DANSVILLE

TRANSPORTATION AND INDUSTRIAL AND COMMERCIAL ACCESS STUDY

Livingston County, New York

Final Draft Submitted on:

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En Español

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TABLE OF CONTENTS

CHAPTER **PAGE**

List of Figures

1.0 INTRODUCTION & BACKGROUND

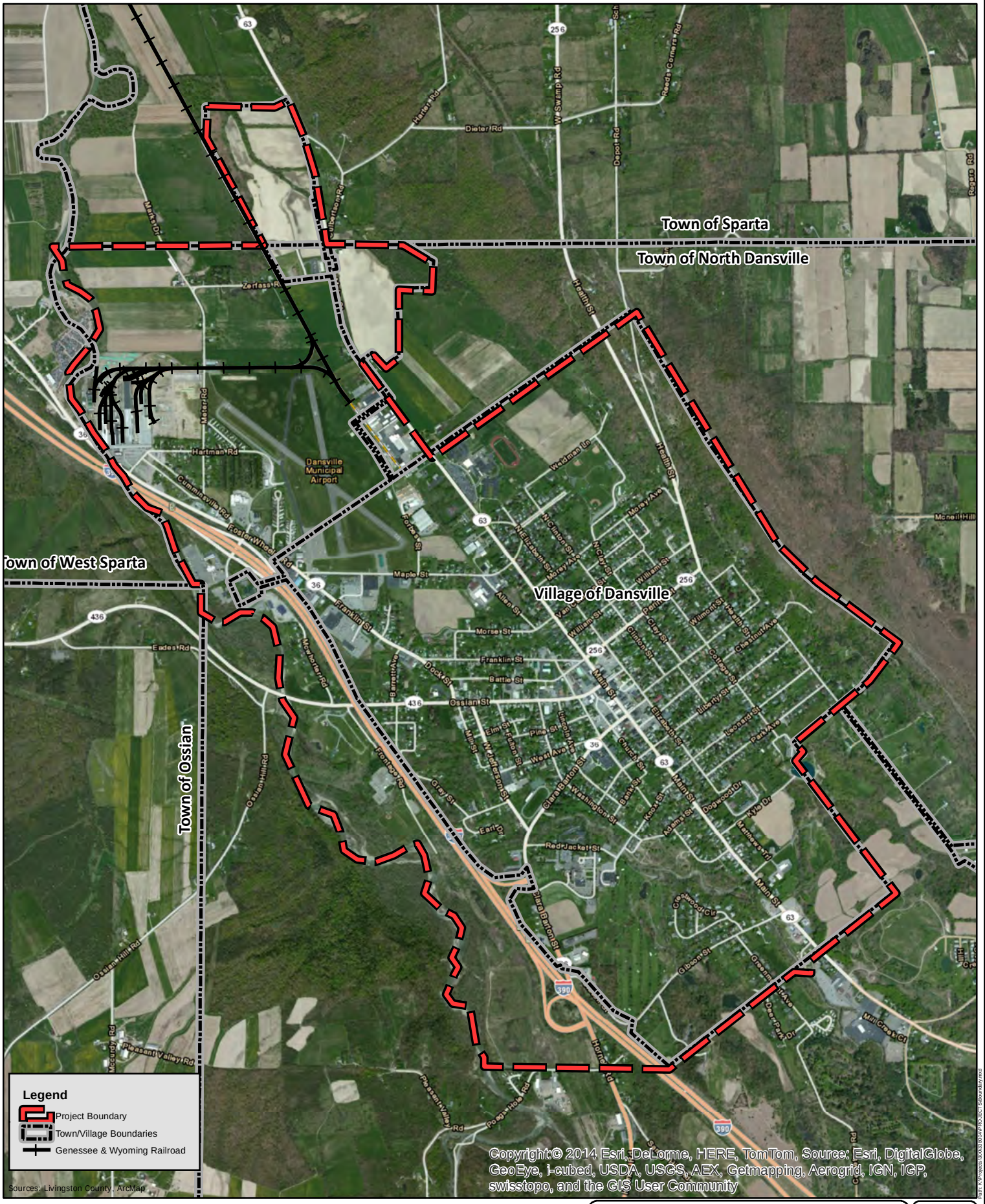
In the 21st century, communities must be positioned to compete at the highest levels for business retention and expansion. A superior state of readiness is an essential component of economic development. Shovel ready industrial parks like the Dansville Industrial Park are the gold standard. However, a safe and reliable multi-modal transportation network is critical to the success of any shovel ready industrial park. The Dansville Industrial Park has an enviable inventory of transportation options, including air, road and rail. The Dansville Transportation and Industrial and Commercial Access Study will assess the condition of these transportation assets, identify impediments that inhibit the industrial park from utilizing these transportation assets to their fullest potential and develop recommendations designed to mitigate transportation related obstacles to business retention, expansion and job creation. The study area boundary which is shown on **Figure 1** includes the entire Village of Dansville, a portion of the Town of North Dansville, and a small portion of the Town of Sparta to the north. Primary land assets within the study area include the Village downtown area, the 120-acre Dansville Industrial Park, LMC Industrial Contractors, and the 30-acre county-owned parcel adjacent to I-390 Exit 4. Additionally, critical transportation assets within the study area include I-390, which includes two exits (Exit 5 and Exit 4) directly into the Village of Dansville, State Routes 36 and 63, the Town of North Dansville Municipal Airport, and the G&W Railroad line that extends directly into LMC Industrial Contractors site. See **Figure 2** for an illustrative overview of these assets.

