

# LIVONIA COMPREHENSIVE PLAN UPDATE

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# **I Introduction**

## **A. *The Purpose***

The current Livonia Comprehensive Plan, adopted in 1996, recommended periodic updates to the plan to ensure that the goals and vision set forth in the 1996 plan were still valid as time progressed. A copy of the Plan is included as *Appendix A*. This update in 2004 is the first update since the plan was adopted eight years ago. It is not intended to be a full re-write of the extensive work, research, public input, and significant findings of the 1996 plan. Rather, the reasons for the update included complying with the 1996 recommendation for re-examining the plan periodically, recognition of progress made toward many of the goals set forth in the 1996 plan, a changing economy, increasing development pressures, and the desire to incorporate new demographic data available. This update is an addendum to the 1996 Plan, and is to be used in coordination with that Plan.

The goal of this Plan is to serve as a guide for the future, that presents ideas to be looked at as the Town continues to change and progress. It is a visionary document which contains ideas that may not be feasible for 10 to 20 years, or at all, but represents possible projects and scenarios of how the future could look. The Comprehensive Plan will continue to need updating as changes occur in demographics, the economy, and the vision of the community.

In this report the current zoning is referred to, and therefore the existing zoning map and a summary of zoning classification with associated allowed uses and densities are provided in *Appendix B*. This comprehensive plan update does address some recommendations for future land use, but equally important to the future of the Town, it has recommendations for other projects and policies that can help the community make great strides toward goals identified in the 1996 plan, as well as those identified through the update process.

**B. The Process**

The process for updating the Comprehensive Plan included the formation of a Steering Committee comprised of volunteer representatives of the various geographic areas of the Town, and who represented different interests within the Town. Municipal and Livingston County representatives were also members of the Steering Committee. The Committee met approximately 10 times during the course of the one-year update. A list of the Committee members is provided in *Appendix C*. In addition, five public meetings were held to gain input into the comprehensive plan update. All materials prepared for the public meetings, and the associated meeting minutes are included in *Appendix D*. Many of the handouts, presentations, and meeting minutes may be useful as the plan is implemented, and reviewed again during the next update in five or so years.

The process included public input regarding successes and achievements of the objectives identified in the Comprehensive Plan; identification of Plan objectives still valid but not yet achieved; and suggested additions, deletions or modifications to the Plan objectives. Based on the public input, and Steering Committee guidance, the goals to be addressed through the update evolved.

**C. Background Demographics**

A review of the US Census Bureau demographics reveals that the population of the Town has been increasing since 1980, whereas the last 10 years recorded a decline in Village population. The following table provides further detail.

<b>Population</b>			
	<b>1980</b>	<b>1990</b>	<b>2000</b>
<b>Town of Livonia</b>	4504 (11.9%)	5370 (19.2%)	5913 (10.1%)
<b>Village of Livonia</b>	1238 (-3.1%)	1434 (15.8%)	1373 (-4.3%)

Source: US Census Bureau

This trend is typical of a trend across the United States, which is that household size is decreasing and therefore in a Village setting, where the number of houses remains relatively flat, the population is declining. Rural towns continue to gain population with the addition of new housing developments, easier access to high speed arterials, and a growing desire to have larger lots while being in close proximity to major services.

A review of the building permits over the last six years reveals that the Town has experienced consistent new residential growth of about 30 units per year, although 2003 saw the largest number of new residential permits in the last six years, with 41 new building permits. There were three new industrial permits in 2002 and one in 2003. Seven new commercial permits were granted in 1998, slowing down to one a year for the next 2 years, then down to zero for 2001 and 2002. 2003 saw three new commercial permits in the Town. Building permits in the Village have been limited to only 23 residential permits in six years and one commercial permit.

### ***Building Permits***

	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
<b>Town of Livonia</b>						
Residential	39	18	24	27	30	41
Industrial	0	0	0	0	3	1
Commercial	7	1	1	0	0	3
Community Service	0	0	0	0	0	0
<b>Village of Livonia</b>						
Residential	5	4	4	4	2	4
Industrial	0	0	0	0	0	0
Commercial	1	0	0	0	0	0
Community Service	0	0	0	0	0	0

*Source: Genesee Finger Lakes Regional Planning Council, Land Use Monitoring Report, 2003.*

#### ***D. Report Organization***

This report is organized by geographic area of the Town, including the Village and the five Hamlets. The Town was studied this way, and presented to the public by geographic area as well. For each area there are visionary ideas such as

changes to land use, aesthetics, traffic circulation, pedestrian and bicycle amenities, recreational opportunities, and development guidelines. In each chapter these ideas are presented, with the final chapter summarizing the recommendations based on the proposed visions, and implementation ideas for the future. The report starts, however, with a review of the 1996 goals and objectives, the addition of some new and revised goals, and a few being deleted based on community input.

## **II Vision, Goals and Objectives**

The 1996 Plan was based on extensive public input, including a community-wide survey, a Steering Committee, and several public input meetings. Rather than beginning with a blank slate, the comprehensive plan committee put forth the existing goals and objectives listed in the 1996 Plan for public review, recognizing that many may continue to be valid. At the first public meeting these goals and objectives were reviewed, discussed and modified. Based on the input from the public, the committee resolved that the overall vision statement of Livonia was:

***The Diversity of Our Pieces is what Makes Livonia Whole.***

This vision recognizes and celebrates the diversity in lifestyle, landscape, interests, and character of the people, lands, homes and businesses that make up Livonia.

The established overall mission of the people of Livonia is to:

### **PRESERVE and IMPROVE:**

Efficiency of services;  
Environmental health;  
Balanced development;  
Trust and communication;  
Exceptional quality of life; and  
Safe environment for all our residents.

Utilizing this mission statement, the Steering Committee and the public looked at the specific goals and associated objectives for the Town and modified, deleted, and added to them to arrive at the goals and objectives listed below. These goals and objectives were repeatedly revisited as the Committee and the public reviewed the study areas and considered the vision for each area.

The three new goals deal with 1) town-wide communication, 2) emergency preparedness, and 3) preservation and protection of environmental resources, and are added to the stated goals and objectives of the 1996 Plan. The full list of the goals and objectives follows, and the original list of goals and objectives are in Appendix A for comparison.

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***Attract additional light industrial, office and agri-business development to Livonia.***

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- Work with the County to establish a database of available properties or buildings where light industrial or office businesses are appropriate and encouraged.
- Designate locations for larger industrial and office uses; should take maximum advantage of the existing road and utility infrastructure.
- Encourage development along new interior roadways, not along existing highway frontages; implement alternative access management techniques where indirect access is not possible.
- Support the Chambers of Commerce in their efforts to actively market Livonia.
- Improve availability of local health care services.
- Recognize that a diversified tax base is essential to the long-term financial health of Livonia, and that short-term tax incentives may be necessary to attract a fair share of regional non-residential development.



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## ***Maximize the commercial/ retail potential of Livonia.***

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- Promote the continued revitalization of the historic Village center.
- Identify appropriate locations for commercial uses of different scales and types.
- Visual characteristics, pedestrian and vehicular circulation, and long-term parking needs are key issues in the revitalization of the Village commercial area.
- Historic Village structures and parcels in the Village center represent key opportunity sites for implementing a commercial revitalization plan.
- Encourage continued development of convenience and water related retail uses in Lakeville. Allow some small-scale water-oriented retail development along the lakeshore.
- Allow limited commercial uses in Livonia Center and Hemlock. Such uses should be limited in scale and should not negatively impact existing adjacent residential uses.

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***Define areas to accommodate a variety of residential preferences with regard to setting, type and cost.***

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- Provide development incentives (such as increased densities, reduced setbacks, etc.) to encourage landowners, builders, and buyers to consider clustered residential developments that preserve open space and environmental features, minimize strip development along road frontages, and lower costs for public infrastructure.
- Identify areas appropriate for medium/high density subdivisions including townhouses, condominiums, apartments and mobile home parks. Such developments are necessary to meet the housing needs of households of all ages and incomes. At a minimum, designated areas should be serviced by public utilities. It is also desirable that they be within walking distance of retail and recreational facilities.
- Continue to develop enforceable uniform housing maintenance/ appearance standards.
- Mandate developers to include pedestrian amenities such as sidewalks or walkways where deemed appropriate.
- Develop long-term policy for Town/Village clearing and maintaining sidewalks.
- Identify areas for large lot homesites. Such very low-density areas are not intended for service by public utilities. These areas are intended to provide homeowners with a very low-density housing option, and to maximize the public value of the undeveloped vistas that are to be preserved.

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***Promote efficiency in the provision of public and semi-public services.***

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- Study the feasibility of combining Town and Village facilities to create a municipal campus that could include Town and Village offices, library, community center, and possibly post office.
- Explore options for senior center and/or teen center.
- Work with the school district and other public entities for opportunities to share recreational facilities and other resources to maximize impact and reduce cost.
- Restrict installation of new public utilities to those areas within or contiguous to existing higher density (NR) zoning districts and those areas specifically designated for growth of NR zoned development.
- Study feasibility and desirability of consolidating post offices.
- Study feasibility and desirability of consolidating Emergency Services town-wide.

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***Develop circulation system that balances the needs of through traffic and commercial and residential developments, and provides for the needs of vehicular, bicycle, and pedestrian traffic.***

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- Support the implementation of the adopted Gateway Plan.
- Pursue options for increasing opportunities for safe walking and biking along major roads, including sidewalks and multi-use trails, particularly along routes connecting residential areas to retail and recreational uses.
- Identify areas that would benefit from an area-wide traffic study aimed at improving safety, traffic operations, and access, and work with NYSDOT and regional transportation agencies to fund or conduct such studies.
- Identify locations where opportunities exist for shared or cross-access, consolidating driveways, or reducing size or numbers of curb cuts. Encourage NYSDOT and Livingston County to support these goals as opportunities occur during the site plan review process, and in planning highway projects within the Town.

