

If employers indicate a need for other types of housing that fit in with the overall goals of the Comprehensive Plan, ensure that the zoning allows adequate area for this type of development.

*ACTION: REVITALIZE OLDER STRUCTURES*

The Village and the Town, in conjunction with housing agencies, should evaluate underutilized and deteriorating older buildings for the potential re-use as affordable and/or senior housing apartments or, as discussed above, artist live-work lofts. Infill and/or adaptive reuse development would meet a specific housing needs and concentrate residential development within the Village or in the areas of the Town with adequate infrastructure and services.

Where appropriate, the Village and the Town should work with non-profit affordable housing agencies to secure public funding and to redevelop suitable properties. These groups can supply revolving loan funds, facade improvement programs, or labor assistance in upgrading homes. The Village and the Town should also encourage the establishment of neighborhood preservation groups to promote revitalization of specific areas.

To encourage owners to upgrade and maintain their properties, the Village and the Town should advertise and promote housing rehabilitation programs available through Steuben County and for properties in the historic District, the State and Federal governments. The Village and the Town should pursue Community Development Block Grants (CDBG) and other funding available to municipalities for housing rehabilitation.

As noted in the community survey, property maintenance issues are limited to specific areas in the community. The Village and the Town should establish a program to encourage maintenance by absentee landlords. The Village and the Town should also develop property maintenance codes which address the major maintenance issues in the community, are easy to understand and enforce, and have effective levels of penalties. The municipalities may consider sharing an additional part-time code enforcement office to focus on this and perhaps other tasks.

*ACTION: ALLOW ACCESSORY HOUSING UNITS.*

Accessory units provide affordable housing options for elderly family members, young adult family members, and others. The Village and the Town should allow the development and/or conversion of accessory housing units. An accessory housing law should specifically define accessory housing units and identify the zoning District(s) where accessory units would be allowed, occupancy (i.e., maximum occupancy of accessory unit and owner-occupancy requirements), size, exterior changes, and parking. An approval procedure should be created, including detection of illegal units, an amnesty period for property owners during which they would bring the units up to code, and enforcement and penalties.

*ACTION: DEVELOP RESIDENTIAL DESIGN GUIDELINES*

Consider the use of residential development guidelines for major subdivisions to promote housing that has minimal impacts on the landscape and environmental features and is of quality design. Residential design guidelines generally discourage both "excessive dissimilarity," or buildings that are strongly out of character with the surrounding existing neighborhood; and "excessive similarity" of architecture within the subdivision. The intention of such guidelines is not to dictate architectural style and layout, but rather to ensure that the development fits in contextually with the existing community. The design guidelines should also promote improvements to the traffic circulation system (i.e., discourage cul de sacs and use common entrances/parallel access roads for subdivisions off major roadways).

*ACTION: ENSURE ADEQUATE PROPERTY MAINTENANCE*

The Town and Village should each consider adopting an “Unsafe Buildings and Collapsed Structures” law that gives municipalities the authority to remove unsafe structures and receive compensation through the property tax and assessment system. Existing property maintenance codes should be revised to ensure that the fees are sufficient to be a deterrent and that time limits and compounding of penalties for unpaid fines are included.

## **4.6 CULTURAL RESOURCES PLAN**

### **4.6.1 HISTORIC PRESERVATION PLAN**

*ACTION: PROVIDE EDUCATION AND INCENTIVES TO ENCOURAGE HISTORIC REHABILITATION*


As brought forth in the community survey, the Town and Village should play an active role in ensuring the preservation of historic properties. Financial incentives should be made available to property owners to encourage historic rehabilitation and adaptive reuse of structures. In addition, the Town and Village should institute a jointly-sponsored educational outreach program for owners of historic properties to inform them of the financial and economic benefits and the requirements of historic designation. Educational materials such as brochures on financial assistance and design guidelines, and copies of laws and regulations could be made available at Village/Town Hall, from the Town and County Historians. The Town and Village could sponsor an annual educational workshop to acquaint existing and new property owners with the requirements and benefits of historic designation. If possible, these information sessions should be conducted in one of the community’s notable historic buildings. Walking tours, house tours (both guided and self-guided), and garden tours in the historic District are also recommended as a means of educational outreach to the larger community and visitors. The continuation of educational programs by the Chamber of Commerce and the Curtiss Museum should be encouraged.

*ACTION: PUBLICLY IDENTIFY HISTORIC RESOURCES*

The Pulteney Square Historic District and individually-listed properties should be better identified through plaques on individual structures and signage at all District boundaries. In the downtown area, festive "Historic Hammondsport" banners should continue to be promoted with rotating seasonal and special interest banners to foster greater interest. Such identification will increase public awareness and appreciation for historic resources. Individual resources outside historic Districts, such as the Pleasant Valley and Germania wineries, should also be identified with historic plaques.

*ACTION: IDENTIFY ADDITIONAL RESOURCES*

The community should conduct cultural resource surveys of potential historic and archaeological resources to determine if they meet State and National Register (S/NR) criteria. The community should coordinate these efforts with the State Historic Preservation Office (SHPO) and seek possible State and Federal funding. Eligible resources should be nominated to the S/NR program and included in an expanded or new local historic District, if appropriate. Notable historic and archaeological resources that are not on the S/NR include the following:

-  The Pulteney Square Historic District is bounded on the south, west, and east sides by predominantly residential areas that have not been surveyed an/or evaluated for S/NR integrity and/or significance. These areas contain numerous historically and architecturally notable structures that warrant further study.

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- ✎ The original Taylor Winery, located on Bully Hill Road about one mile north of the Village of Hammondsport. This property includes wine-making operations, a restaurant, and the Greyton Taylor Wine Museum.
- ✎ The Gold Seal Vineyards property, a complex of eight buildings dating from 1865 to 1912. The complex is located on the west side of Route 54A near the Town of Pulteney.
- ✎ The Para Farm house and barn on Longwell Cross Road, on the west side of the lake south of Stephanie G. Taylor Memorial Drive.
- ✎ Sites associated with aviation pioneer Glenn H. Curtiss, including the site of the aircraft landing field, Pleasant Valley cemetery (the site of his grave), and any remaining structures related to his life and work.
- ✎ The buildings, loading dock, rail tracks, rail switches, and equipment at the northwest corner of land where Keuka Inlet meets Keuka Lake that remain as vestiges of the historic Bath and Hammondsport Railroad Company. Another potentially S/NR eligible property is the old Bath and Hammondsport railroad station in Head of the Lake Park.
- ✎ Cemeteries, including the cemetery in Pleasant Valley, that contains the graves of several pioneers of transportation.
- ✎ Historically and architecturally notable farmsteads, including farmhouses, barns, and other agricultural structures located throughout the Town.
- ✎ The early industrial, aviation, and railroad heritage of Hammondsport indicates that the potential exists for subsurface archaeological remains related to these historic periods at the foot of the lake and along the rail corridor.
- ✎ There is also the potential for prehistoric archaeological sites to exist near the lake and major watercourses.

### *ACTION: DEVELOP INTERPRETATIVE PROGRAMS*

The Village, in conjunction with the Town Historian, should work to develop an interpretive program for the Pulteney Square District. Signage or plaques should be provided at contributing elements within the Historic District. A permanent exhibit on the Pulteney Square Historic District is also recommended. The exhibit could be done in conjunction with the Town and County Historian or possibly the Chamber of Commerce and the Steuben County Convention and Visitors' Bureau (CVB). The exhibit could be located in a historic building on Pulteney Square, in conjunction with a tourist center. The exhibit could be simple or complex: it could range from plaques, brochures, and organized walking tours to a permanent photographic installation.

### *ACTION: ANALYZE IMPACTS TO HISTORIC RESOURCES*

The Town and Village should fully utilize the SEQR process and work with the SHPO to adequately review and mitigate any adverse impacts resulting from proposed developments that occur within or substantially contiguous to any historic site or District. Under SEQR, adverse impacts to historic resources may be direct (i.e., demolishing a building) or indirect (i.e., changing the context of a historic site by building a non-compatible structure adjacent next door).

### *ACTION: PROMOTE THE ADAPTIVE REUSE OF KEY HISTORIC PROPERTIES*

The community should develop a coordinated plan for the reuse/development of important historically significant vacant or underutilized buildings in the community, particularly the Gold Seal Winery Complex, the Inlet and downtown. This could be conducted in coordination with the New York State coastal program, which would make the community eligible for potential planning and implementation grants, particularly for properties along the lake. For any building and sites with potential environmental contamination, grants for environmental testing and remediation should be sought from the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Environmental Protection Agency (USEPA).

### 4.6.2 CULTURAL ACTIVITIES PLAN

The Cultural Activities Plan is intended to increase the amount and types of cultural activities available to residents and visitors.

#### *ACTION: RECOMMENDATIONS TO PROMOTE CULTURAL ACTIVITIES*

##### *Special Events*

According to the community survey, residents would like more festivals and music concerts. The community should contribute staff and volunteer time and financial assistance to increase the number of regularly-scheduled local and regional cultural special events in downtown Hammondsport and at the Village and the Town's lakefront parks. These events should be organized in conjunction with co-sponsors such as the Hammondsport, the Steuben County CVB, Chamber of Commerce, the Town and County Historians, local or regional arts groups, and other special interest groups, when appropriate.

##### *Historic Resources/Museums*

As described above, the Village should also promote walking tours of the downtown Historic District. Ties between the Curtiss Museum and the Village Center should be strengthened. For example, the Village should lead efforts to identify a satellite location for the museum in the Village Center. One possible location is the second floor of the planned visitor center on Pulteney Square.

##### *Agri-Tourism*

To promote connections to agricultural tourism in the region, the Village and the Town should consider initiating a weekend Farmer's Market in or within walking distance of the downtown area. Folk singers and other entertainment can add to the festive atmosphere. A community festival featuring one or more local crops is another viable option successful in other Finger Lakes communities.