Dansville is strategically located at a major, multi-modal transportation crossroads. Car, truck, rail, and air transportation together play an important role in support of local and regional manufacturing, retail and service sectors. As future development unfolds, long-established transportation networks may conflict with pre-existing land uses. This situation may present barriers to the optimal circulation of commercial traffic. Striking a balance in the community between potentially conflicting uses is critical to the success of this planning effort. There is a need to *harmonize* the relationship between transportation and land use to ensure that the transportation system plays a *facilitative* role in economic development. The study area is situated in a part of Livingston County where the manufacturing and industrial sectors have exhibited a pattern of decline. This is consistent with the broader local and national trend toward service sector dominance of the economy. Given the continued importance of the manufacturing sector to the area and in recognition of the varied skills of the local labor force, the project partners have mobilized to build a strategy focused on the renewal of commercial development and manufacturing in Dansville. Easy access to markets relies upon a safe and efficient integrated transportation network. This is an essential component of a well-planned industrial park.

The 2011 Finger Lakes Regional Economic Development Council's Strategic Plan "Accelerating our Transformation" offered the following assessment of the condition of our region's public transportation infrastructure:

While the region's transportation infrastructure is generally considered sufficient in terms of overall capacity, there are several key points in the network that are bottlenecks and pose a significant barrier to growth, safety and our ability to capitalize on emerging industries unless remedied.

Unencumbered movement of freight is absolutely essential to the attraction and retention of industry and associated jobs. Competition for