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➤ ***Preserve continued active agricultural use in Livonia.***

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- Discourage water and sewer extensions through active agricultural lands and open space, and make it clear to current and potential land owners what areas are targeted for preservation or limited development.
- Encourage development of new agriculture-related businesses and continuation of existing such businesses.
- Encourage marketing of “For Sale” agricultural land to the local and regional farming community.

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***Provide a high level of recreational opportunities.***

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- Expand use of under-utilized park facilities. Key to this effort is development of improved walking/biking linkages between residential and recreational areas. It is anticipated that the system would include road and off-road segments. Off-road segments would primarily be completed in conjunction with new developments or with other sources of non-municipal funds, and may follow portions of railroad right-of-ways.
- Work with New York State to develop a mechanism for reducing overcrowded boating conditions on Conesus Lake.
- Expand opportunities for multifunctional uses at all parks within the Town and Village.
- Support further planning and implementation of greenway trails and recreational walkways.
- Explore opportunities for creating a senior center, a youth center and an overall community center.
- Support the adoption of the Livonia Recreation Plan.
- Promote use and direct the public to permitted public swimming areas through direction signage and other feasible methods.

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## ***Improve Town-wide communication and education.***

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- Ensure the public has adequate knowledge of, and input into Town/Village action items that have a community impact.
- Create public information booklet on planning, zoning and permitting.
- Identify additional ways for the Town/Village to communicate with the public (ie. television, website, more newsletters, etc.)
- Explore possibility of sending zoning information with tax bills.

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***Provide the resources and capacity to deal with Disaster  
and Emergency Preparedness.***

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- Create a Disaster and Emergency Preparedness Plan for the Town that outlines a strategy for how personnel, equipment, and other government resources will be used to support incident management requirements, provide mechanisms for setting priorities, integrate multiple entities and functions, establish collaborative relationships, and ensure communications.
- Create a coordinated, Town-wide Emergency Preparedness Committee that includes Town, Village, police, fire, EMS, school and citizen representatives. The committee should meet at least semi-annually to review the disaster plan, and recommend updates as appropriate.
- Coordinate all Town Emergency Planning with existing County Emergency Preparedness Plan.
- Establish a communications network to insure secure communications.
- Prepare and update regularly a Risk Analysis to include community risks, Emergency Service capability, and unprotected risks.
- Promote the formation of Community Emergency Response Teams (CERT).



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***Preserve environmental resources.***

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- Support the recommendations in the Conesus Lake Watershed Management Plan.
- Protect environmentally sensitive areas.
- Protect water quality of Hemlock Lake.
- Add scenic viewsheds to existing environmental factors as appropriate. Identify and protect scenic viewsheds throughout the Town.

### **III Village of Livonia**

#### **A. Existing Conditions**

The properties within the Village are primarily zoned Neighborhood Residential (71.1% of land area). The Gateway Commercial District, which allows big box retail uses among others, encompasses 10.2% of the 605 Village acres; and Core Commercial zoning comprises 4.3% of the land area. The balance (14.4%) is currently zoned Transitional Development District. A summary of existing zoning districts is provided in *Appendix B*.

In contrast to the zoning of Village properties, actual land use includes agricultural and open space (40%). Livingston County records indicated 8% of Village land area is vacant and 10% is used for public and community services.

These statistics are summarized below.

**Current Land Uses in the Village**  
(as a % of total land area)

Agricultural, open space and recreation areas	40%
public and community services	10%
Residential	34%
Commerical	8%
Industrial	0%
Not-classified	0%
Vacant	8%

**Existing Zoning Districts in Village of Livonia**

<b><u>Zoning</u></b>	<b><u>Acres</u></b>	<b><u>% of total area</u></b>
<i>Gateway Commercial District</i>	61.88	10.2%
<i>Neighborhood Residential</i>	429.97	71.1%
<i>Core Commercial</i>	25.82	4.3%
<i>Transitional Development District</i>	87.36	14.4%
<b>Total</b>	<b>605.03</b>	

*Note: Appendix C summarizes existing zoning districts for the entire Town.*

Since the 1996 Plan was adopted, several improvements have been made to the Village, most notably the reconstruction of Route 20A, and the improvement of facades of many of the Commercial Street businesses. The objective now is to build on these successes and identify new goals for the future.

## ***B. Vision for the Future***

Despite some areas of the Village being built out, there are several opportunities within the Village that were supported by a majority of public comments. Many of the visionary ideas can significantly impact the way the Village is used by the community, how it operates as a Town Centre, and how attractive it becomes to residents and visitors as their visions become a reality over time. The overall ideas supported at the Village public meeting are summarized on Figure III-1 and discussed in greater detail below. The meeting minutes from the public meeting where the Village was discussed is included in Appendix D.

### **1. Municipal Complex**

One of the goals identified by the community was to continue to work toward efficiency of services, municipal cooperation, and the communication between the municipal leaders and the public. Currently, there are several different municipal facilities that could be combined to form one municipal complex that could work toward this goal. The complex is envisioned to house the Town and Village offices, Town Court, and possibly the Town Library and Village post office. This assumes that the existing library building would not be torn down, rather maintained as a historic building, possibly housing a museum, information center, or other appropriate municipal function.

In addition to housing Town and Village offices and services, the complex could contain meeting rooms for municipal and community meetings. The idea of also creating a community center in the complex was greatly supported by the community. This idea was particularly supported for the

teenage and senior populations of Livonia that seems to be overlooked segments of the community. The thought is to have various activities such as recreational activities, arts and crafts, computer center, etc. that could provide a place for teenagers and seniors, in particular, to gather. Other opportunities for Livonia youth to get involved in the community should also be explored such as having youth representatives on the municipal boards, spotlighting youth achievements in local papers or on the Town website, or building on efforts by local organizations such as Livonia's Parent Teacher Student Association's (PTSA) program "Communities Together For Youth" (CTFY).

Between the Town and Village, a total of approximately nine acres are owned in the Commercial Street area as shown on Figure III-2. There is a possibility that if a municipal complex was built on a portion of this land, there would be surplus land that could be sold to help fund the complex as depicted in Figure III-3. Many of the existing municipal buildings are currently in need of repair, upgrades and improvements. The money that would be spent for these improvements may better be put toward new facilities that meet current guidelines for accessibility, technology, and that would be sufficient for the Town and Village well into the future.

The benefits of creating a municipal complex focus on creating identity and improving function. Specific benefits include:

- €# Better utilization of municipally owned land and office space
- €# Creation of a gathering and meeting space for the community
- €# One place to conduct community events, and advertise for such activities
- €# An opportunity to create a community center destination for all
- €# Shared parking for multiple purpose offices will reduce vehicular trips

- €# A more attractive and efficient space for residents and visitors to go to get a variety of information
- €# A draw to bring more residents into the Village

If the Village post office felt that this was a good location for them to co-locate, they could locate within the complex. The parking could still be shared with the municipal complex, making it easy for residents to accomplish multiple errands at once.

Because there are several hamlets within the Town, the idea of a community center was envisioned to bring the community together for social, recreational and educational events. There are many positive examples around the region where community centers are achieving this very goal.

## **2. Promote Development of the Village**

Significant land area exists within the Village that is appropriately zoned for residential development with public utilities available. Continued residential development in the Town should be encouraged to take advantage of this asset.

## **3. Pedestrian Accommodations**

Another way to strengthen the Village is to provide pedestrian amenities from the Village to the outlying hamlets to provide safe access for non-vehicular traffic. While sidewalks currently exist, or are planned to be built on all village streets, one community goal is to connect this sidewalk system to Lakeville, and eventually to Livonia Center as well. There are developments, such as Longview Boulevard, that would greatly benefit from being able to walk to the Village (parks, post office, retail stores, etc.)

or to Lakeville. This linkage is good for transportation and recreational purposes.

Linking the Village sidewalks to Livonia Center would create similar benefits. There is already a plan to extend the Village sidewalk to the new St. Matthew church on Route 20A.

Pedestrian crossings along Route 20A are believed to be inadequate and unsafe due to site distance problems and traffic volumes. While the intersection of Route 20A and Commercial Street was recently studied and reconstructed by NYSDOT, some concerns remain about both vehicular and pedestrian safety at this intersection. One thought is to move the pedestrian crossing to where the post office is, and if the post office relocates to the municipal complex then the current post office site can become a large municipal lot to accommodate the increasing demand for Village parking. This location for a pedestrian crossing would provide better sight distance for both the cars and the pedestrians.

Opportunities exist, and are currently being explored to create or enhance non-vehicular trails throughout Livonia. Some of the opportunities were identified in the Recreation Master Plan, which is included as Appendix E. The Recreation Master Plan was written in 1999 but never formally adopted by the Town. One of the goals listed in this update is to adopt this plan and implement many of the ideas and projects listed.

#### **4. Gateway Park Road Implementation**

A significant impact to the Village is likely to occur when the Gateway Park Road is implemented. Of significant influence will be the alignment of the road as it terminates on Route 20A, and the lands north of Route 20A that will be opened up for new development.

The Gateway Park Road study identified two feasible alternatives for the Route 20A terminus. Those alignments are to match up with Lake Glen Drive, and/or to align with West Avenue via the use of Wildbriar Drive. Both of these alternatives had public support.

A third alternative that also had some public support, although not to the extent of the other two, and some valid potential positive elements was an alignment with Commercial Street, either as the primary or as a secondary terminus onto Route 20A. The potential positive elements of this alignment are believed to include:

- ⌘ Logical extension of Village core
- ⌘ Creates four corners that is Village center
- ⌘ Creates extension of Village to the north without creating two separate Village cores.

This alignment is not a documented alternative in the Gateway Park Road Study and has therefore not been studied to the extent of the other two alternatives. However, as further studies regarding engineering, traffic and safety are completed, this third alternative may warrant further investigation.