##### *Cross-Marketing with Wineries and Corning*

The Village and the Town should actively explore ways of attracting tourists to downtown Hammondsport from nearby resorts and attractions (such as Corning Glass and the wineries) through increased advertising and promotion, special tours, van service, etc.

#### *RECOMMENDATIONS TO PROMOTE CULTURAL AND ENTERTAINMENT USES*

To attract more visitors to the Town and Village, there is a need for more restaurants and other active and public uses to be developed, particularly along the waterfront or overlooking the Lake.

The Village should actively encourage the development of appropriately-scaled entertainment uses such as theaters, cafes and restaurants, art galleries, and hotels in and around Pulteney Square.

Consider enacting zoning revisions to permit artist live/work lofts in vacant or underutilized former industrial buildings. These buildings are potentially well-suited to the needs of artists. The City of Peekskill, New York, along the Hudson River has created a successful artists' loft program which can be used as a model.






### 4.7 URBAN DESIGN PLAN

#### 4.7.1 RECOMMENDATIONS FOR THE PROTECTION OF SCENIC RESOURCES

The Town of Urbana and the Village of Hammondsport are rich in scenic resources. First and foremost among the community's scenic features is Keuka Lake—including scenic vistas to the Lake and lakefront parks; vineyards on the rolling hillsides; farming landscapes; scenic roadways; stream corridors including gorges, ravines, waterfalls, and glens; the Pulteney Square Historic District, historic wineries; and other scenic areas. The following measures are recommended to preserve and enhance these visual resources for future generations.

##### *ACTION: MAKE ZONING ALONG THE WATERFRONT MORE PROTECTIVE*

Strengthen regulations for the land along Keuka Lake, either through creation of a shoreline protection overlay zone, through special permit criteria, incentive zoning, or through changes in the base zoning. Revisions should include:

-  Restrictions on the removal of natural vegetation.
-  Preservation of view corridors to the Lake This will prohibit a continuous "wall" of buildings to block views from public roadways or other public view points to the shore.
-  The prohibition of driveways, roads, and parking areas on the lakeside of buildings.
-  For residential larger proposals, clustering combined with open space preservation should be required. It must be ensured that the number of units developed under a cluster subdivision does not exceed the number that could be built with a traditional subdivision. The cluster must be sensitively designed and the open space must be permanently secured through conservation easements. The siting of the open space is also a critical determinant of a successful cluster. The open space should be sited to protect scenic vistas, features or characteristic landscapes. Moreover, the areas should be accessible to residents and, where appropriate, to the general public. The location of the open space should be carefully determined in the site review process. Homes should be screened as much as possible from major roadways by trees and vegetation.
-  Establish incentive zoning to encourage developers to provide pedestrian access to and along the shoreline. First, the maximum lot coverage, height, and permitted uses should be restricted from what is currently permitted by the base zoning. Second, density and use bonuses would be provided to allow additional floor area or uses to be built. In order to receive the bonuses, developers would be required to provide meaningful, permanent public access to and along the shore. Residential use along the waterfront in the Village should be made a special permit use subject to incentive zoning conditions.

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Require architectural form and materials to be compatible with traditional downtown Hammondsport development patterns.

### *ACTION: ESTABLISH A LOCAL WATERFRONT REVITALIZATION PROGRAM (LWRP)*









The State's Coastal Management Program, described in the "Natural Resources Plan," below, contains detailed policies designed to protect scenic quality. The Town and Village can build on these policies and give them enforce ability through an adopted Local Waterfront Revitalization Program (LWRP).

### *ACTION: REQUIRE ASSESSMENT OF VISUAL IMPACTS UNDER SEQRA*

Under the State Environmental Quality Review Act (SEQR), municipalities are required to thoroughly review projects that may adversely affect scenic features. It also provides municipalities with a tool to require developers to look at alternative design and other mitigative measures that can lessen the visual impact of the development. For sites within 100 feet of the waterfront, it is recommended that all development proposals be required to complete a SEQR Full Environmental Assessment Form (EAF), including the Visual Assessment Addendum. The Visual Assessment Addendum is a tool which helps decision-makers identify the nature and extent of visual impacts.

### *ACTION: DEVELOP SPECIAL WATERFRONT SITING AND DESIGN GUIDELINES*

The Town and Village should include special waterfront siting and design considerations in site plan and subdivision review. Work with developers to encourage the incorporation of special waterfront siting considerations. To preserve important public views the following siting and design techniques can be used:

-  Orienting structures so that the longest dimension is not in full sight of important public views.
-  Creating dimensional standards (including maximum floor area, stories, and height) for docks, piers, and boathouses.
-  Scattering buildings rather than massing buildings in a row along the waterfront.
-  Angling buildings rather than placing them flush with the shoreline.
-  Locating structures back from the shoreline.
-  Avoiding large rectangular structures.
-  Breaking up large structures into smaller structures with view corridors to the shore.
-  Retaining existing trees and vegetation.

- ✎ Providing landscaping to screen buildings and parking areas and to provide separation between public and private spaces.

### 4.7.2 RECOMMENDATIONS FOR COMMERCIAL AREAS

#### *ACTION: DEVELOP CORRIDOR DESIGN GUIDELINES*

For the Route 54 corridor between the Bath line and the lake, design guidelines should be developed to guide the orderly development of the area, as follows:

##### *Site Organization*

##### *Relationship of Building to Site.*

New or expanded developments should blend with adjoining properties, provide a transition between the project and pedestrian uses, and provide appropriate landscaping. Parking and service areas should blend with the street frontage or be screened from public view. The height and scale of each building should be compatible with the community's rural character. Building materials, colors, textures, lines, and masses should blend in with the landscape. Site grading work for new construction should blend with surrounding site grades.

##### *Building Setbacks and Mass*

Consistent setbacks from the roadway are strongly encouraged. New buildings should conform to the dominant setback, if any, in the vicinity. In the absence of a dominant setback, small setbacks are encouraged in all commercial Districts, to make structures more pedestrian friendly and visually-appealing to travelers. New buildings should also be scaled down into smaller masses of varied size and orientation. This will help to create more human-scaled and attractive environments. Long, uninterrupted building walls are discouraged; openings should be provided between buildings or portions of buildings. Clusters of smaller buildings are encouraged, instead of vast single buildings.

##### *Architecture*

New architecture should relate to the surrounding rural and historic village environment with regard to texture, scale, massing, proportion, and color. A strong visual relationship between the building, the site, and adjacent development is vital for overall design compatibility.

##### *Architectural Form*

Emphasis should be placed on creating an interesting and harmonious visual impression, particularly from public rights-of-way and adjacent lands. Particular recommendations include:

- ✎ Using different textures, complementary colors, shadow lines, detailing, and contrasting shapes to create an appealing facade is strongly encouraged. The use of single colors and/or blank walls is discouraged.
- ✎ Avoiding contrast of color, height, and materials of the facades of new development with the predominant style of existing buildings.
- ✎ Providing strong, clear boundaries between neighborhoods, different land uses, and land use intensity.
- ✎ Constructing buildings to achieve a human scale and interest.
- ✎ Buildings should be congruent with their perceived function.
- ✎ Buildings should not overbear the surrounding uses and landscape.
- ✎ Care shall be given to the character of all sides of the building, not just the "front".

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- ✎ "Franchise-style" architecture is strongly discouraged. These structures often look the same nationwide and the buildings themselves (through their color schemes, lines, and other features) function as advertising signs.
- ✎ Long, uninterrupted blank walls are discouraged.
- ✎ Window and door openings should be maximized along the front of buildings.
- ✎ Window displays are encouraged.

### *Building Height and Roof Design*

The scale of new development should not overpower neighboring buildings, scenic features, or views to the lake. Two-story buildings are encouraged, particularly at corner lots. A variety of roof types, heights, and gable styles in proportion to building size are recommended. Extensive use of flat, very low, or very steeply pitched roofs should generally be avoided.

### *Facade Treatment*

- ✎ Alignment of the horizontal and vertical architectural features on building fronts is desirable so as to enhance the visual continuity of the streetscape. Facade elements, such as windows and doors, should be arranged in a consistent pattern. Where there are adjacent structures, the facade of new or renovated or expanded structures should be in keeping with the rhythm of existing structures. In general, the pattern should be simple although interesting details can be added to enrich the design.
- ✎ The development of the first floor level should provide visual interest to and interaction with pedestrians through the use of such features as windows, doors, and lighting. Recessed windows, doors, and bays and textured materials or decoration are encouraged to provide interest. The ground floor of the building should provide the greatest amount of facade opening to make it inviting to pedestrians. Blank stretches of walls on the ground floor are discouraged. Architectural detailing is encouraged to create variety and interest on new and renovated buildings.

### *Building Materials*

- ✎ High standards of construction and materials should be incorporated into each new development, expansion, or major renovation. Keep the quality of exterior materials sufficiently durable to guarantee low maintenance, stability, and a reasonable life span. It is recommended that facade materials include common red brick, natural stone, and wood. Undesired facade materials include beige brick, vinyl siding, metal siding, and imitation stone.
- ✎ Trim should consist of finished grade painted or stained wood rather than bare, lumber grade wood. Windows should include anodized aluminum or wood frames, rather than bare aluminum frames. Externally lit canvas awnings are recommended rather than internally lit plastic awnings.

### *Utilities and Mechanical Equipment*

- ✎ Utility lines should be placed underground. The communities should work closely with NYSDOT when the State plans improvements to roadways, in order to facilitate and reduce costs of "undergrounding" existing utility lines.
- ✎ Rooftop mechanical equipment should be screened from public view by the use of architecturally compatible materials. Ground level mechanical and service equipment (such as air conditioning units and utility boxes and meters) should be screened from public view via landscaping, walls, fencing or other design treatment compatible with



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the finishes of the principal structure. Garbage dumpsters and receptacles should be placed out of view from adjacent properties, pedestrian ways, and streets.