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1 inch = 2,000 feet

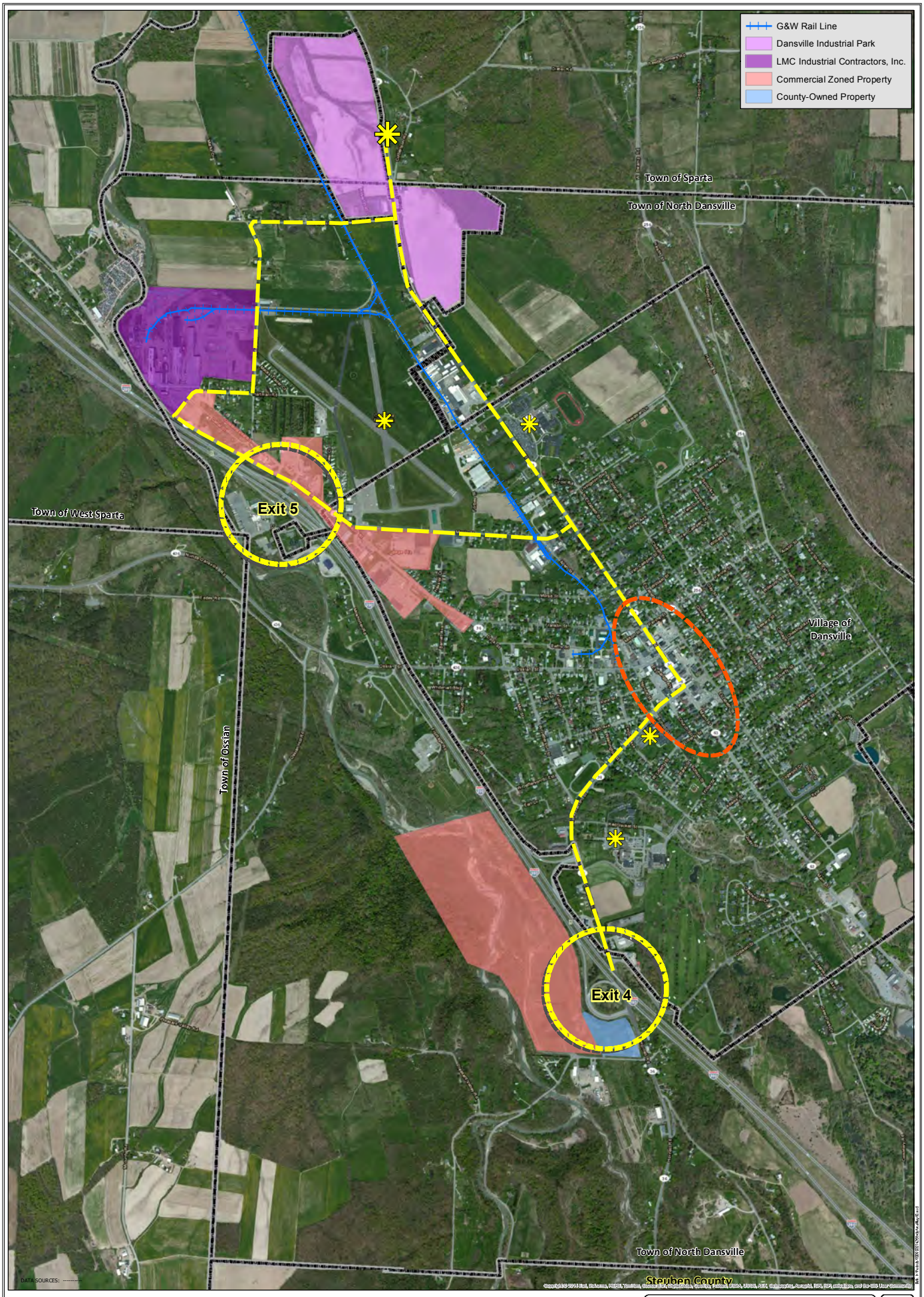
Dansville Transportation Access Study

Study Area Boundary Map

Livingston County February 2014 New York

Figure 1

Project No. 338.004



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Engineers • Environmental Scientists • Planners • Landscape Architects

1 inch = 600 feet

Livingston County

Dansville Transportation Access Study
Base Map

Livingston County | September 2013 | New York

Figure 2

industrial investment demands a high level of readiness. Shovel ready industrial sites are critically important, but they cannot compete effectively for investment in the absence of barrier free and diversified routes to markets.

This study will enhance the viability of existing shovel ready sites by identifying and prioritizing optimal transportation and circulation improvement alternatives. These recommended improvements will complement existing incentives that are currently available to mitigate costs associated with attracting and retaining business. Through implementation of identified transportation improvements, the Dansville area will be well positioned to contribute in a meaningful way to the Livingston County economy.

1.1 Context and Strategic Proximity

The study area is generally defined by Canaseraga Creek on the west, the Village of Dansville municipal boundary to the south and east, and the Dansville Industrial Park and the site of LMC Industrial Contractors to the north.