The two options noted in the Gateway Park Road Plan were discussed with the public and their associated pros and cons are listed below.

**Notes from Public Comments Provided**

<b>Terminus Point</b>	<b>Pros</b>	<b>Cons</b>
<b>Align with Lake Glen Drive</b>	<ul style="list-style-type: none"> <li># May be safer than others</li> <li># Connects to street opposite and provides separation for a traffic signal</li> <li># Moves the intersection away from the hills</li> <li># Works best for signalization</li> </ul>	<ul style="list-style-type: none"> <li># Too far from Village core</li> <li># Creates two distinct and separate Village cores</li> <li># May never be implemented</li> </ul>
<b>Align with West Avenue via Wildbriar Drive</b>	<ul style="list-style-type: none"> <li># Closer to Village core</li> <li># Opportunity for unique extension of commercial street core</li> <li># Street to north exists</li> <li># Intersection alignments completed by NYSDOT</li> </ul>	<ul style="list-style-type: none"> <li># May be too close to Big Tree St for signal to work well</li> <li># May have sight distance problems</li> <li># May create separate Village centers</li> </ul>

**5. Historic Overlay District/ Business Improvement District**

There is a desire within the community to preserve and enhance the historic elements of the Village where possible, and improve the overall aesthetics of the businesses and roadways. One means of achieving this is to create an overlay district that would encompass the “core” area of the Village, as depicted on Figure III-1. This overlay district could be used as another filter to development standards and guidelines currently in the Code.



The feasibility, pros and cons of creating such an overlay needs to be further studied, however the initial thoughts for the overlay include creating guidelines and development standards for facades, signage, landscaping, land use, and overall character of the Village. The goal of the overlay district would be to preserve, protect, and enhance the quaint, walkable, and historic nature of the Village where appropriate.

Another way to achieve some of these goals is to create a Business Improvement District (BID) in the Village that encompasses key commercial areas. In general, BID's are formed following a proposal by a group of property owners in a geographically defined area to fund supplemental governmental services (e.g. cleaning and maintenance), non-governmental services (e.g. landscaping, marketing and promotion), and capital investments (e.g. sidewalk widening, and façade improvements). The municipality in which a BID is located collects the BID's supplemental property tax assessments through its general taxation powers and distributes them to the BID. A Board of Directors composed of property owners, merchants, residents and public sector representatives is then given authority by the government to undertake projects and programs within the district.

This option should be explored, along with the historic overlay district as means of preserving and supporting the Village businesses and enhancing the overall vitality of the Village.

## IV Hamlet of Lakeville

### **A. Existing Conditions**

The Hamlet of Lakeville has experienced significant growth and development pressure since the 1996 Plan was prepared. The amenities of Conesus Lake, combined with easy access to Route 390, a variety of housing options, and close proximity to convenient shopping in Livonia and Geneseo have made Lakeville a highly desired location for new residential and small commercial uses.

As depicted in the table below, the Hamlet currently has a large percentage of land zoned as Industrial (32.6%), with an almost equal percentage (30%) zoned Transitional Development District. The Gateway Commercial Zoning District occupies 21.3% of the total land area, and the Neighborhood Residential zoning covers 13.4% of the land area. The Waterfront Development District is the remaining 2.7%.

**Existing Zoning Districts in Lakeville Area**

<u>Zoning</u>	<u>Acres</u>	<u>% of total area</u>
<i>Gateway Commercial District</i>	209.43	21.3%
<i>Neighborhood Residential</i>	131.78	13.4%
<i>Industrial District</i>	320.44	32.6%
<i>Transitional Development District</i>	295.35	30.0%
<i>Waterfront Development District</i>	26.67	2.7%
<b>Total</b>	<b>983.67</b>	

In contrast, when examining the current occupied (non-vacant) land uses, open space, agricultural and recreation areas combined have the highest percentage of land (38%), with residential coming in second with 16.5% of the total land in the Hamlet. Existing commercial uses take up 15.7% of the land and the lowest classified land use in the Lakeville area is Industrial.

The industrial zoning of this area of Lakeville has resulted from the presence of the railroad. Over the years, several additional businesses have located appropriately in these areas of the industrial district, and continued industrial development is likely to extend northward within the district. However, it appears that the Hamlet has a disproportionate amount of land zoned industrial, while the greatest development pressure seems to be commercial (with appropriate frontage) and residential uses. This imbalance between current zoning and current land use should be explored further and addressed if appropriate.

### **Lakeville**

	Actual Land Use	Zoning (from previous table)
Agricultural, open space and recreation areas	38%	
Public and Community services	3.50%	0%
Residential	16.50%	13.4%
Commercial	15.70%	21.3%
Industrial	3.20%	32.6%
Not-Classified	2.40%	-
Vacant	21%	-
TDD		30.0%
Waterfront DD		2.7%

### ***B. Vision for the Future***

When looking at the future of Lakeville, many views were expressed including those who wish to keep it just the way it is, and those that see many opportunities for improvement. While not all ideas expressed for the future were embraced by

the public, several important concepts did have the support of a majority of involved citizens. The ideas presented to the public, and the meeting minutes of the public comments, are included in Appendix D as a reference. Before the visionary ideas were exchanged, the existing challenges occurring in Lakeville were discussed.

The challenges with Lakeville that were noted include:

- ⌘ Lack of visibility of Conesus Lake
- ⌘ Excessive traffic, especially at key intersections
- ⌘ Safety concerns at key intersections
- ⌘ “Pass-thru” trucks whose destination was not Lakeville
- ⌘ Excessive number of curb cuts and lack of roadway definition
- ⌘ Lack of adequate pedestrian accommodations
- ⌘ Inadequate parking for businesses
- ⌘ Aesthetics, or lack thereof, of many business and residential areas
- ⌘ Confusion over intent of Transitional Development District
- ⌘ Too many boats on the Lake
- ⌘ Quality of Lake water

## **1. View of Conesus Lake**

Improvements that would address one or more of the concerns were then discussed, and are summarized on Figure IV-1. First, the Lake is believed to be the most important asset to Lakeville and the entire Livonia community. An identified opportunity was to improve the visual access to the lake, particularly from Route 15; the route taken by many visitors and residents to arrive into Lakeville. Therefore, improving the view of the lake from Route 15 was identified as a goal. To achieve this many different ideas were presented, and the following were largely supported:

- ⌘ At the intersection of Route 15, Big Tree Road and Route 20A, work with state and municipal agencies to get the utilities put underground to reduce visual clutter.
- ⌘ Purchase and demolish key properties obstructing the view to the lake from Route 15, and extend Vitale Park to include this new open space if and when opportunity properties become VOLUNTARILY available, and if the Town is in a position to buy them at fair market value.
- ⌘ Reduce the amount of pavement by using more landscaping, grass areas, and trees to create an inviting gateway.
- ⌘ Improve the facades of the buildings near the intersection to add to the viewshed rather than distract from it.
- ⌘ Reduce truck traffic.
- ⌘ Improve pedestrian scale amenities.

## **2. Intersection Improvements**

Another problem identified was the safety of vehicles and pedestrians at three key intersections:

- ⌘ Route 20A and Route 256
- ⌘ Route 15, Stone Hill and Route 20A
- ⌘ Route 20A and Bronson Hill Road

All three of these intersections, which are noted on Figure IV-1, have safety issues including sight distance problems, non-standard alignments, lack of pedestrian accommodations, and lack of clearly defined lanes or turning movements. To address these issues, the NYSDOT should be encouraged by the Town to conduct safety analyses at these intersections. Based on those results, and the Town's objectives as identified in the Comprehensive Plan for these areas, the DOT may conduct further studies into safety, access, and pedestrian activity, resulting in improvements to the intersections.

### **3. Pedestrian Accommodations**

Pedestrian accommodations were encouraged by the public to exist not only at the key intersections listed above but throughout Lakeville, where the population density is such that sidewalks seem warranted and are desired by the community. While a few areas in Lakeville have sidewalks in varying condition, the community's goal is to encourage sidewalks along the entire stretch of Route 20A from Bronson Hill Road to Route 256. Sidewalks may be most appropriate for the north side of the road, where the land has more commercial uses and there is more room for the addition of a sidewalk. Also, sidewalks could be installed from the Route 20A/Stone Hill Road/ Route 15 intersection, north along Route 15 through the residential area, possibly terminating near the bank. Creating this walkable environment encourages pedestrian activity, reduces car trips, improves safety for pedestrians and motorists, and allows residents and visitors to walk between the park, shops, and parking areas, which are all goals of the community. These sidewalk locations are shown on Figure IV-1.

### **4. Waterfront Redevelopment**

The core area in Lakeville, which is defined on Figure IV-2 with the blue circle, is ideal for a redevelopment effort focused on creating an inviting and diverse shopping area that would enhance the waterfront district, including Vitale Park. The vision set forth, which was largely supported by the public, was to create a walkable shopping area that encompasses the currently zoned waterfront development district and a portion of the gateway commercial district. This redevelopment effort could include the current site of the firehouse, Smith's Lumber, the recycling center and the surrounding areas. This is obviously contingent on many businesses and facilities wanting to relocate, but again, it's a vision for the future which may take 10-20 years or more to put in place, and would only happen if

those businesses voluntarily decided to relocate to a location that better fit their needs.

Figure IV-3 shows in greater detail what the redevelopment of this area could look like, including pedestrian linkages to Vitale Park, new retail buildings, an open space gathering place, and a focal point that could be a fountain, a piece of artwork, or some special landscaping that would define this area. A new roadway may also be appropriate for circulation and access.

To support new commercial businesses, additional parking available to patrons would be critical. Creating additional parking for Vitale Park users who could also then easily access the shopping area as well is one possible solution with limited land area available. Other public parking lots surrounding the new commercial hub are also a possibility as the area redevelops. Having these parking lots would be essential, especially if this area is intended to be a “walkable” waterfront area where people are encouraged to go to the shops and recreation areas on foot.