### *Lighting and Glare*

- ✎ Exterior lighting and fixtures for building illumination should blend with the architectural design. They should provide adequate illumination for security purposes without excess glare.
- ✎ Adequate, but not excessive, lighting should be provided for parking areas. Excessive lighting for promotional and visibility purposes is discouraged. Position all lighting for parking areas to minimize glare and illumination. This is particularly important in areas where large-scale commercial uses abut residential properties.

### *ACTION: REVISE DIMENSIONAL REQUIREMENTS*

#### *Increase Minimum Lot Width*

- ✎ Narrow lots fronting on busy commercial roadways create problems because they result in closely-spaced driveways. Lots in commercial areas on Route 54 need to be wider to increase separation between driveway access points and to allow flexibility in site design. .
- ✎ Minimum lot width standards could be accomplished through a corridor overlay zone mapped along Route 54. In this way, the change in lot width and other standards would apply only to mapped overlay locations and not all District locations. Variances could be provided when warranted by site conditions.

#### *Encourage Human-Scale Building Size*

- ✎ Zoning revisions are recommended that would limit the building footprint of new development along Route 54 to a scale compatible with the community. Total square footage allowed would not necessarily be reduced, but the scale of individual buildings on the site would be limited. Alternatively, larger structures could be broken into smaller visual components.

### *ACTION: PROVIDE LANDSCAPING GUIDELINES IN THE SITE PLAN REGULATIONS*

Landscaping adds visual interest, seasonal variety, and a softer texture to development. Well-maintained landscaping along the entire length of the commercial corridor improves the perception of the community's economic health, stability, and pride to visitors doing business in Hammondsport or traveling through. A Landscape Plan should be required as part of the site plan review of any new development proposal in a commercial or industrial District. Developers should provide adequate landscaping to screen views of parking, mechanical equipment, and other negative site features and to provide an amenity to the new development. The plan should identify all existing vegetation to remain and the location, species, and size of all new stock. Sufficiently diverse plant types should always be used to guard against disease and visual monotony. The following guidelines are recommended:

#### *Preserve Existing Features*

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Existing vegetation can provide a sense of permanence and continuity to a new development. Mature tree stock takes years to reestablish once removed from a site and replacement is difficult and expensive. Uncontrolled removal of trees and vegetation may speed up erosion, sedimentation, and storm water runoff. Sensitive site design can lead to the preservation of mature and attractive trees.

Specific recommendations are as follows:

*Existing Vegetation.* Recognize existing vegetation in the design process for all new developments. Encourage and include the preservation of mature plant species, hedgerows, and woodlots as a design element in the site's landscape plan.

*Tree Protection.* When developing a site, make every effort to protect existing tree stock over 8 inches in diameter. Note trees to be saved on the site plans and outline effective measures to protect trees from damage during the construction period.

### *Provide Buffers*

Landscape buffers between different or conflicting land uses are encouraged. Well-designed buffers reduce negative visual impacts, reduce noise, and increase privacy. Landscape buffers include preservation of existing vegetated open space, buffer plantings, berms, and opaque fences. Landscape buffers should also be provided between the public right-of-way and development sites. Buffers provide a pleasant view for travelers on State routes and protect on-site activities. Buffer plantings should include a variety of local species, heights, and widths, and require low maintenance. Their appearance should be natural, with clustering preferred over planting in rows.

### *Encourage Site Balance*

The amount and scale of all landscaping (buffers along the right-of-way, between adjacent uses, and parking lot landscaping, etc.) should correspond to the proposed land use. More landscaping is required if the proposed use is not compatible with adjacent land uses or contains site features which need to be screened from the public right-of-way.

### *Landscape Parking Areas*

- ✎ Planting buffers around parking lots screen parked vehicles and improve views to the site. Planters and curbed planting beds help control traffic movement and parking and contribute to the attractiveness of developments.
- ✎ Intersperse the paved areas of large parking lots with landscaped medians containing trees and/or other natural growing materials. Planting islands should be large enough to support mature trees. Parking lot landscaping can break up large expanses of parking area and soften the appearance of paved surfaces. In addition, it can provide shade for pedestrians and vehicles.
- ✎ Along Route 54, it is recommended that at grade open parking lots with more than five spaces contain at least 10 percent landscaped area within the parking facility. This should not include perimeter planting provided for beautification and/or screening requirements. It is further recommended that there be at least one 3-inch diameter tree for every 10 parking spaces.
- ✎ It is preferable to place off-street parking behind structures and away from the roadway. When parking lots must front a public right-of-way, screening is strongly recommended. Landscaping can be an effective way to screen parking and paved surfaces from view and to soften the appearance of parking areas. Additionally, landscaping provides protection from moving vehicles to pedestrians.
- ✎ To be effective, landscaping provisions should be specific about the results to be achieved (e.g., "a continuous, unbroken, year-round visual screen within three years of

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planting"). Alternatives to landscaping, such as walls or opaque fences, can also be allowed where appropriate. To ensure that such walls are attractive, they should be combined with landscaping or other design enhancements. The planting strip should be at least seven feet wide.

### *Design for Low Maintenance*

Design all landscaping to facilitate ongoing maintenance. When appropriate, low maintenance plants are encouraged. To ensure survival and usefulness of new plant materials in the near future, minimum sizes should be specified. The selection of landscaping materials should be compatible to the Central New York climate, soil types, and water availability.






### *ACTION: IMPLEMENT A STREET TREE PROGRAM*

Street trees should be used to enhance the entire length of all streets in the Village. Consistently spaced street trees create a visually harmonious edge to the roadway, provide shade, and reduce heat build up within paved areas. Trees and shrubs add variety to the landscape, soften the hard lines of building and parking areas, and distinguish public from private spaces.

Preserve existing and replace dead trees that are within 20 feet of the pavement. New trees should consist of species with broad canopies and 4" minimum caliper trunks. To provide a consistent edge, trees should be planted at 30- to 40-foot intervals in developed sections. Street trees can be planted within the first 10 feet of the front yard, in the lawn area between the sidewalk and the curb. An inventory of trees in the public right-of-way should be conducted to identify existing trees that should be preserved. In addition, an inventory of the trees in all municipal parks and cemeteries should be conducted. The communities should investigate opportunities to utilize students from forestry schools to help conduct the inventory. The results of the tree survey can be used to establish the initial identification of needs for the street tree replacement program.

### *ACTION: STRENGTHEN GATEWAYS*






Gateways should provide a sense of welcome and civic pride to a community. Key gateways include entrances to the Town and Village from all State routes (54, and 54A). Specific recommendations include:

-  Provide visible and consistent gateway signage.
-  Provide a sense of place with attractive landscaping and streetscape features including flower beds, street trees, and pedestrian-scale lighting.
-  Remove excessive signage from the public right-of-way at gateway locations.
-  As redevelopment occurs at the intersections, site design should reflect the gateway significance of these locations. Great care should be taken to ensure appropriate site layout, landscaping, and architecture. Site development should incorporate a special corner feature. This could be a landscape feature, a seasonal color planting area, sculpture, or water feature. The feature should provide a visual landmark and some amount of seating area.
-  If applicable to the specific gateway location, provide proper lawn and sidewalk maintenance.

### *ACTION: IMPROVE THE APPEARANCE OF SIGNAGE*






#### *General Recommendations*

Signs play a significant role in forming the character of a street corridor. Signs can either contribute to or detract from the visual quality of a public right-of-way. Signage should be managed to avoid visual blight and safety concerns, while providing a fair economic environment. Attractive, coordinated, and well-designed signs have a positive impact on both businesses and the community. Appropriate signs provide a defined identification of individual businesses, stimulate business performance, create a pleasing environment that will attract people, and enhance the image of the community. The Town and Village should enhance the regulation of signs (preferably with the assistance of graphic illustrations) by ensuring that signs:

-  Do not contain too much information.
-  Are the minimum size appropriate to the use and volume of the facility.
-  Are lit from an outside source.
-  Minimize the number of colors.
-  Do not include billboards.

#### *Traffic Sign Recommendations*

Traffic signs are part of the total streetscape and should be designed accordingly, while still fulfilling mandated size regulations and other requirements. The following guidelines for public sign control are recommended:

-  Street and highway signs must be clean, simple, easy to read, and appropriately located if they are to be legible for drivers.
-  The relevant governmental agencies should strive to locate all sign poles at a consistent setback from the curb.
-  When taken together, traffic signs should not create confusion for motorists or negative visual impacts on the surrounding community. Redundant or excessive signs should be removed.
-  To minimize information overload at intersections, which are decision points for the driver, limit signs to those whose message is critical at the street corner (e.g., directional signs and street name signs).
-  To keep the number of poles along streets to a minimum, mount signs on light fixture poles wherever possible.

### *ACTION: ENCOURAGE SITE AMENITIES*

In new commercial developments, attractive pedestrian-oriented open spaces, plazas, sculptures, fountains, and other amenities should be provided at key locations to enhance visual and community character. These amenities should be an integral component of the overall project design.

The use of art features add a unique identification and style to a development and the streetscape. Art features should be appropriate to the architectural, visual, and historic character of the site.

### 4.8 NATURAL RESOURCE PROTECTION PLAN

#### 4.8.1 PRESERVE ENVIRONMENTAL FEATURES

##### *ACTION: ESTABLISH A LOCAL WATERFRONT REVITALIZATION PROGRAM (LWRP)*

To establish a comprehensive strategy for the protection and improvement of its unique coastal area, the Town and Village should prepare and adopt a joint Local Waterfront Revitalization Program (LWRP) pursuant to the Waterfront Revitalization and Coastal Resources Act of the State of New York.

