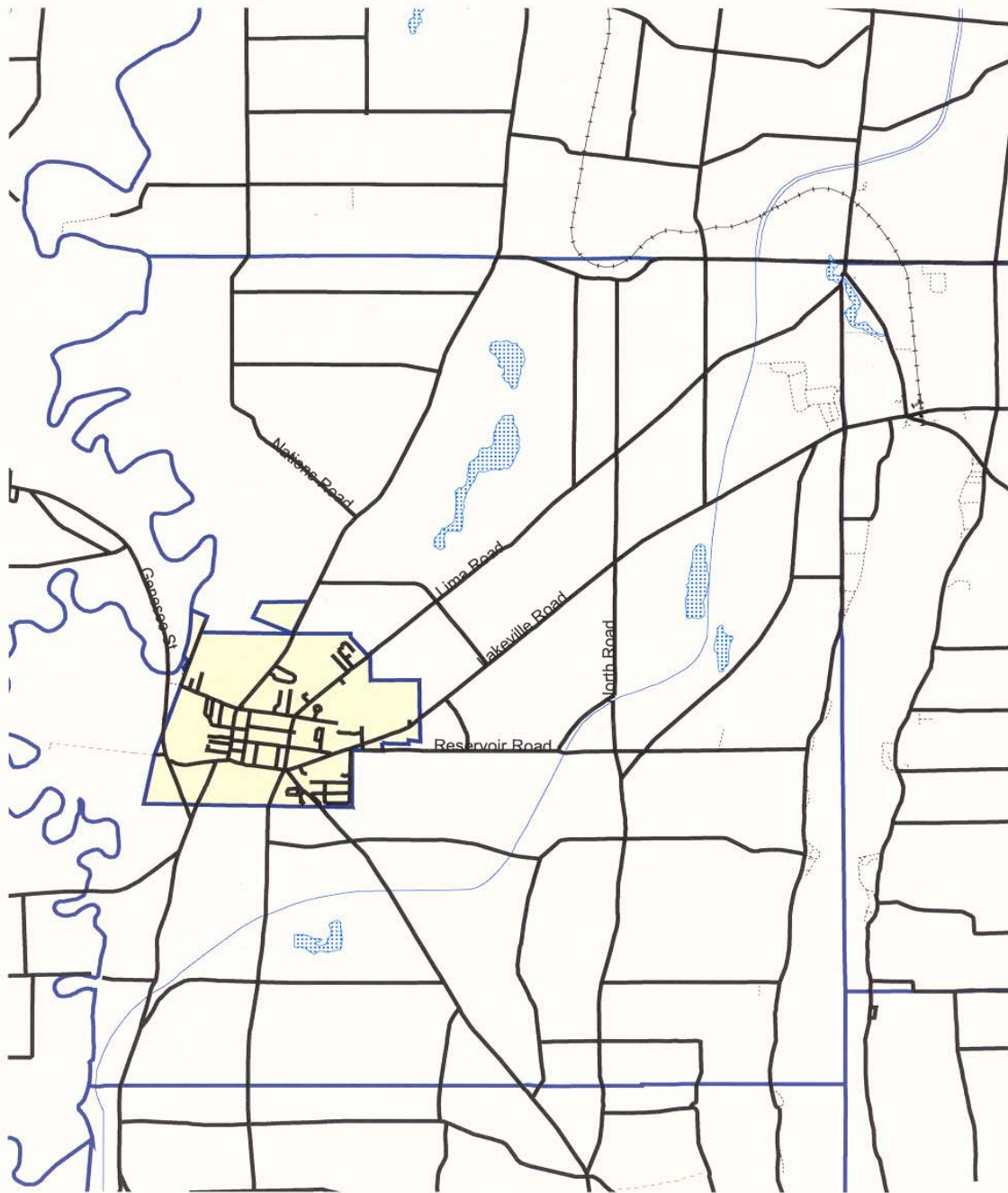


Drawn By: KAP  
 Checked By: AR  
 Date: March 2002

# **Floodplains** **Town and Village of Geneseo** **Livingston County Landuse** **& Access Management Plan**







Drawn By: KAP  
Checked By: AR  
Date: March 2002

**Wetlands**  
**Town and Village of Geneseo**  
**Livingston County Landuse**  
**& Access Management Plan**



# APPENDIX B