## **5. Gateway Park Road Implementation**

A critical component to overcoming many of the problems identified by residents regarding traffic, and to implement some of the other ideas outlined above is the implementation of the Gateway Park Road. The feasibility of this roadway was studied in 2002, and the executive summary of that report is included in *Appendix E*. This roadway would serve several purposes within the Town of Livonia. First, it would serve as a truck route for trucks destined for the Village or areas east and south of the Village, therefore taking the large trucks off the residential roads and away from tight intersections. Second, it opens up significant acreage that is currently zoned industrial, shopping center district, and transitional development, for new development. This new roadway could be attractive

to new businesses looking to locate in Livingston County, as well as a possible relocation area for existing businesses who may require a larger facility in the future. Gateway Park Road would provide easier access to people whose destination is the Village, keeping thru-traffic off the Lakeville roads.

A complementary recommendation to the Gateway Park Road implementation is to work with the NYSDOT to move the designated truck route off of Route 15 and redirect truck traffic onto Route 256, which has a greater capacity to handle the larger vehicles. The intersection of Route 256 and Route 15 would need to be re-examined, along with its intersection with the Gateway Park Road. These three roadways could be combined into one intersection that would better direct trucks onto appropriate roadways while directing local traffic and visitors to the Lakeville/Conesus Lake area.

## **6. Future Land Use**

The future land use of the land in Lakeville is heavily dependent on the implementation of the Gateway Park Road and the success of attracting new businesses to that road, and encouraging the industrial and larger commercial businesses in Livonia to relocate there. If the Gateway Park Road becomes successful, many of the industrial uses that are close to the core area of Lakeville may relocate, allowing those areas to redevelop into appropriately scaled commercial and residential uses.

The use of the Transitional Development District (TDD) in Lakeville has been a point of contention within the Town. How the remaining lands that are currently zoned TDD will be allowed to develop is unclear to many. Lands within the TDD, as noted in the Zoning Code, are intended to “provide mixed or multifamily residential development at a density up to eight dwellings units/acre....and subject to a conditional use permit, small



commercial uses may also be appropriate. Generally these are areas near commercial/service centers, acting as transition between neighborhood residential development densities and commercial/industrial densities...”. What is unclear is how much residential is allowed with what mix of commercial, and where the higher density residential is appropriate versus a lower density residential.

What was gleaned from the public was a desire for lower density residential in the TDD to the north of Route 20A and west of Route 15, and east of Route 256, with some additional commercial surrounding Minnehan’s to the north and west. For the large TDD area to the north of Stone Hill Road the public felt that a mixture of residential and commercial uses would be appropriate for this area, and for the TDD south of Stone Hill Road.

Specific options to address the TDD are further discussed in Chapter 9, Recommendation and Implementation, since there are TDD’s throughout the Town.

## **V Hamlet of Hemlock**

### **A. *Existing Conditions***

The Hamlet of Hemlock, since the rezoning took place in 1998, has been operating as a mostly Transitional Development District, allowing a mixture of residential densities and small commercial uses. Water and sewer are present along Route 15A and a few side roads, servicing the commercial corridor.

Traffic has increased considerably over the last few years as rural growth to the south and east of Hemlock has occurred, and the Hemlock Fair continues to be a big draw for Livonia residents and visitors alike. Hemlock Lake Park is becoming more popular, along with outdoor activities on City-owned lands in the water shed, and the Lake has been identified in the NYS Open Space Plan as having a high priority to be left as open space.

The input received by the public was that Hemlock was mostly operating in an acceptable fashion and that no significant problems were noted. However, a few concepts for future improvements were discussed and supported by the public.

### **B. *Vision for the Future***

#### **1. Pedestrian Accommodations**

A continued theme throughout the Hamlets is a desire to continue to improve and expand sidewalks. The Town is dedicated to working toward this effort, and is focusing on areas where the greatest demand and need lies.

## **2. Old Hemlock School**

The old Hemlock school (Jack Evans Community Center) has been renovated and is being used for a mixture of public and private uses. One future use that was envisioned was to use it as a satellite to the community center that was discussed in Chapter 3 in the Village. The Village community center is envisioned to have a mixture of social, educational, and physical activities, some of which could be held at the Hemlock facility to encourage more interaction between the various geographic areas of Livonia.

## **3. Preservation of Hemlock Lake**

Hemlock Lake is a valued resource by those who draw from it for their drinking water, and by those who enjoy its unspoiled landscape. It is one of the few lakes in the state that are totally undeveloped, and many residents want to make sure it stays that way. Currently, the City of Rochester owns a large portion of land around Hemlock Lake, and they operate the water treatment plant at the northern end of the Lake. In addition, the City owns a large amount of land north of Hemlock Lake. The City has been diligent in protecting the Lake and also allowing passive recreation for residents and visitors. There is a desire among the community to ensure that the quality of Hemlock Lake is preserved for years to come.

To achieve this, the possibility of creating a conservation district around the lake that would include all lands that directly impact the water quality was discussed, and largely supported by the public. If the City ever abandoned all or a portion of the land they own around the lake and the outlet, the current zoning allows residential development on a minimum of five- acre lots. A conservation district could be put in place that reduces the allowed density on these lands and that also further restricts the type

of development that can occur. The exact properties that are critical to the Lake's water quality need to be further studied and mapped to determine a precise number of acres and the number of landowners involved before determining the feasibility of such a district. The impacts of creating a conservation district such as tax implications, land ownership rights, and operating logistics also need to be further explored. The conceptual boundary of the conservation district is shown on Figure V-1.

In addition to protecting the undeveloped land, residential uses exist that are within the watershed that also impact the water quality of the Lake. While some measures are already in place to control runoff, additional regulations could be considered that would further protect the water quality. This could include creating larger buffers around drainage swales, limiting chemicals allowed to be used on properties within the watershed, and controlling densities in critical locations.

## **VI Livonia Center**

### ***A. Existing Conditions***

Livonia Center, like the Village, has a rich historical past and was actually the first Village prior to the current Village location. The land use now is mostly residential, with some multi-family houses, public facilities, and a few commercial uses. There is public water and sewer service in the hamlet along Route 20A and within the hamlet “triangle”. There are no sidewalks in Livonia Center.

### ***B. Vision for the Future***

#### **1. Pedestrian Accommodations**

As previously discussed in the vision for the Village, eventually extending the sidewalks from the Village to Livonia Center was a goal of the community. While extending the sidewalks to Lakeville seems to carry a more immediate desire, the connection to Livonia Center was also supported. It was envisioned that even if the funds were not available immediately for this connection, the Town could begin working with land owners on the north side of Route 20A to secure easements for sidewalks in the future. This would be desirable to achieve while there are still relatively few land owners along that stretch of land.

While the extension from the Village to the Center may take time, the public supported installing sidewalks within the Hamlet itself, which may be more feasible in the near future. Given the density of residential housing and the desire to give it the Hamlet feel, the addition of sidewalks would be appropriate.

## **2. Historic Overlay District**

Similar to the Village, Livonia Center has historical characteristics and elements that the public felt should be preserved and enhanced where possible. One way to do this, and tie it in with the Village, is to use a historic overlay district in the hamlet, as well to have an additional tool for coordinating signage, facades, uses, and landscaping.

## **3. Continuation of Mix of Uses**

The continuation of the mix of uses in Livonia Center was a desired element by the public to help retain the historic nature of the hamlet. The transitional development district allows this mix of uses to occur, however it was believed that extending this district to include a larger area in Livonia Center may be appropriate and may help encourage a mix of uses.

## **4. Relocation of Town Highway Department**

With the vision for a municipal complex for the Village, a discussion regarding an appropriate location for the Town Highway Department lead to the possibility of locating the facility on Route 20A near the water department warehouse. The benefits of this location include keeping the trucks out of the village, more land for storage of trucks and materials, easy access onto a State roadway, and its a central location in the Town.

To use this location, the public water line would need to be extended to the facility. It is already in close proximity to the proposed location and could also serve an adjacent business.

## **VII Hamlet of South Lima**

### ***A. Existing Conditions***

The Hamlet of South Lima is a small Hamlet at the Town's northern boundary, abutting the Town of Lima. The Hamlet is zoned Neighborhood Residential, and is largely built out with older homes and a few old industrial buildings. The Livonia, Avon and Lakeville Railroad (LA & L RR) bed runs just behind several of the homes in the hamlet.

### ***B. Vision for the Future***

Since South Lima is largely built out there were few visionary ideas pertaining to its future. The only proposed idea that could impact the Hamlet is the creation of a trail way following the LALRR. The Genesee Transportation Council recommended this railroad bed be used to create a trail through Livonia. This trail would, therefore, be accessible from some of the South Lima properties.

## **VIII Hamlet of South Livonia**

### ***A. Existing Conditions***

The Hamlet of South Livonia currently has a mixture of low-density residential, medium density residential, a few commercial uses, and some community facilities. It sits at the southern border of the Town and is largely defined by Route 15. There is public water along Route 15 and down a portion of Coe Road. There are no public sewers in the Hamlet. The existing zoning in South Livonia includes ARC-5, ARC-3 and Transitional Development District as shown on Figure VIII-1.

### ***B. Vision for the Future***

There has been some interest in expanding the transitional district to include different properties in the Hamlet. The current 30 acres of transitional development may be enough total acreage for the TDD but may be misallocated. The public felt that reassessing the properties that are currently in the TDD as well as those that may be more appropriate for TDD zoning would be warranted.



## **IX Recommendations and Implementation**

Throughout the chapters on specific geographic areas of the Town, there are visionary ideas presented that work towards achieving the future Livonia envisioned by the community.

### **A. *Priority Projects***

While all the ideas presented are most effective when implemented together, there are several key projects that will have an immediate impact on the Town, and become the building blocks to achieving the overall vision.