The Town and Village's location on the inland waterway system makes both jurisdictions eligible to participate in the New York State Coastal Management Program. The Village and the Town's coastal zone includes Keuka Lake, and adjoining lands.

An advantage of developing an LWRP is that once an LWRP is approved by the New York State Department of State, the Consistency provisions of the State's Coastal Management Program come into effect. Under the Consistency provisions, all governmental actions—whether federal, state, or local—must be consistent to the maximum extent practicable with the approved local waterfront program. There is also the possibility of funding assistance for projects established in the LWRP. Key responsibilities for the Town and Village for participation in the coastal program include preparation of the LWRP and review of future projects for consistency with the LWRP. The Joint Comprehensive Plan data base, including existing and proposed waterfront land use patterns and projects, would form the basis for development of the LWRP.

Given the shared jurisdiction of the Keuka Lake waterfront, it is recommended that the Town and Village prepare a joint LWRP. This will result in a broader-based plan for the Keuka Lake waterfront and will result in shared LWRP preparation costs. The Town and Village may apply for federal grants to help offset the cost of preparing the LWRP through the Office of Ocean and Coastal Resource Management, which was created by the Coastal Zone Management Act of 1972. In addition, technical assistance is available from the State. Further discussions of the merits of the coastal program are recommended between Town and Village officials and the New York State Department of State, Division of Coastal Resources.

##### *ACTION: PLAN FOR THE REUSE OF GRAVEL MINES*

The Town should continue its efforts in planning for the reclamation and reuse of the Town gravel mine on Winding Stair Road. The reuse plan should ensure that erosion and stormwater runoff are minimized. The Town should work with the State, the Keuka Watershed Improvement Cooperative (KWIC), the property owner and other interested parties toward the reclamation of the former gravel mine on Reservoir Hill Road.

##### *ACTION: PROTECT WATER RESOURCES*

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The protection of water resources, especially Keuka Lake, was one of the foremost priorities indicated by the community survey. There are a number of potential sources of pollution in Urbana and Hammondsport that must be managed so they do not affect the water quality of Keuka Lake, the Inlet and other water resources in the area. These sources include non-point sources such as lawn chemicals and roadway runoff, stormwater drainage, and point sources such as Mercury Aircraft. New development on land adjacent to water resources should be subject to strict guidelines to ensure that it does not adversely affect water quality, as follows:

- ✎ Any new law should have separate subDistricts for undeveloped and developed areas, excluding the developed areas from building setback, from vegetative thinning, and land-use provisions that would not be reasonable in already built-up areas.
- ✎ "Conservation density design " (i.e., mandatory clustering combined with design guidelines and open space preservation) should be required for subdivisions along the shoreline.
- ✎ As recommended by KWIC and the Keuka Lake Association (KLA), use of pesticides or herbicides should be restricted in the entire shoreland area to prevent water contamination. The Town, Village, and school District should continue their practice of not applying pesticides and fertilizers.
- ✎ Studies have shown the need for natural vegetated buffers along water bodies to filter out pollution from pollution sources. In general, a minimum buffer of 50 feet, where the clearing of natural vegetation is restricted, is considered the minimum necessary to filter out such contaminants. Such restrictions should be placed in undeveloped areas to protect water resources from further contamination. In areas without pre-existing natural vegetation (i.e., if the area was previously cleared), developers could be required to re-vegetate the 50-foot buffer strip).

### *ACTION: DESIGNATE THE KEUKA INLET WETLAND AREA AS A NATURE PRESERVE*

The wetland around the mouth of the Keuka Lake Inlet is a New York State Department of Environmental Conservation (NYSDEC) Class II wetland (i.e., it provides many important wetland benefits including plant and wildlife habitat, protection of water supply, and protection from flooding - the loss of which is acceptable only in very limited circumstances). In addition, NYSDEC has also identified Keuka Lake as a waterfowl concentration area and significant habitat area. The mouth of the Inlet and its surroundings could provide an educational resource to the community and ensure the preservation of critical buffer lands adjoining the area. The area should provide educational trails and interpretive signage, a kiosk-style information sign at the trail head, picnic area, benches at lookout points, and bird blinds. There is also an opportunity to place a pedestrian bridge/boardwalk over the Inlet that would connect the Head of the Lake Park with Champlin Beach Park. The Town and Village should consider collaborating on the project with an environmental group (e.g. the Audubon Society) or land trust (e.g., the Finger Lakes Land Trust).

### *ACTION: WORK TO PERMANENTLY PRESERVE HAMMONDS GLEN*

Hammonds Glen is a natural and visual resource of regional, and statewide, importance. The Town should initiate discussions with the landowner(s), New York State, Steuben County, the Finger Lakes Land Trust, the Finger Lakes Trail Conference, other local environmental groups, and other interested parties to develop a permanent protection plan for Hammonds Glen.

### *ACTION: COORDINATE ENVIRONMENTAL PROTECTION MEASURES*

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Neighboring communities have the potential to affect environmental resources in the Town and Village. The water quality of Keuka Lake, the community's sole source of drinking water, is dependent on managing activities in its watershed. A comprehensive strategy is needed to guarantee the preservation and enhancement of the coastal area and the Keuka Lake watershed. It is recommended that the Town and Village take the waterfront plans of neighboring municipalities into account when preparing their waterfront plans. In addition, the Town and Village should support the Finger Lakes-Lake Ontario Watershed Protection Alliance (FL-LOWPA) in its efforts to protect and enhance the water resources in New York's Lake Ontario Basin. The Town and Village should follow recommendations in watershed management plans developed by FL-LOWPA and be active participants in KWIC.

### *ACTION: ADOPT A TREE PROTECTION LAW*

The Town and Village should both consider adopting a law that protects trees from clear cutting and preserves these natural and visual resources to the maximum extent possible. The law should also require replanting when appropriate. This could either be enacted through a separate law or in coordination with a broad-based law protecting other natural features.

### *ACTION: CROSS-REFERENCE LOCAL, STATE AND FEDERAL REGULATIONS*

It is important that appropriate sections of the Codes of the Town of Urbana and Village of Hammondsport reference all applicable local, State, and Federal pollution control or performance standards regulating the discharge of pollutants from all potential sources of contamination.

The Town and Village should continue to work in conjunction with the KLA and KWIC to control the use of insecticides and pesticides. As described above, stricter performance standards for lawn chemicals may be designated in shoreland areas. Successful implementation of these regulations will require ongoing enforcement, penalties for violation, and an educational program for property owners.

### *ACTION: ADOPT A LOCAL SEQRA TYPE I LIST*

Under the State Environmental Quality Review Act (SEQRA), municipalities can adopt their own list of "Type I" actions to supplement or more clearly specify those listed by SEQRA. Type I actions require a more complete review of environmental impacts, than "unlisted" actions. At a minimum, designation of a lead agency and submittal of a Full Environmental Assessment Form (EAF) is required. It is recommended that the Town and Village make all development proposals for properties located within 500 feet of Keuka Lake and important subsidiary water resources including the Keuka Lake Inlet, Glen Brook, Hammondsport Glen and other scenic waterfalls and gorges, floodplains, habitat areas for state listed rare and significant plant-species, and both NYSDEC governed wetlands, Type I actions under SEQRA.

### *ACTION: UTILIZE CONSERVATION EASEMENTS TO PROTECT NATURAL RESOURCES*

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Conservation easements can substitute for the public acquisition of environmentally sensitive features. When development is proposed on a parcel that contains features such as wetlands or wetland buffer areas, steep slopes, stream valleys, flood hazard areas, significant wildlife habitat, high erosion potential areas, groundwater recharge areas, etc. the donation or purchase of conservation easements should be actively pursued by the Town and Village. A model of a municipal open space/conservation protection easement law for the Town and Village to consider is the law enacted by the Town of Pittsford, New York. Alternatively, the Town and Village could work in conjunction with a local non-profit land trust, such as the Finger Lakes Land Trust, to preserve conservation values with permanent easements.

### *ACTION: STRENGTHEN ENVIRONMENTAL REGULATIONS IN THE DENSITY PROVISIONS*

The clustering provisions of Village Law and Town Law can be used more effectively to protect land that is part of the community's recommended open space system. Land reserved as open space under the clustering regulations should be land that has been identified by the Village or Town as meriting preservation because of sensitive environmental features or scenic views. Whenever possible, the designated open space should be comprised of large, significant parcels instead of fragmented parcels that are simply not wanted by the developer. The intent of this action is to ensure the protection of important environmental features when a cluster development is proposed by a developer.

### *ACTION: SEEK RIGHTS OF FIRST REFUSAL*

There are several large properties in the Town of Urbana and Village of Hammondsport that, if developed or redeveloped, could have a tremendous impact on sensitive environmental resources, public access to the waterfront, and community character. These parcels include the former B&H Railroad site along Keuka Lake in the Village that is currently occupied by the warehouse at the end of Lake Street and properties on the ridges surrounding the Lake in the Town.

To prepare for the possibility that such property owners may decide to dispose of their lands in the future, it is recommended that the Town, Village, or a nonprofit land trust negotiate with selected owners for the initial option to purchase the property or an easement. A small amount is typically paid to acquire a right of first refusal option and the purchase price is negotiated at the time of sale. It may be possible for the Town or Village to obtain a right of first refusal option without payment.

A right of first refusal would not obligate the Town, Village or land trust in any way to purchase the property. However, the landowner would be required to notify the option holder that the property is up for sale and give the option holder a specified period of time (e.g., 10 to 90 days) to match any other offer. The right of first refusal would probably allow the Town or Village to identify the prospective buyer at a very early stage and get some idea of what the buyer intends to do with the property. Thus, the Town or Village and/or the land trust may be able to get assurances from the prospective buyer that the property would be developed in an environmentally sensitive way, with public access, etc.