Livingston County has 17 towns and 9 villages. Located in the Finger Lakes Region of New York State, the County is situated approximately 12 miles south of the City of Rochester. The Village of Dansville, located at the southern end of Livingston County, is approximately 40 miles south of Rochester. Livingston County is the third largest county in the Genesee-Finger Lakes Region at approximately 630 square miles and is fourth in population and number of roadway miles[1]. According to a recent study prepared by the University of Wisconsin Population Health Institute and funded by the Robert Wood Johnson Foundation, Livingston County also has an enviable designation as the healthiest county in all of New York State.

[1] http://www.gtcmpo.org/Resources/QuickFacts.htm

Within Livingston County there are numerous historic, cultural, industrial, agricultural, recreational and educational features surrounding the study area, including Letchworth State Park, Stony Brook State Park, SUNY Geneseo, American Rock Salt, the Mount Morris Dam, Conesus Lake, Barilla America and Kraft Foods. Easily accessible via a short drive along I-390 north, the City of Rochester offers many additional cultural, recreational and civic activities that complement those found in Livingston County.

1.2 Development Opportunities

Economic development opportunities are seemingly plentiful within Livingston County and the Finger Lakes region. Key to its potential for important infrastructure enhancements and future development is the community's strategic location off I-390, local roadway network, and readily available land. Further, the ongoing success of LMC Industrial Contractors in conjunction with the area's existing rail, air and highway network offers an opportunity to nurture new businesses and seek national and international trade opportunities.

The study area is one of the very few with build-ready sites in Livingston County. Its location offers easy access to Dansville's central business district, numerous key transportation corridors, and a local workforce. Additionally, the study area's proximity to SUNY Geneseo, Alfred State, Houghton College, and the Genesee and Finger Lakes Community Colleges provides further opportunities for synergistic growth. Higher Education Institutions and the business community can benefit from strategic partnerships. Businesses thrive off local graduates and opportunities for academic research, training, and development of students and faculty. Local colleges and universities in turn can benefit from labor from internships and other training mechanisms for the local workforce.

1.3 Prior Studies

Airport Layout Plan, Town of Dansville Municipal Airport (2005)

The objective of the study was to prepare an update to the Airport Layout Plan to determine the extent, type, and schedule of development needed to accommodate existing needs and future aviation demand at the airport. Recommended development projects were provided for short-term (2003-2007), intermediate-term (2008-2012), and long-term (2013-2022). The recommended development program was meant to satisfy aviation demand and be compatible with the environment, community development, and other transportation modes.

Town of North Dansville/Village of Dansville Comprehensive Plan (2006)

The Comprehensive Plan was prepared by a group of stakeholders who put forth a common vision for the two municipalities' future. The Plan, through the participation of stakeholders, determined that Dansville's future is dependent upon factors like population changes, commercial and industrial development, community amenities and safety, along with strong leadership and innovative thinking. Ultimately, Dansville intends to remain an attractive, rural community that provides a safe and pleasant place to live or visit, while being commercially competitive and industrially diverse.

Transportation Industrial Access Study, Dansville Industrial Park (2007)

The purpose of this study was to recommend infrastructure improvements that will foster future development at the Dansville Industrial Park. The report was intended to be used by Livingston County or the Livingston County Development Group for preparing future grant applications for implementing recommended improvements. The report also includes concept level cost estimates for implementing these improvements, identified potential future funding sources and recommended key next steps.

Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region (2012)

This report was prepared to help determine how transportation investments can be leveraged to increase regional economic competitiveness and maximize economic growth in the Genesee-Finger Lakes region.

Genesee/Finger Lakes Comprehensive Economic Development Strategy (2012-2013)

The report is part of the Comprehensive Economic Development Strategy (CEDS) process and "is intended to promote sustainable economic development throughout the region". Through an ongoing process the resultant planning document serves as a guide for the Genesee/Finger Lakes Regional Planning Council's annual economic development work program. The CEDS report provides an overview of economic trends, details current economic development programs as well as development actions and project priorities.