The most critical projects or actions to further the vision for Livonia include:

- ⚡ Implementation of the Gateway Park Road
- ⚡ Construction of a municipal complex
- ⚡ Enhancements of pedestrian/bicycle accommodations
- ⚡ Intersection improvements for safety and access
- ⚡ Refining of zoning – including creating new historic overlay district, conservation district, formation of a new zoning district to handle areas currently zoned ARC-3 or ARC-5 where public utilities exist, and addressing TDD issues
- ⚡ Restriction of water and sewer line extension to low-density residential or agricultural areas
- ⚡ Improved communication with public
- ⚡ Access management improvements in Lakeville
- ⚡ Identification and preservation of scenic vistas throughout the Town

#### **1. Implementation of Gateway Park Road**

The initial study has already been completed for the Gateway Park Road, which shows the potential economic benefits of the new roadway. The next step is to have a more detailed engineering and traffic operation study done on the alternatives described in Chapter 3. Before an alignment can be chosen, the public and the Town need additional information on the engineering feasibility, potential impacts on traffic, impacts on the community, and planning level cost estimates. Once this additional information is available, a better understanding of the overall impacts and benefits of each alignment can be better assessed.

The implementation of the Gateway Park Road has significant impacts on several other visionary components and is critical in achieving many of the goals of the community. Therefore, conducting the next round of studies should be a high priority for the Town.

## **2. Construction of a municipal complex**

The creation of a municipal complex achieves several of the goals supported by the public. It would improve efficiency of services, makes a better use of Town and Village resources, creates a town center, brings more people into the Village, and has the potential of becoming a gathering space for meetings, events, and social interaction. Both the function and identity this complex would bring to the Town and Village are important. Additionally, cost savings could be realized after an initial investment is made through efficiency of services and facilities. While this prospect is being further studied, it is important for the Town and Village to retain the lands they have to keep this option viable.

The Town and Village already own adequate land in the Village to build a complex. The next phase is to work with an architect and engineering firm to sketch plans and layout the complex. By doing this, the Town and

Village can get an estimate of how much land they could sell to help fund the project, and would also have cost estimates of the project to determine financial feasibility and then start seeking funding.

### **3. Enhancements of pedestrian/bicycle accommodations**

Several opportunities exist throughout the Town to improve upon non-vehicular accommodations. Sidewalks, crosswalks, and trails are all components that come together to create a walkable community. Sidewalks provide connectivity, but also provide a safe passageway for youth who tend to be the highest users of non-motorized modes of transportation. Highly desired locations for sidewalks have been identified by the community and focus on sidewalks within the hamlets first, and then, as feasible, connecting the hamlets with the Village. The Town has an existing program for putting in new sidewalks, and they should consider the high priority areas first for upcoming implementation. The Town should also assess whether the current budget for installing new sidewalks is efficient, or if they should seek grants or other sources for supplemental funding to expedite the process.

### **4. Intersection improvements for safety and access**

There were several locations identified in the Town that residents feel are unsafe or not operating effectively. These intersections may warrant improvements by the NYSDOT, however the first step is to make the DOT aware of the perceived problems and have them conduct a safety analysis at these locations. Vehicular safety, pedestrian and bicycle safety, as well as access and operation are typically part of a DOT study when they feel it may have existing problems.

### **5. Refining of zoning**

The Comprehensive Plan creates the vision for the future of the Town. It is not zoning law, and therefore has no impact on current property owners or existing land use types. It does provide a framework within which the Town, Village and Hamlets should be guided; especially as, over time, opportunities occur to work toward the goals identified in the Comprehensive Plan. The Comprehensive Plan can also suggest changes in zoning law that elected officials may choose to adopt. Using the Comprehensive Plan as the guiding document, the Town’s zoning laws are then analyzed and modified to comply with the desired future land use and identified goals. A summary of land use planning versus zoning is outlined in the table below.

	<b>Land Use Planning</b>	<b>Zoning*</b>
<b>Purpose</b>	Prepare a course of action for the future; a vision of what land uses should be where in a community	Regulate current use of land by district and regulate building placement (restrictions can be on what users are or can be)
<b>Documentation</b>	Documents such as a master plan, a comprehensive use plan, or farmland preservation plan	Comprehensive zoning ordinance with standards in text and districts on a map
<b>Legal Status</b>	Advisory (optional); plan provisions need not be followed by elected officials	Binding (mandatory); ordinance must be followed by elected officials
<b>Permanency</b>	Plan may be amended by the action of a local government body	Large scale zoning text changes allowed via revision by a local government body; small-scale map changes may be made via rezoning by local government body or via ordinance by zoning board of appeals or board of adjustments.

\*Regulatory tools other than zoning used to implement a land use plan include subdivision regulations, sanitary codes, or building codes

There are a few areas identified through this process that need to be reassessed for potential zoning changes. Making specific

recommendations to zoning verbiage is outside the scope of this plan and is looked at during a separate process, however the intentions behind the recommended changes are provided below for reference. These potential zoning changes to be review are outlined below.

**a) Creation of a Conservation District**

As discussed in Chapter 5, the creation of a conservation district around Hemlock Lake that includes properties that impact the watershed should be explored. This district would provide protection of the Lake and ensure that as land ownership changes hands, the Lake has continued protection of its water quality and aesthetic features that the residents value.

The Town should work with Livingston County Planning Department the Genesee Finger Lakes Regional Planning Council, and the City of Rochester to begin to map the watershed and identified properties that directly impact Hemlock Lake. Additional analysis will also be required to determine the impacts of creating such a district. The preservation of Hemlock Lake seems to be a high enough priority to warrant additional study.

**b) Creation of a Historic Overlay District**

An overlay district is an additional regulating filter on top of zoning and development standards that the Town already has in place. Compliance with this overlay district is considered during the site plan review process. The intent of this overlay district would be to improve and standardize the aesthetics, signage, landscaping, architectural compatibility, and function of the historic parts of the Village and Hamlets that can benefit from such an identity. It would help to protect and preserve the historic elements that the public identified as being important.

### **c) Transitional Development District**

The use of Transitional Development District (TDD) in the Town of Livonia Zoning Code has been problematic, in that the district lacks sufficient definition to provide clear guidance to the Planning Board, and leaves too much to the discretion of a particular applicant in determining the mix of uses, etc. that are appropriate for the district. The TDD zoning is applied to eight distinct areas of the Town, each with its own needs, and each with its own unique circumstances.

These eight areas are:

1. 81 acres in Lakeville, north of Route 20A, east of West Lake Road and west of the Conesus Lake Outlet. This District is bordered by Neighborhood Residential on three sides (north, east and southeast) and General Commercial on the southwest corner. West Lake Road (NY Route 256) serves as the western border of the District, and also serves as the western border of the Town. The intent of this District, when it was formed, was to provide an area with an opportunity for general commercial development against the existing GC District, but then transitioning quickly to less intense and neighborhood commercial uses, followed by higher density and medium density residential uses along the NR District boundaries.
2. 215 acres on the east side of Bronson Hill Road, from the north end of the General Commercial (GC) district at the NW corner of Route 20A and Bronson Hill, north to the Industrial District which exists both sides of the Proposed Gateway Road. A narrow section of NR zoning exists along both sides of Stone Hill Road, cutting into the TD from the west, almost back to Bronson Hill. The intent of No. 2, when it was formed, was to provide a District that allows flexible commercial development, beginning at the south end along the existing GC district, with smaller commercial uses, neighborhood commercial uses, perhaps controlled by limiting the size of

buildings, transitioning to higher density residential uses north and south of the Stone Hill Road NR districts and then transitioning to lighter commercial and industrial uses to the north as the development approaches the existing industrial zoning.

3. 5 acres on the north side of Cleary Road, at its intersection with East Lake Road. AR-3 zoning borders this property on two sides; with 3 acre minimum lots. The intent of No. 3, when it was formed, was understood to allow flexible development that might include lower density commercial, and medium density residential.
4. 1.2 acres along the west side of East Lake Road between Price Road and Decker Road, which includes an existing store and bait shop. The intent of No. 4, when it was formed, was to accommodate and allow redevelopment of existing neighborhood commercial uses.
5. 85 acres in the Northwest corner of the Village of Livonia, west of the GC district. The District also includes those lots fronting on the south side of Big Tree Street between West Avenue and the Core Commercial district of the Village. The intent of No. 5, when it was formed, was to provide an area for future development of the Village, which would be centered along the proposed Gateway Connector Road, and would include more intense core commercial uses to the east in the current GC district, but then provides for an orderly and controlled transition to less intense commercial, multifamily residential and medium density residential uses as development expands away from the Gateway Road.
6. 30 acres primarily along the western frontage of South Livonia Road (NY Route 15) in the Hamlet of South Livonia between Coe Road and Niver Road. The intent of No.6, when it was formed, was to recognize and accommodate existing commercial uses in the district and provide an area where neighborhood commercial development could occur in an effort to sustain the Hamlet of South Livonia.

7. 4.5 acres in the Hamlet of Livonia Center, North of US Route 20A between Livonia Center Road and Center Street, and the southwest corner of US Route 20A and Federal Road. The intent of No. 7, when it was formed, was to recognize and accommodate existing commercial uses in the district and provide an area where neighborhood commercial development could occur in an effort to sustain core of the Hamlet of Livonia Center.
8. 123 acres in the Hamlet of Hemlock, including the frontage lots on the west side of NY Route 15A between East Avenue and Big Tree Road, and significantly more properties east of Route 15A. The intent of No. 8, when it was formed, was to recognize and accommodate existing commercial uses in the district and provide an area where neighborhood commercial development could occur along with existing and future Village level residential development, in an effort to sustain the Hamlet of Hemlock.

In each of the above areas, the character of the neighborhood is different and the objectives of the TDD, based on input from the public, are also different.