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In some municipalities, a right of first refusal has prompted the original owners or the new buyers to donate sensitive portions of the property.

### *ACTION: ENCOURAGE SEQRA TRAINING*

The Town and Village should send their Board and Planning Board members and other appropriate officials to SEQRA training programs sponsored by the New York State Planning Federation and other groups. The Town and Village should pay tuition and expenses and send officials on a rotating basis. This training will promote improved understanding and utilization of SEQRA to evaluate and address the impacts of activities on the environment.

### *ACTION: PROPERLY DESIGN AND MAINTAIN DRAINAGE AND EROSION CONTROL SYSTEMS*

An important element of controlling excessive runoff of sediments and contaminants is a system of catch basins and other storm control structures. Without proper maintenance, these structures often fail their intended purpose. All elements of the Town's and Village's drainage systems, including catch basins, oil separators, detention ponds, etc., should be designed and maintained properly. The Town and Village should establish a specific program to maintain catch basins, silt control and other run-off devices. Subdivision and site plan applications should be required to submit erosion and sediment control plans prepared by a licensed engineer.

### *ACTION: EVALUATE POTENTIAL AQUIFERS*

Groundwater aquifers are porous water-bearing geologic formations capable of yielding an appreciable supply of water. As identified in the base studies, there are no high-yield aquifers located under the Town and Village. The community should work with the County, the USDA/Natural Resources Conservation Service, and the Cornell Cooperative Extension to identify and map potential aquifers and aquifer recharge areas in and around the area and evaluate their relative importance. If an important aquifer is identified, the Town should consider the benefits of adopting a local Aquifer Protection Law which includes land use and best management practices regulations to protect the aquifers or aquifer recharge areas.

### *ACTION: PRESERVE UNIQUE NATURAL AREAS AND WILDLIFE RESOURCES*

The Town should actively work in conjunction with state and county agencies and nonprofit land preservation groups to protect unique natural and scenic areas such as Hammonds Glen (discussed above), gorges, waterfalls, and other geologic formations. Protection could include public or nonprofit acquisition of conservation easements.

In addition, the Town should make protection of the habitat of the protected species of plants and animals referred to in the inventory a priority, if the lands are currently not under

public or not-for-profit control. The Town and Village should also work together to prevent and mitigate siltation of Keuka Lake Inlet.

#### **4.8.2 REMEDIATE AND REUSE ENVIRONMENTALLY CONTAMINATED SITES**

##### *ACTION: MONITOR AND REMEDIATE CONTAMINATED SITES*

The B&H Railroad property adjacent to the mouth of the Keuka Inlet in the Village is potentially contaminated. To date, the Town has conducted Phase I and Phase II environmental investigations. The Town should seek government grants from the NYSDEC and the United States Environmental Protection Agency (USEPA) to facilitate plans for the public reuse of the site.

##### *ACTION: REQUIRE PHASE I ENVIRONMENTAL STUDIES*

During the SEQRA review process, the Town and Village should routinely require an environmental assessment by an engineer or other qualified professional for all properties with past industrial or auto-related uses. The study should investigate the possibility of soil or groundwater contamination based on past usage and an above ground survey of current site conditions. The study will determine whether subsurface investigations are necessary prior to planned development.

#### **4.9 AGRICULTURAL PLAN**

Maintaining farms and farmland sustains jobs in the rural economy, demonstrates an area's effectiveness in directing urban growth, ensures the availability of locally grown produce, and preserves rural ways of life, and protects scenic agricultural landscapes. This is true in the Town of Urbana and the protection of agriculture was emphasized by residents in the survey. Non-agricultural residential development is occurring in the Town, however, there has been relatively little recent commercial or industrial development.

##### *ACTION: PRESERVE PRIME AGRICULTURAL LANDS*

Preserve the most productive lands for agriculture and minimize residential development pressures on these lands. Open and agricultural land should be identified as prime agriculture lands (based on soils, location or size of parcel), wood lots, streams, ponds, old fields, wildlife habitat, wetlands and possible recreational areas (including waterways for boating and hills for skiing) and prioritized for preservation.

Preserve these priority sites through mechanisms such as donation of development rights and use of conservation easements to a land trust, purchasing the land to protect it from development, or other incentives, sliding scale zoning and mandatory clustering techniques to maintain the most productive lands for agriculture. The Town should consider reducing allowable density in high priority areas identified as overlay zones to preserve farmland.

The Town should implement new subdivision regulations and design standards that would require non-farm development to be located on lower quality soils and in places where there will be little interference with farming operations. Splitting of land into non-farm house lots should be limited. Where subdivision occurs, it should be limited to areas not on prime soils. Use of the building envelope technique defines specific actions that disturb the land (driveway, house, septic, well, lawn area) and encloses them in an "envelope". The planning board and/or the building inspector can be given authority to place this building

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envelope in the best location on the parcel to protect farmland, views, or environmentally sensitive area.

### *ACTION: DEVELOP AGRICULTURE-FRIENDLY LAND USE PRACTICES*

Develop local land use policies—reflecting the goals outlined in the comprehensive plan—that support local farmers and protect priority farmland. Work undertaken in the development of the comprehensive plan must not be wasted by failure to translate the plan into meaningful land use policies.

Implement land use policies that balance residential and commercial growth with farmland protection. Some low-cost strategies for achieving this goal include:

- ✎ Agricultural zoning that designates agriculture as the principal land use in agricultural Districts (see “Land Use Plan,” above).
- ✎ Subdivision regulations that provide incentives for clustering development away from highly productive agricultural soils at a density that allows agriculture to be economically viable.
- ✎ Promote development patterns that focus infrastructure and growth in already developed areas and manage growth so that the development does not creep into priority farming regions.
- ✎ Create town-specific farmland prioritization criteria to identify priority-farming regions. Land use policies then should be developed to protect farmland within the designated areas. One area worthy of designation as a priority-farming region are the vineyards on the hillsides overlooking the lake. By focusing on priority-farming regions, the Town can take a fiscally responsible and strategic approach to securing its farmland use.
- ✎ Require buffers on new residential, commercial and industrial developments near farming operations. Buffers should be required on the new developments - not on the farm property - to allow farmers to take full advantage of their productive land.
- ✎ The Town Board should consider using its Municipal Home Rule authority to prohibit the Zoning Board of Appeals from granting use variances in Agricultural Districts.
- ✎ Allow reuse of existing farm structures without requiring variances, assuming that the application meets the building code requirements.

### *ACTION: DO NOT EXTEND INFRASTRUCTURE INTO PRIME AGRICULTURAL AREAS*

Reduce growth in farming regions by concentrating infrastructure, such as water and sewer extensions to the village, along Route 54 south of the lake, and the Pleasant Valley area. Consider employing lateral restrictions when extending water lines through priority farming regions. By coordinating municipal infrastructure planning with farmland protection planning, the Town can take a fiscally prudent and strategic approach to land use issues.

### *ACTION: ENACT A "RIGHT-TO-FARM LAW" FOR THE TOWN OF URBANA*

This should clearly establish the policy of the Town to conserve, protect and encourage the development and improvement of agricultural land for the production of food and other agricultural products, and also for natural and ecological value. Among other things, the law should provide that property owners and residents of the Town of Urbana should be aware that farmers have the right to undertake generally accepted agricultural practices and one should expect such conditions as a normal and necessary aspect of living in an agricultural area/rural community.

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A Town right-to-farm law complements county and state right-to-farm protections by making a local statement of support for farmers and by providing additional protections for local farmers (such as the alternative dispute resolution clause or the real estate disclosure notice requirement for subdivision and building permit filings.)

### *ACTION: MAINTAIN A "CRITICAL MASS" OF FARMING USES TO ENSURE CONTINUED VIABILITY*

The Proposed Land Use Plan maps the Agricultural District extensively in the Town. Key agricultural lands that the community wants to protect including lands with active farming uses and high scenic values are included in the Agricultural District. In addition, agricultural uses should be allowed in virtually every zoning District. Zoning regulations should provide incentives for agricultural preservation, with farming designated as the primary land use. Residential development in the Agricultural District should be buffered from agricultural uses to avoid conflict between uses.

### *ACTION: CONSIDER PURCHASE OF DEVELOPMENT RIGHTS ("PDR") AND/OR TRANSFER OF DEVELOPMENT RIGHTS ("TDR") PROGRAMS*

The Town should consider creating a purchase of agricultural conservation easement (PACE) program to prevent development on key and/or threatened farmlands. This program has been implemented by the Town of Marilla in Erie County. In this program, non-agricultural (i.e., residential and commercial) development rights are purchased from farmers. Transfer of development rights programs swap development rights on the parcel that is identified for preservation for development rights on another parcel in a more appropriate location. The Town should consider partnerships with land trusts to protect farmland through these and other measures.

Consider conducting a farmland protection demonstration project that purchases the development rights on productive farmland. Work with regional partners, such as the Finger Lakes Land Trust, to submit an application to the New York State Farmland Protection Program or to the USDA's Farmland Protection Program for funding of a local project.

### *ACTION: APPLY FOR FARMLAND PRESERVATION GRANTS*

The Town should regularly apply for and supply information to farmers regarding farmland preservation grants. New York State has farmland preservation funds that assist municipalities in establishing a purchase of development rights (PDR) program. Farmland preservation planning grants are available from the Rural New York Grant Program of the New York Planning Federation and other sources.

### *ACTION: ESTABLISH AN AGRICULTURAL ADVISORY COMMITTEE*

Establish an agricultural advisory committee to provide guidance to the Town Board and Planning Board on agricultural issues such as the impacts of land use policies on local farms. By obtaining input from farmers, the Town will be better assured that their policies are farm friendly. The agricultural advisory committee could undertake activities to help minimize and resolve conflicts between farmers and non-farm neighbors. For instance, the committee could include public education materials in local newsletters or media about modern farm practices; serve as a point of reference if residents have questions or concerns about farm policies; and mediate disputes between farmers and neighbors.