Potential methods for further defining or redefining the Transitional Development Districts include:

- ⌘ Modifying the TDD zoning to either provide better controls on permitted size, use and transitional objectives;
- ⌘ Creation of specific Zoning Districts for each of the eight areas that provides definition and guidance to those planning developments and those charged with reviewing and approving applications; and
- ⌘ Eliminating the TDD and using existing districts in its place.



A combination of these approaches may also be appropriate. Each of the eight areas currently zoned TDD should be individually addressed at the parcel level and as a whole to determine the most appropriate modification to that area. Some districts may be clearly intended to be primarily a Neighborhood Residential area and can therefore be rezoned to that district. However, other areas may truly benefit from a mix of uses and should be considered for the creation of a specific new Zoning District for each area. This approach, while requiring more work upfront, allows these objectives to be applied to zoning in a manner that assures the long-term desires of the community are met, and that an appropriate mix of uses are developed as these areas transition to full development.

**d) ARC-3 and ARC-5 Where Public Water and Sewer Exist**

There are several areas in the Town where the zoning is ARC-3 or ARC-5 but there is public water, public sewer, or both. In many cases the continuation of the low density residential seems appropriate given their land use trend, character, or location in the Town. However there may be locations where consideration should be given to creating a new district that would allow lots somewhere between the size allowed in the NR and ARC-3/5 districts that could be more appropriate. This district is not intended to have the density of the Neighborhood Residential but would acknowledge that public utilities are available, or are eminent, and that the location is in close proximity to population centers, commercial uses, and major arterials.

However, during the course of assessing the feasibility of such a district, priority must be given to environmental constraints that exist throughout large portions of the Town, particularly around Hemlock Lake and Conesus Lake. Characteristics of the land including soil conditions, slopes, erodability, and other environmental features need to be fully explored before increasing allowed density to protect the water resources within the

Town. Additionally, the Conesus Lake Watershed Management Plan should be consulted if any lands that impact Conesus Lake are under review. This document is an excellent resource for ensuring that the Lake is adequately protected as development is planned for.

**e) Address uses not currently allowed in any district**

There are several types of businesses and land uses that are not specifically identified for any existing district and therefore would be allowed anywhere. The zoning code should be reviewed for deficiencies in identifying locations for adult uses, group homes, etc.

**6. Restriction of water and sewer line extension**

In areas that are zoned ARC-3 and ARC-5, the public has determined that those are low-density residential development where water and sewer are not cost effective or desired. Water and sewer lines should not be extended to these areas to ensure that the low-density residential character continues. Also, residents purchasing lands in these districts should be made aware that they are buying or building in a location that is not planned to have public utilities.

**7. Improved communication with public**

The projects described below are most likely to be achieved if the municipal leaders and the public have open communication, a shared vision, and cooperation in implementing the ideas. To do this, the Town and Village need to be diligent in including the public in decision making to also have their support when it comes time to implement the ideas.

Without public buy-in, the process of putting the ideas into place will be ineffective.

Several measures can be taken to improve communication and public education including: building on the existing Town website to include information about Town and Village projects, plans, and upcoming information meetings regarding particular projects; a centralized location for posting meeting notices and hearings; sending materials to all Town residents (maybe with tax or water bill) making owners aware of their current zoning and associated laws pertaining to their land; increased notification and information on proposed projects; and continued community involvement in implementing the ideas in the comprehensive plan possibility through a committee or quarterly meetings.

#### **8. Access management improvements in Lakeville**

Route 20A within the Hamlet of Lakeville has several businesses, access points, residences, and driveways that are poorly defined or conflict with one another along this corridor, making dangerous conditions in some cases. Along with the several intersections identified that are appropriate for NYSDOT study, reviewing access management options along this corridor is also warranted. While the Town does have access management guidelines (included as *Appendix H*), a comprehensive study of the opportunities for improving access management along the entire stretch of Route 20A from Route 256 to Bronson Hill Road should be pursued.

#### **9. Identification and preservation of scenic vistas throughout the Town**

The 1996 Comprehensive Plan identified some of the Town's scenic vistas, however, several others have emerged as possible vistas during this update, notably the view of the lake from Route 15, and views of Hemlock Lake. These additional vistas need to be further evaluated for inclusion on

a vista map that should be adopted by the Town as critical viewsheds to protect. Additionally, mechanisms for enforcing their protection, such as requiring visual assessments by developers looking to build or modify buildings along these viewsheds, need to be explored and documented to ensure the viewsheds are protected.

## **B. Supplemental Projects**

There are several other projects and improvements that will be appropriate and feasible as the others listed above are underway or completed such as:

- ⌘ Gaining view of Conesus Lake from Route 15 when and if current property owners voluntarily put their property up for sale and the Town is in a position to buy the property
- ⌘ Creation of a walkable waterfront shopping district in Lakeville
- ⌘ Termination of the railroad before it reaches Route 20A
- ⌘ Relocation of industrial and larger commercial uses to Gateway Park Road
- ⌘ Redevelopment of abandoned industrial and commercial buildings to more appropriated scaled desired uses
- ⌘ Re-establishment of some of the historic hamlet elements.

These projects were discussed in the previous chapters and should be re-examined in the next comprehensive plan update or as the key projects are implemented.

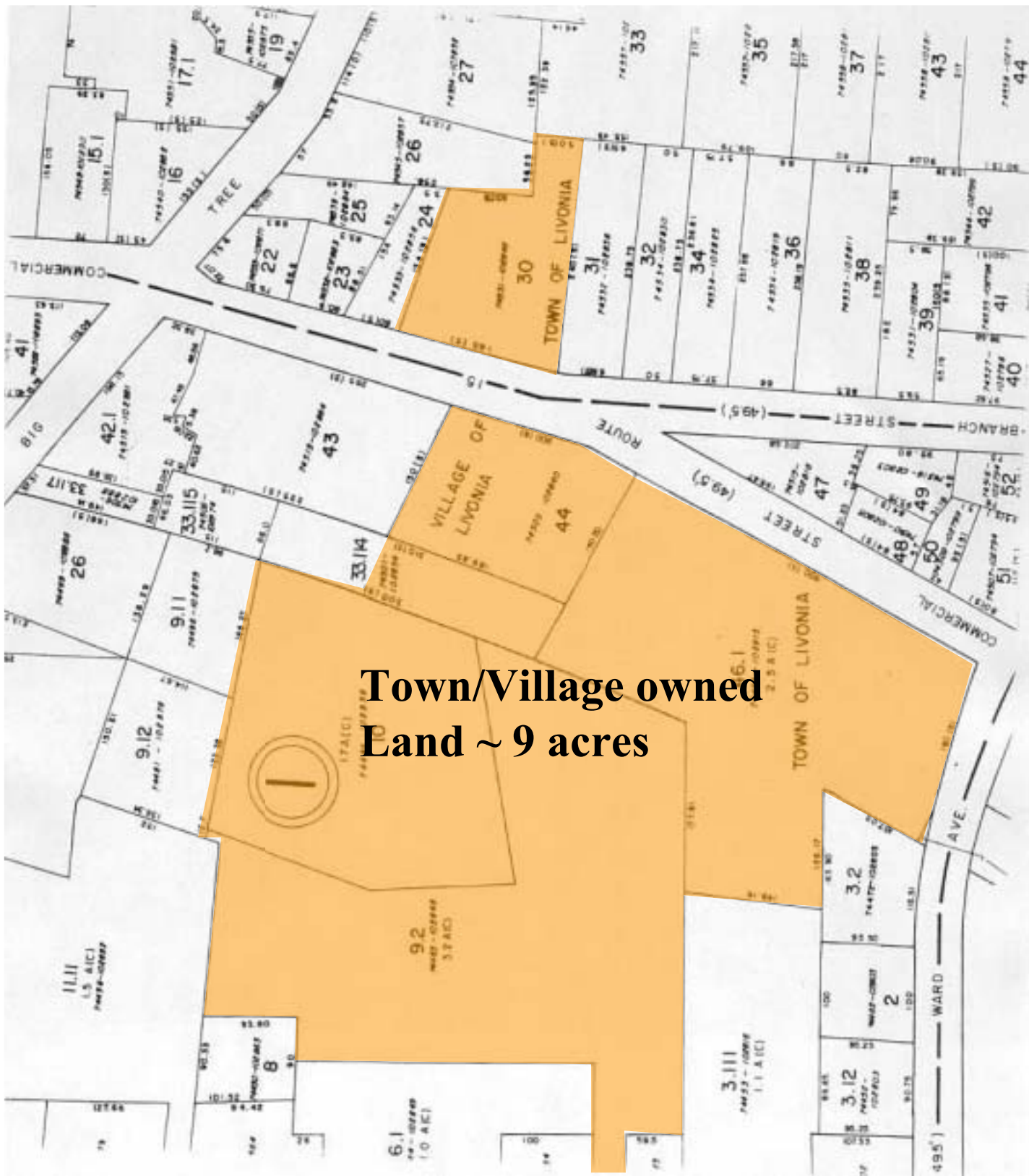
# A Vision for the Village of Livonia

## Key Vision Concepts:

- Combined Municipal Complex (*Town, Village, library, court, community center, meeting rooms, post office*)
- New Overlay District protecting/enhancing Walkable, historic, attractive character
- Continue sidewalks to Lakeville and Livonia Center
- Implementation of Gateway Park Road