### *ACTION: RAISE COMMUNITY AWARENESS ABOUT AGRICULTURE*

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- ✎ Raise awareness of state tax programs such as agricultural assessment, the Farmers' School Tax Credit and farm building exemptions. To do so, consider producing a *Farmer's Bulletin* to be distributed in the Town's newsletter. Also consider utilizing agricultural assessment values for service Districts such as fire and ambulance.
- ✎ To reduce accidents between farm vehicles and motorists, educate residents about slow moving farm vehicles. Institute traffic calming measures such as lowering and enforcing speed limits.
- ✎ Urge law enforcement officials to enforce trespassing to prevent damage to farmland, farm facilities and machinery.
- ✎ The agricultural advisory committee, Town staff and volunteers should educate residents about modern agriculture by promoting farm tours, fairs and other agricultural events.

### *ACTION: CREATE AN AGRICULTURE-FRIENDLY BUSINESS ENVIRONMENT*

The Town should authorize and encourage on-site commercial agricultural activities, such as farm stands, that enhance farm profitability. The Town should also promote agri-tourism businesses, including farm tours and other special activities. Working with the County and State, economic incentives should be provided for agricultural support businesses.

- ✎ Enhance market opportunities for local growers. Explore opportunities for Village farmers' markets and agri-tourism events such as farm tours, trails, and festivals. Consider applying for a GROW New York grant to investigate the feasibility of such opportunities. Take a more active role in farm festivals, such as the strawberry festival, to promote and build support for local farms.
- ✎ Review sign regulations to insure adequate flexibility for on- and off- farm signs. Farmers often are dependent on signs to guide customers and service providers to their business.
- ✎ Create a supportive business environment for agriculture. Insure that local infrastructure meet the needs of modern farms. Roads and bridges should support tractor-trailers and other large farm vehicles. Electricity supply should adequately service farm businesses. Drainage systems should enhance productive farmland.
- ✎ Review the Town Code to insure adequate flexibility for mobile homes used as farm worker housing. Modern farms are dependent upon affordable, on-farm housing for farm labor. Farm laborers tend to work long hours and need to be close to their farms in case of emergencies.
- ✎ Adopt the New York State Agriculture and Markets Law definitions of "farm operation" and "crops, livestock, and livestock products" so that planning efforts and local policies recognize the importance of part-time farmers and the diversity of agriculture within the region.
- ✎ There are a number of active farms in Urbana on parcels outside the Agricultural District boundaries. Encourage farmers to participate in the Agricultural Districts

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Program from the New York State Department of Agriculture and Markets and to take advantage of reduced tax assessments.

### *ACTION: FOLLOW STATE AGRICULTURAL POLICIES*

Ensure that the Town follows required procedures from State Agriculture and Markets Law 25AA, Section 305 and 305-a for zoning, subdivision and site plan reviews in and within 500 feet of an agricultural District. This provision, commonly referred to as “Notice of Intent,” recognizes that it is important to analyze the effect of proposed projects on agriculture and to avoid or minimize adverse farm impacts before public dollars are spent or land is acquired for projects. Section 305 includes a preliminary notice, a final notice and agricultural impact statement, and review by the county agriculture and farmland protection board. Section 305-a requires local planning and land use decision-making to recognize the policy and goals of the agricultural District’s law and to avoid unreasonable restrictions or regulations on farm operations within agricultural Districts. It requires an agricultural data statement, notice to affected landowners, and an evaluation of the possible impacts of the proposed project so that local land use decisions are not at odds with policies of the Agricultural Districts Law.

## **4.10 TRANSPORTATION PLAN**

Transportation improvements proposed in the Comprehensive Plan are designed to alleviate traffic congestion and parking problems during the busy summer months, visually enhance major thoroughfares in the community (particularly Route 54), and ensure pedestrian safety.

### **4.10.1 VEHICULAR SYSTEM RECOMMENDATIONS**

#### *ACTION: ADD TURNING LANES ON ROUTE 54*

The Town should work with the New York State Department of Transportation (NYSDOT) to make safety and circulation improvements on Route 54. Turning lanes should be added at the medical offices/hospital and at Champlin Beach. This action will improve traffic flows and safety.

#### *ACTION: WORK WITH THE NYSDOT TO IMPROVE CRITICAL INTERSECTIONS*

The communities should work with the NYSDOT to evaluate alternative mechanisms to improve the safety of the Route 54A/76 intersection, a tour bus route. A traffic calming measure that may be considered is the creation of traffic circle(s) along Route 54. Traffic circles slow and calm traffic and can be used to alert drivers to the fact that they are entering a different area (e.g., this can be effective at a Village gateway such as the intersection of Routes 54 and 54A. They can also be very attractively landscaped, thereby adding a visual amenity to the roadway. The intersection of Pleasant Valley Road and Route 54 is another potential site for a traffic circle.

#### *ACTION: RETAIN DIRT ROADS*

The Town should consider the benefits of retaining its dirt roads, including reduced maintenance and related costs, reduced runoff from impervious surfaces, and protection of a key element which contributes to the area’s charming rural character. Where traffic volumes permit, the Town should retain its dirt roads to the extent possible. Costs of paving dirt roads should be required as a mitigation measure to be paid by developers if a proposed project triggers the need for a paved roadway.

#### *ACTION: REHABILITATE THE TWO ROD ROAD BRIDGE*

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The Towns of Urbana and Wheeler should work out a cooperative work plan and shared cost agreement to repair the shared bridge between the towns on Two Rod Road. The bridge is currently in poor condition and the towns should plan in their capital budgets to have the reconstruction project done within about three years.

### *ACTION: STABILIZE ROAD SHOULDERS*

The Town should list and prioritize roadways in need of shoulder stabilization and phase in and budget for these costs in its CIP. Erosion problems are common on steep hillside roads, such as Reservoir Hill Road, and County Routes 76 and 87. Possible solutions, depending on the site, include paving the shoulder, stabilizing using stone and oil, adding gutters, and flushing out culverts regularly.

## **4.10.2 SITE ACCESS AND CIRCULATION RECOMMENDATIONS FOR THE ROUTE 54 COMMERCIAL AREA**

### *ACTION: RESTRICT THE NUMBER OF DRIVEWAYS PER LOT*

In general, restrict each lot to a single point of access to the highway and establish special conditions for additional driveways.

### *ACTION: CONNECT PARKING LOTS AND CONSOLIDATE DRIVEWAYS*

Connections between adjacent properties permit vehicles to circulate between uses without having to turn on and off the roadway unnecessarily. They improve highway safety, convenience to shoppers, and access to emergency and delivery vehicles. Shared driveways are encouraged, where feasible. "Outparcels" are separate lots along a major roadway which are located in front of the primary retail draw, which is often set far back from the street. Access to all outparcels should be provided through the access and circulation system of the principal retail center and not via separate driveways to the State roadway. Development sites under the same ownership or those consolidated for development should be treated as a single site and should provide a coordinated access management and circulation plan.

### *ACTION: REGULATE THE SPACING, LOCATION, AND DESIGN OF DRIVEWAYS*

Place individual driveways along the highway as far apart as possible to reduce the potential for vehicular collisions by limiting and separating conflict points. Locate driveways to ensure adequate "sight distance," to enable drivers exiting the site to see oncoming traffic and to give drivers on the roadway enough time to react to vehicles leaving the site.

Provide entrance driveways with adequate depth or "throat length" to prevent vehicles from backing onto the roadway while waiting to proceed further into the site. This will diminish the possibility of rear-end collisions from through-traffic.

Require definable driveways for all new and redeveloped sites. Where excessive access already exists, install curbing to limit access to one or two locations when applications for expansion, redevelopment, or change of use are made.

### *ACTION: ENCOURAGE ACCESS RETROFITS*

Existing developments should be required to retrofit driveways and make other improvements when applying for expansion or change of use. Required access improvements may include closing multiple driveways and constructing a driveway to an access road.

### *ACTION: LIMIT CORNER LOT ACCESS*

Accidents at intersections are typically about three times more frequent than between intersections. For lots located at intersections with State routes, driveways and connections should be set back from the intersection to reduce the number of conflicts and provide more time and space for vehicles to turn or merge safely. Access to corner lots should be from the adjacent local road, and not from the State route. Access to corner parcels should be far enough from the intersection that vehicles using the driveway do not interfere with the function of the intersection. Driveways should be prohibited within the boundaries of intersection turn or merge lanes. For existing developed properties that do not follow these recommendations, consider limiting turns to and from the roadway to right turns in and/or out only.

### **4.10.3 INITIATE CAPITAL IMPROVEMENT PROGRAMMING (CIP)**

Part of the Capital Improvement Programs (CIP) for the Town and Village, described in the "Municipal Utilities and Community Services Plan," should implement overall roadway improvement plans for Town and Village roads, which identifies and uses a roadway rating system to prioritize local streets needing repair and/or replacement.

### **4.10.4 IMPROVE COORDINATION WITH NYSDOT**

The Town and Village should work closely with the NYSDOT, particularly when it plans improvements to state roadways, in order to gain needed improvements to infrastructure and amenities. The Town and Village should actively identify and make recommendations on a regular basis to the NYSDOT for assistance in improving traffic flow and safety on Routes 54 and 54A through such means as changes in signal timing, dedicated turning lanes, lower speeds, pavers, and other traffic calming measures.