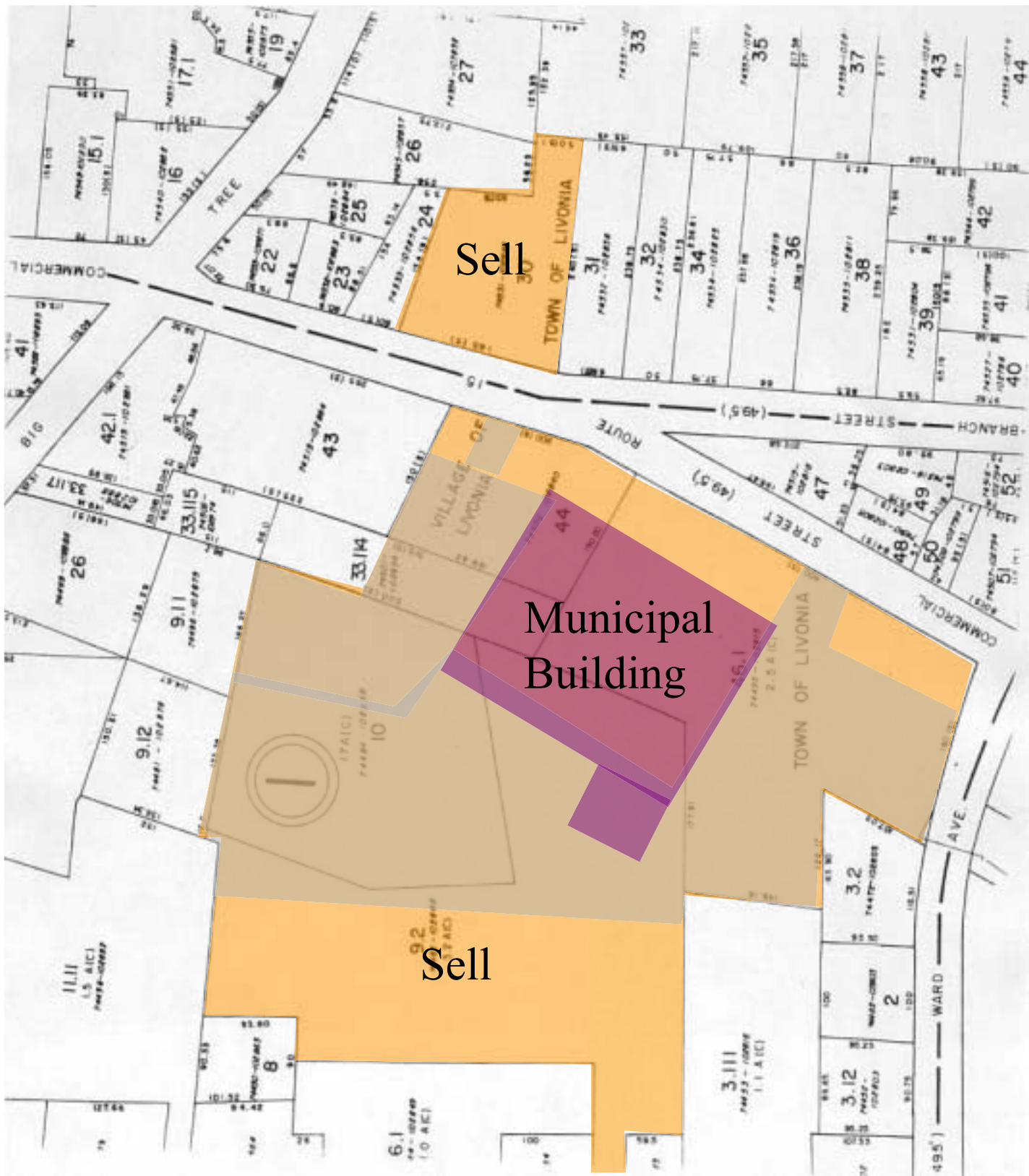
FIGURE III-1



**Town/Village owned  
Land ~ 9 acres**



**FIGURE III-2**



**FIGURE III-3**

# Lakeville Vision

## Key Vision Concepts

- Future zoning to primarily remain unchanged except for expanded and redefined waterfront district
- Better definition and application of transitional district
- Expanded sidewalk system
- Implementation of Gateway Park Road
- Truck route relocated to Gateway Park and to Route 256
- Open up view to lake from Route 15
- Walkable waterfront development district
- Adequate municipal parking
- Improvements at problem intersections
- Put utility lines underground

Light Industrial/  
Commercial

Gateway Park Road  
Implemented

Neighborhood  
Residential

Industrial

Transitional  
Development  
District

New/improved  
Sidewalk system

Gain view  
of Lake

Expanded/ redefined  
Waterfront  
Development  
District

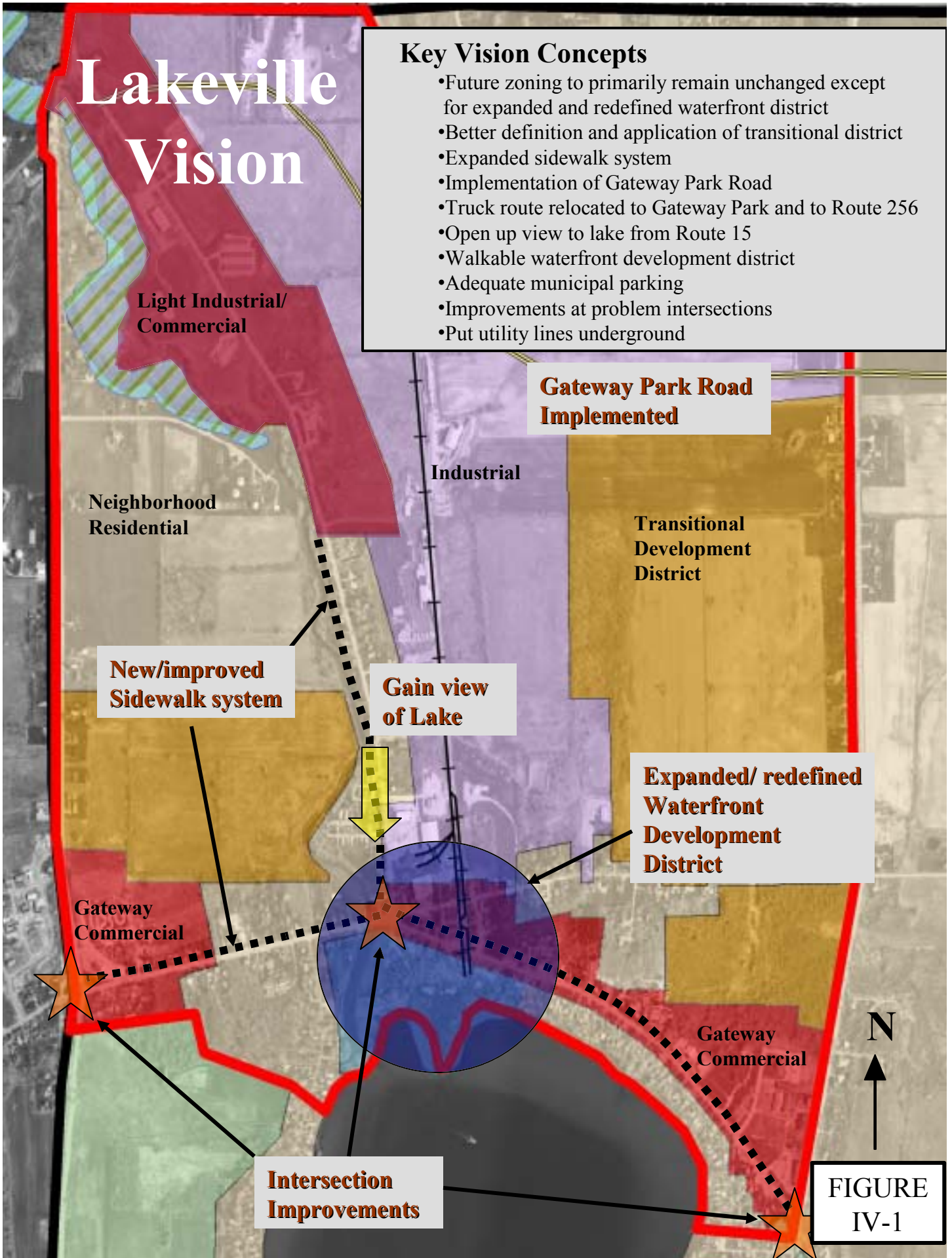
Gateway  
Commercial

Gateway  
Commercial

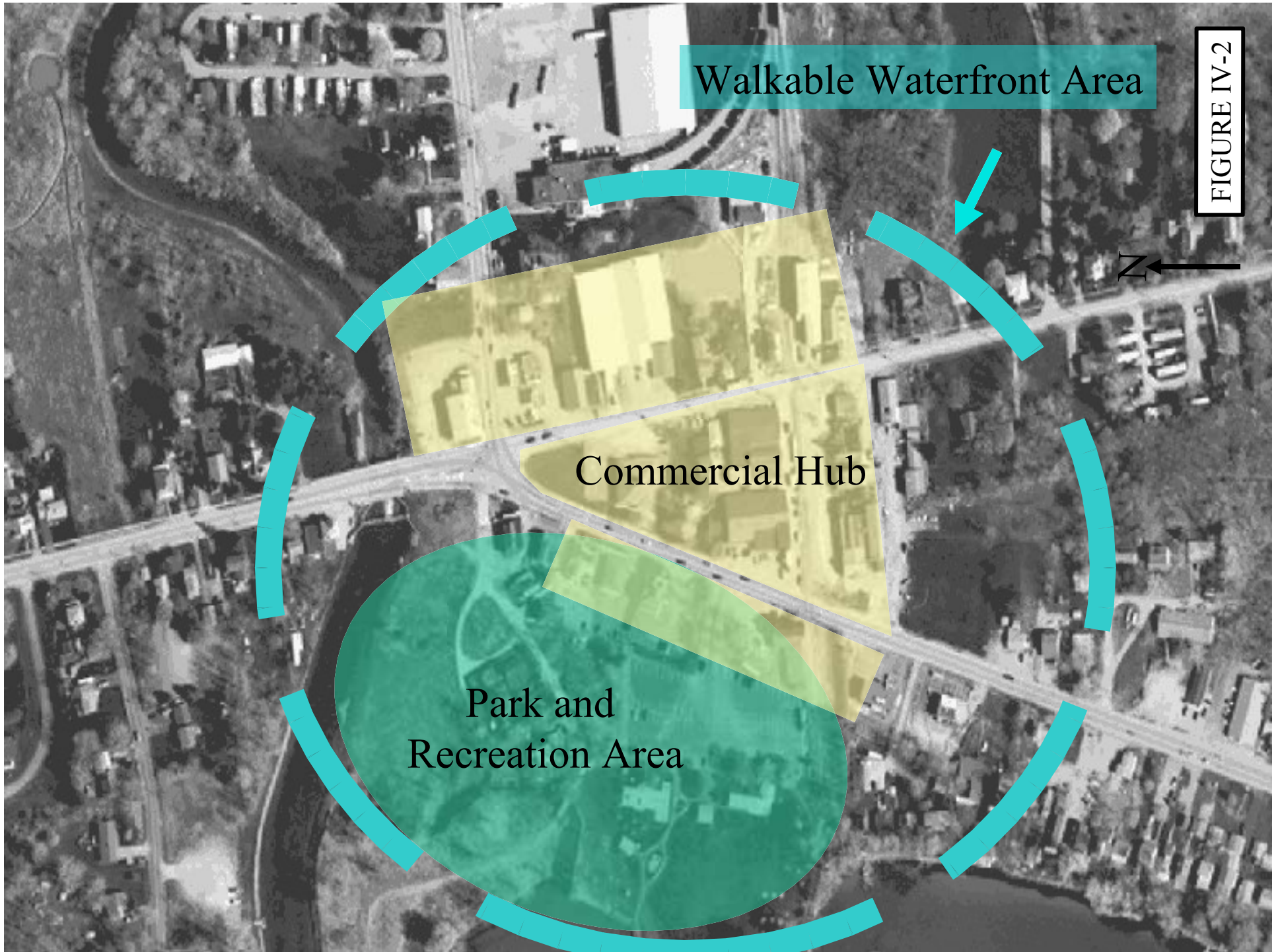
Intersection  
Improvements



FIGURE  
IV-1







Walkable Waterfront Area

Commercial Hub

Park and Recreation Area

FIGURE IV-2

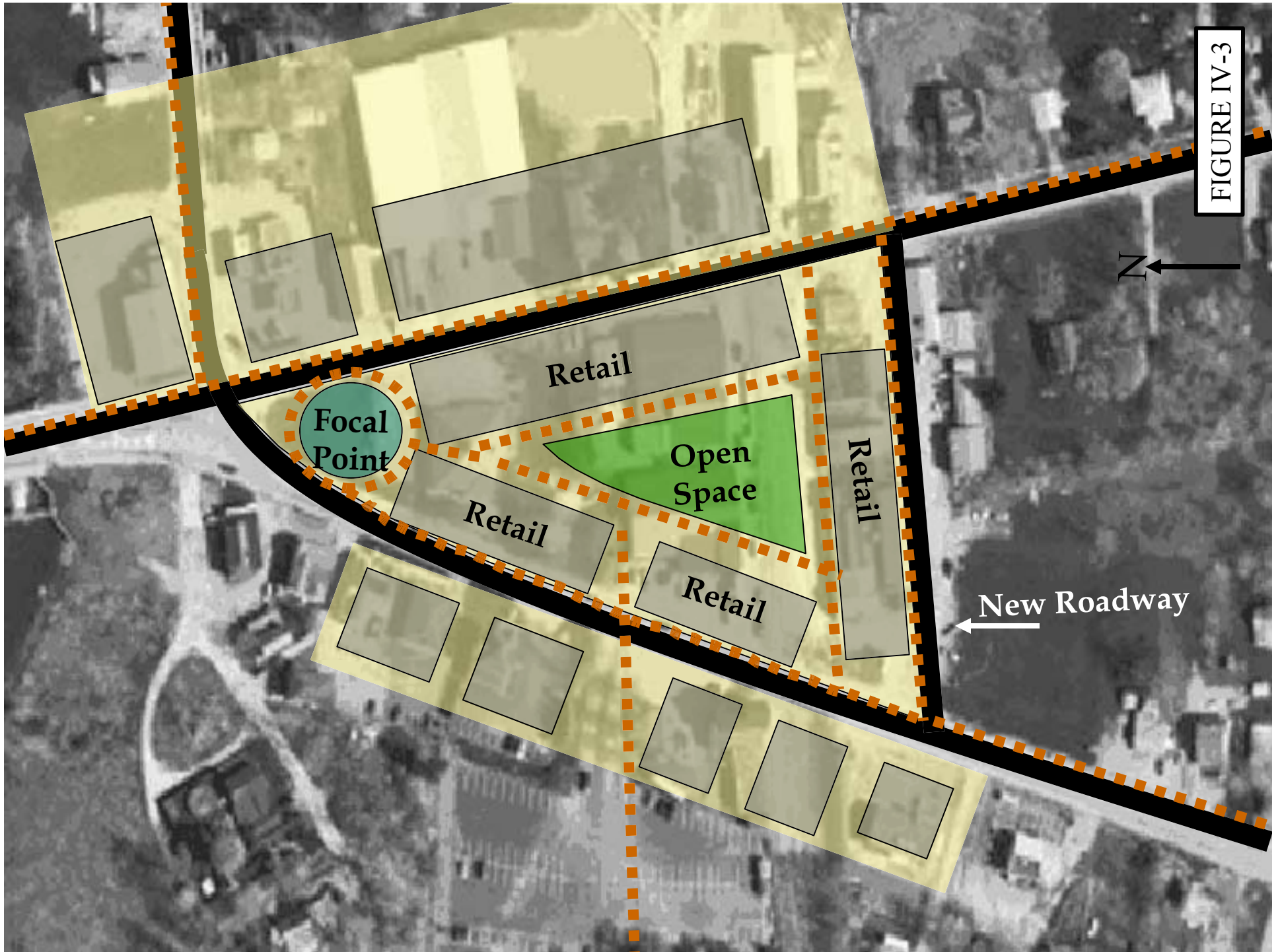
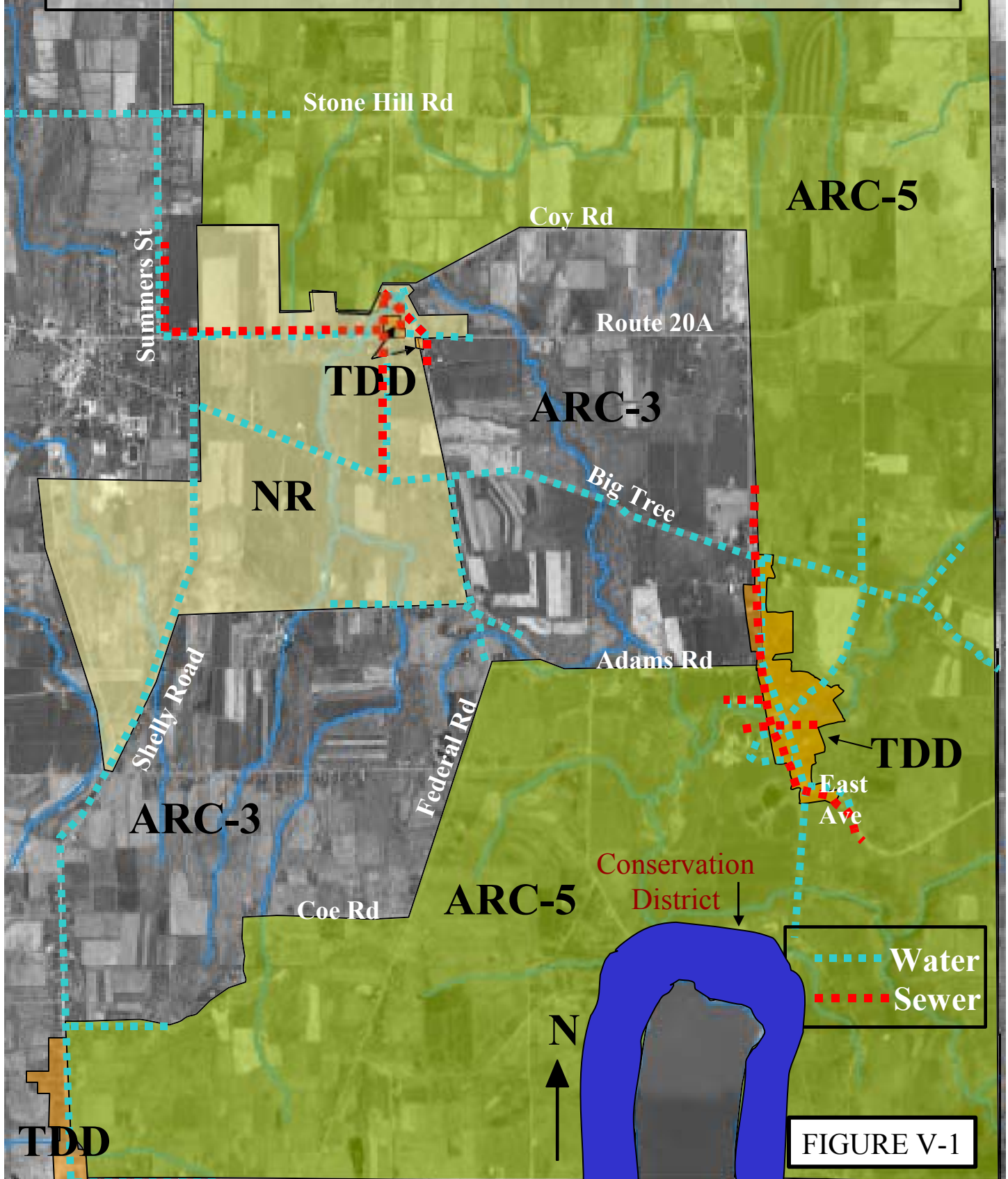


FIGURE IV-3

# Livonia Center and Hemlock Area Review ~Conservation District~



# Livonia Center and Hemlock Area Review

~Existing Zoning and Utility Locations~