### **4.10.5 PEDESTRIAN, BICYCLE, AND RAIL RECOMMENDATIONS**

Improving pedestrian and bicycle infrastructure was one of the top priorities established from the community survey. Convenient and safe non-motorized access between different land uses (e.g., commercial, residential, recreational, community facilities) is essential for the well-being of the community. This is especially true when connecting the downtown and the lakefront, the Finger Lakes Trail and residential neighborhoods. The absence of an adequate and continuous sidewalk/trail system discourages pedestrian traffic, creates dangerous conditions for pedestrians, and deprives communities of places for people to casually interact with other people. It is recognized that in the downtown, the needs of pedestrians are as important as the needs of motorists. Specific recommendations include:

#### *ACTION: EXTEND THE TRAIL SYSTEM*

Provide pedestrian and bicycle connections between downtown; the Finger Lakes Trail; the lakefront, and other recreation areas; commercial businesses; parking areas; residential neighborhoods; community facilities such as schools and municipal offices; and other uses (see "Open Space and Recreation Plan," above).

#### *ACTION: DEVELOP A REUSE PLAN FOR THE ABANDONED RAILWAY*

The Town and Village should work with all involved parties to investigate the potential of either creating a bike/hike trail on or adjacent to the abandoned B & H railway tracks or utilizing the tracks for a passenger train.

#### *ACTION: IMPROVE THE SIDEWALK SYSTEM*



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- ✎ Develop a sidewalk plan which will identify priority areas for sidewalk construction and rehabilitation, and create financing methods for their construction and maintenance.
- ✎ New developments should be fully linked to the pedestrian system. Within new and retrofitted commercial development sites, pedestrian walkways should be provided directly from building entrances to the sidewalks along roadways. All new residential subdivisions should be required to have sidewalks and tie them in with the existing pedestrian system.
- ✎ Incorporate barrier-free circulation into walkway systems and provide handicapped access.

### *ACTION: IMPROVE THE BICYCLE SYSTEM*

The following changes are recommended in the bicycle system:

- ✎ Encourage separate bicycle lanes along the State routes, where adequate right-of-way exists. Bicycle lanes should conform to applicable NYSDOT guidelines.
- ✎ Appropriate and adequate signage and markings should be provided to alert drivers and cyclists to the presence of the bicycle lane.
- ✎ Many communities are beginning to require a minimum amount of bicycle parking in addition to automobile parking. This is particularly important in Hammondsport and Urbana because of the presence of the Finger Lakes Trail and its location in the Finger Lakes tourist region. A priority should be placed on providing adequate bicycle parking in the downtown and in recreation areas. The number of bicycle parking spaces should be decided based on the type of land use and activity proposed and the probability that bicycle activity will occur at a given location. Bicycle parking should be provided in a secure location, preferably visible from the street. Post signs indicating the location of bicycle parking facilities.
- ✎ To promote bicycle use and reduce vehicular traffic, the Town and Village should consider providing a bicycle rental or loan service during the tourist season.

### **4.10.6 PARKING RECOMMENDATIONS**

#### *ACTION: ENHANCE DOWNTOWN PUBLIC PARKING*

Repaving, restriping, and landscaping of the Village's parking lots is proposed in order to improve the visual quality of the parking lots and the downtown area. The Village should provide coordinated, historically appropriate, easily readable, and effectively placed signage directing visitors to municipal parking lots. The Village should consider providing an additional parking lot in an appropriate location for overflow parking during the summer. The Village should consider purchasing underutilized land that can be easily connected, and within a reasonable walking distance (one-quarter mile), of both Pulteney Square and the waterfront. All parking areas should be appropriately screened.

Another option is to create a satellite merchants' parking lot to free up valuable street front spots for shoppers. This would require an educational program sponsored by the chamber and/or Village along with enforcement of time limits (e.g., two-hour zones) that would prevent employees and merchants from parking in front of stores.

#### *ACTION: PROVIDE PARKING STANDARDS FOR THE ROUTE 54 CORRIDOR*

##### *Minimize Interference with Corridor Traffic Flow*

The primary concepts in parking facility design are to minimize interference with traffic flow on the major road and to preserve the visual character of the roadway. Vehicles should be able to perform all necessary circulation within the parking area and not have to exit onto the State route or an adjoining street and re-enter the parking lot.

### *Encourage Unified Parking Plans*

Require development sites under single ownership or those consolidated for development to be treated as a single site. Require a coordinated access management and circulation plan for the entire group of sites unless it can be shown that separate access is required due to safety concerns.

### *Provide Interconnection of Parking*

Interconnected commercial sites permit shoppers and workers to move between adjoining sites without entering and exiting the roadway. Interconnected parking minimizes disruption of highway traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.

It is recommended that development along Route 54 provide, when possible, cross-access between properties and parking lots at the rear of lots. Shared access is recommended when two or more similar projects are proposed for adjacent parcels. The Town should require individual developers to develop a site layout which facilitates future joint access in anticipation of future adjacent development. For example, commercial driveways should be located along a side yard property line rather than at the center of the front yard property line. Reductions in required parking area should be allowed where two or more facilities share parking and the applicant can show that the total parking needs are less than if the facilities were separate.

### *ACTION: REQUIRE APPROPRIATE PARKING LOT LOCATION*

Parking should be subservient to the buildings and pedestrian system. It is recommended that commercial buildings be sited close to the right-of-way, with parking areas located to the rear and/or sides of the building. This creates a more attractive streetscape for passing traffic and shoppers alike. Building entrances and lighting should be arranged so as to make side and rear parking lots attractive to customers. This is particularly true in the pedestrian-oriented Village environment, but is also recommended to improve the visual character of commercial areas throughout the Town.

## **4.11 MUNICIPAL UTILITIES AND COMMUNITY SERVICES PLAN**

### **4.11.1 GENERAL RECOMMENDATIONS**

#### *ACTION: IMPLEMENT COORDINATED VILLAGE/TOWN CAPITAL IMPROVEMENT PROGRAMS (CIPs)*

This action calls for a systematic approach to capital spending, including a prioritization of various capital projects. The Village of Hammondsport and the Town of Urbana face many difficult decisions on a wide variety of worthy projects, including new and renovated recreational facilities, the Hammondsport Public Library, the Hammondsport sewer District, and ongoing roadway improvements. It is clear that capital needs are fragmented and originate from a wide variety of departments and committees and serve a variety of potentially competing constituents. However, capital needs can be organized into five general areas for consideration: planning, design, and construction supervision; land acquisition; site improvements; construction; and furniture and equipment.

A CIP can provide a centralized and public process for systematically identifying all the capital projects needed by a community. Section 99-g of New York State General Municipal Law defines the initial and annual tasks associated in preparing and adopting a

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municipal CIP, which is defined as a plan of capital projects planned over a six-year period. The Supervisor and Mayor are given responsibility for CIP preparation under Section 99-g for the Town and Village, respectively. To the extent possible, elements identified in the Comprehensive Plan should be incorporated into the CIP (e.g., community facilities, utilities, roads, etc.). The cost of each capital project should be estimated.

CIP Advisory Committees could be established to assist in preparation of the CIP. The potential funding sources for each project would then be analyzed. At this point, the timing and sequencing of capital projects would be identified. The State regulations also require an estimate of the potential effect of proposed capital projects on the Village and Town's operating budgets. The logical composition of the CIP Advisory Committees would include representatives from the Village/Town Board, the Planning Board, the Director of Public Works, and departments with capital needs.

The CIPs for the Town and Village would be reviewed and adopted by their respective boards, with the effect that the first year's identified program becomes the actual capital budget. After each CIP is established, an annual review would reexamine, update, and re-adopt the CIP. Each year, the first year of the revised plan would become the current capital budget.

Implementation of the CIP is intended to avoid unexpected costs and will help the Town and Village to structure their utility and tax rate systems so that the municipal utilities are self-supporting with regard to operating and capital costs.

### *ACTION: PURSUE JOINT FUNDING OPPORTUNITIES*

The Town and Village should jointly pursue funding opportunities, possibly with the assistance of a grant writer. The communities should ensure that all potential Federal, State, County, and private sources of funds for a variety of municipal projects (e.g., municipal utilities, community facility buildings, parks, streetscapes and highway improvements, etc.) are considered and that proposals are routinely submitted on behalf of both Urbana and Hammondsport. Hiring a professional grant writer generally more than pays for itself, particularly if the costs are split between the Town and Village.

### *ACTION: EVALUATE IMPACTS OF NEW DEVELOPMENT*

Under the State Environmental Quality Review Act (SEQRA), municipalities are required to review the potential impacts of proposed projects on municipal utilities and community facilities and services. Impacts on community services are most likely in the case of large-scale residential development. All types of development can add demand for municipal utilities. Identification of potential impacts can help the Town, Village and the school District better plan for future needs. SEQRA also requires that when an adverse impact is identified, appropriate mitigation measures be developed. Because the Town, Village and the school District serve residents and provide services (e.g., water and sewer, recreational, and educational) well beyond their boundaries, the Towns of Pulteney, Bradford, Wayne and Prattsburgh should advise the Town, Village and the school District of major proposed developments in the early stages of the planning and environmental review processes.

The site plan review process should be used to insure that on-site infrastructure improvements are adequate to meet the needs of the proposed developments and ensure that

these developments do not adversely affect neighboring properties (e.g., stormwater drainage).

### *ACTION: ENCOURAGE INTER-GOVERNMENTAL COOPERATION*

This is a general policy which encourages the sharing of services (e.g., a grant writer) and facilities (e.g., recreational facilities) among government and institutional agencies starting with coordination between the Town of Urbana and the Village of Hammondsport. When appropriate, cost savings for shared services and/or coordination of equipment should be estimated to help guide decision-making. Costs should also be shared among participating municipalities and other groups. Potential partners include the Towns of Pulteney, Bradford, Wayne and Prattsburgh; Steuben County; and the Hammondsport School District.

### **4.11.2 MUNICIPAL UTILITIES RECOMMENDATIONS**

#### *ACTION: DEVELOP A SEWER DISTRICT FOR THE VILLAGE OF HAMMONDSPORT*

In order to protect the water quality of Keuka Lake, the Keuka Lake Association (KLA) sponsored a sewerage study for the areas that surround the Lake, including Urbana and Hammondsport. The study recommended a sewer District be established for the Village of Hammondsport. In addition, of all the communities which the study recommended the implementation of sewer infrastructure, Hammondsport had the lowest projected annual user charge for capital and operations and maintenance costs. As stated in Chapter 2.8, “Transportation and Infrastructure,” the Steuben County Industrial Development Agency (SCIDA) is working with Mercury Aircraft to install an eight-inch force-main that will go along the abandoned rail right-of-way from the Village of Bath to the Mercury plant. The potential Village of Hammondsport sewer district could connect to this line in the future.

#### *ACTION: CONSIDER A WASTEWATER TREATMENT PLANT IN THE VILLAGE*

As indicated in Chapter 2.8, “Transportation and Infrastructure,” the wastewater treatment plant in the Village of Bath will be approaching capacity, especially once the new industrial users are added to the system. In order to safely implement a new sewer District in Hammondsport, a new wastewater treatment plant should be considered. The Village should form a committee to analyze the needed capacity of a new treatment plant to accommodate the Village and potential expansion of the District, as well as potential sites. The committee should work with the KLA, Steuben County, the SCIDA, and the New York State Department of Environmental Conservation (NYSDEC), on the need for and issues regarding a new wastewater treatment plant.

#### *ACTION: PLACE UTILITY LINES UNDERGROUND*

All new and expanded projects in the Village of Hammondsport are encouraged to install underground utility service systems. When economically feasible, existing aboveground electrical and other utility lines should be placed underground to enhance safety and improve the visual appearance of the Village. Opportunities for undergrounding utilities should also be pursued by the Town along State Routes 54 and 54A, the major gateway to the community. Coordination between the Village and/or Town and NYSDOT early in the process is recommended. The Village and/or Town should seek State or Federal grants available for enhancements to arterial roadways.

Opportunities to place aboveground utility lines underground should be explored when improvements to Main Street (State Route 54A) are planned by NYSDOT. In addition, the Village should emphasize undergrounding utilities in the central business District - especially around Pulteney Square - and at the waterfront, where visual improvements are

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particularly desirable. Doing this work concurrently with planned road work will minimize the overall costs of the project; inconvenience to residents, businesses, and shoppers; and the environmental impacts of construction.

The Village and/or Town should apply for grant or loan monies available for infrastructure improvements through the New York State Environmental Facilities Corporation, the U.S. Economic Development Agency (EDA), and the Community Development Block Grant (CDBG) program of the U.S. Department of Housing and Urban Development.

### *Water Supply Recommendations*

Carefully consider water extension proposals by utilizing the SEQRA process, with particular emphasis on the growth inducing impacts of such infrastructure. Focus new water service to the few remaining areas in the Village that currently do not have water service available and in areas where new development is planned, such as the Pleasant Valley area (including the winery). In addition, new water service should be considered in areas that currently are served or are planned to have sewer service.

### *ACTION: WORK WITH HIGH-SPEED INTERNET PROVIDERS TO DEVELOP MORE INTERNET OPTIONS*

Currently, Adelphia is the only provider of high-speed internet access whose coverage encompasses most of the Town and Village. In addition, Empire Telephone offers high-speed service to a small portion of northern Urbana, including the Bully Hill Winery. However, as more residents and businesses need high-speed internet access in the future, it is important to develop more options, in order to decrease the community's dependence on one company for high-speed internet and to ensure affordable internet costs in the future.

The Town and Village should partner with the SCIDA in an effort to demonstrate that there is a strong market for high-speed internet use. If such a market could be shown, Citizens Communication - which has a fiber-optic network throughout parts of the Town and Village but which would still need to make a significant investment to make their high-speed internet service available in Hammondsport and Urbana - and other internet providers would be more likely to install the necessary infrastructure to offer a more high-speed service options.

### *ACTION: PREPARE A FEASIBILITY STUDY FOR MUNICIPALLY-OWNED ELECTRIC AND TELECOMMUNICATIONS SERVICES*

The Village should consider the possibility of operating a municipal electric and/or telecommunications system, including cable, fiber optics, and related services. This could generate substantial new revenues for the Village. A feasibility study should be conducted that evaluates the cost implications in terms of projected revenues and expenses (both operating and capital), management issues, and experience of other municipalities which have owned their own systems.

### 4.11.3 MUNICIPAL SERVICES AND FACILITIES RECOMMENDATIONS

#### *ACTION: KEEP COMMUNITY FACILITIES IN THE VILLAGE CENTER*

Strengthening and preserving the identity of Hammondsport through a commitment to the existing downtown center is a goal identified in many areas of the Joint Comprehensive Plan. The planning for public facilities should be focused on the downtown area. Strong identification with public buildings is a critical component of community identity. Maintaining the presence of public facilities such as Town/Village Hall, the Hammondsport Public Library, and the Post Office in downtown Hammondsport is imperative to maintaining the vitality and sense of place of the entire community.

#### *ACTION: FACILITATE CONSTRUCTION OF NEW, EXPANDED, AND RENOVATED FACILITIES AND THE UTILIZATION OF MUNICIPALLY-OWNED LAND*

The Town and Village should respond to the service needs of various departments by facilitating construction of new or upgraded facilities. Community facility space needs should be reviewed as a whole (Town and Village) to identify possible opportunities for consolidation and shared space and cost savings from coordinated purchasing of equipment, etc. In addition, the Town and Village should consider how best to use municipally-owned land. Current issues include:

- ☞ There is a current need for additional and/or renovated space for the Hammondsport Public Library.
- ☞ Relocation of Town and Village Hall to make room for an expanded library in the existing building. Possible sites for a relocated Village/Town Hall include the nonconforming auto repair shop property at Main and Lake Streets, the Mallory Mill property, and the former railroad depot on the waterfront. The facility should remain a combined facility to save costs and should remain in the village center to keep activity and the community focus in the downtown area.
- ☞ There is also the need to coordinate park improvements, particularly along the waterfront.
- ☞ The Town and Village should consider relocating the Hammondsport Volunteer Ambulance Corps from Pulteney Square to a combined facility at the Fire Station. The present location in downtown Hammondsport is often congested during the summer and can be a dangerous area to quickly dispatch an ambulance. In addition, the present location may be more valuably employed as commercial space.
- ☞ The Town and Village should consider the construction of a visitor center that would provide information to tourists regarding attractions throughout the area.
- ☞ The Town should consider/plan the reclamation of the Town gravel pit.
- ☞ The Town should consider relocating the storage area which is currently adjacent to the Fire Station, to a more appropriate area. The area near the Fire Station can be better utilized as parkland.

#### *Establish a Facilities and Municipal Property Committee*

The Town and Village Boards should appoint a Joint Facilities and Municipal Property Committee to study the public facility/property needs of Town and Village residents. The Committee would prepare a draft plan for community facilities/property and would present this draft plan to the Town and Village Boards.

#### *Prepare a Community Facilities/Municipal Property Plan*

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The Facilities and Municipal Property Committee would prepare a Joint Community Facilities/Municipal Property Plan for the Town and Village Boards. The plan should include an analysis of current facilities and current and future space needs. It should incorporate input from the public, as well as agency heads and employees and other stakeholders.

If the need for a new facility is identified, possible sites should be evaluated, with the assistance of professionals when appropriate. The following site evaluation guidelines are recommended:

- ☞ The site must accommodate the necessary structure with a minimal amount of site preparation work.
- ☞ The site should provide for expansion.
- ☞ When appropriate, the site should be in or adjacent to the downtown area, easily accessed, and provide ample parking.
- ☞ The facility should be compatible with the surrounding neighborhood in terms of use and activity.
- ☞ If possible, Town/Village-owned lands should be considered so as not to remove property from the tax rolls.

The Joint Community Facility/Municipal Property Plan should recommend specific sites for any required new facilities and provide cost estimates. It should identify project financing such as municipal bonds, State and Federal grants, and joint funding efforts including the Town, Village, Steuben County, and other agencies.

### *ACTION: IMPLEMENT INCENTIVES FOR VOLUNTEERS*

Throughout the State, as the population continues to grow, housing prices rise, and the demographics of where and how people work changes, many volunteer fire departments and emergency service units face a problem attracting volunteers. Though the Hammondsport Fire Department has been supported by strong volunteerism, the Hammondsport Volunteer Ambulance Corps has had a more difficult time recruiting volunteers. The Town and Village should consider providing amenities as incentives, including waivers of recreation and other municipal fees. A volunteer of the year award program, with a special youth volunteer of the year award is also recommended. These measures, which have been implemented in other communities, could be combined with an outreach and education program designed to attract volunteers.

### *ACTION: EVALUATE FIRE PROTECTION RESPONSE ENHANCEMENTS*

The Town should work with the Fire Department and Ira Davenport Hospital to evaluate the need and potential funding sources for a helipad and lighting at the hospital for use by the Fire Department.

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The Fire Department should identify and map roadways with restricted access to fire trucks as the result of physical constraints (e.g. steep hills), recommend and prioritize roadway improvements, and phase into the CIP.

### *ACTION: IMPROVE VILLAGE-SCHOOL DISTRICT COMMUNICATION*

The Town, Village and Hammondsport Central School District share many concerns regarding recreational facilities, safety, tax revenues, and other issues. Communication and sharing of information should be enhanced between the school District and community. To accomplish this end, both the Town and Village Boards should appoint one board member each to serve as the official liaison with the school District. As part of these reciprocal agreements, the school District should appoint two school board members to be the official liaisons with the Town and Village Boards. The liaisons would be responsible for attending board meetings on a regular basis and routinely making reports to his or her own board concerning issues of mutual concern.