Livingston County Transportation Connectivity Plan (2013)

This Plan includes an existing conditions inventory and baseline analysis, a system needs assessment, the development of alternatives and recommendations and an implementation action plan. The development of the plan was a community-based collaborative effort with extensive public involvement and also produces a case study of the Town and Village of Geneseo to provide a template for how the County's municipalities can customize the plan to meet their needs associated with their transportation infrastructure.

2.0 PUBLIC OUTREACH

From the outset, public sentiment, ideas and background knowledge were very important components to this Study. The Public Participation Plan was developed by Highland Planning, and included an interactive approach building upon stakeholder input that guided recommendations from previous studies.

Two public open houses and several steering committee meetings were held during the spring of 2014. However, the project team continued to interview individuals and conduct project steering committee meetings throughout the spring and summer in order to ferret out the wealth of information gathered during this process. The Study was informed by a strategic outreach process that included constant dialogue between the project team and community stakeholders to ensure that the recommendations address the needs and concerns of a broad range of public and private parties.

2.1 Project Steering Committee

Critical to the preparation of the Study was the active and invaluable guidance provided by the Project Steering Committee. Comprised of 12 members appointed by the Livingston County Planning Department, the Committee included:

- Dennis Mahus, Town of North Dansville Supervisor
- Peter Vogt, Village of Dansville Mayor
- Mark Schuster, Town of Sparta Supervisor
- Julie Marshall, Livingston County Economic Development/IDA
- Angela Ellis, Livingston County Planning Department
- David Paoletta, Livingston County Planning Department
- Jody Binnix, Genesee Transportation Council
- Dan Hallowell, NYS DOT
- Ron Klein, Rochester & Southern Railroad
- Jeff Shaver, Dansville Municipal Airport
- Jim Culbertson, Dansville Economic Development Corporation and Noyes Memorial Hospital Representative
- Lawrence Mehlenbacher, LMC Industrial Contractors

Serving as a conduit between the County Planning Department, the Consultant team and the general public, the Steering Committee allowed for an open exchange of ideas and data throughout the entire Study process. Face-to-face discussions, phone interviews, Steering Committee meetings, and public forums all contributed to the multi-faceted stakeholder involvement plan. The project team spoke with additional parties ranging from airport members, developers, freight operators, utility companies, private landowners, and former business tenants. Multiple modes of media including newspaper, television, Penny Saver, and the internet were utilized to disseminate information about the Dansville Industrial and Transportation Access Study as well as to attract and encourage input from citizens, businesses, and other interested parties.

Image 1: Public Engagement Diagram

2.2 Public Engagement

The following meetings and discussions were conducted to gather input for the Access Study:

Project Steering Committee Meeting
January 16, 2014

The project team held the first committee meeting to introduce the committee and discuss the project scope of work, goals for the study, lines of communication, roles of the committee members, and data distribution. Meeting agenda and minutes are provided in **Appendix A.**

Project Steering Committee Meeting
March 26, 2014

The purpose of this meeting was primarily to coordinate with the committee to provide project updates, tasks complete to date, data gaps, next steps, and to solicit ideas on the format of the first public open house.

1st Public Open House
April 3, 2014

In early spring, local business and property owners, agencies and the project team came together to learn about the Access Study and weigh in on a number of transportation and land use issues facing the Dansville community.

Project Steering Committee Meeting
May 13, 2014

The project team held the third committee meeting to review input from the first public open house, discuss the results of the SWOT analysis and the various transportation routing/access alternatives prepared to date.

2nd Public Open House
May 29, 2014

Based upon input received to date, the project team held a second public forum to present preliminary transportation and access routing alternatives to targeted development sites, and also showed conceptual buildout scenarios for those sites. Input received at this meeting was considered when preparing project recommendations and alternative access routes.

Discussion Forum with Local Business Owners
July 21, 2014

This meeting was held to discuss the potential accessibility alternatives that could potentially impact Forbes Street as part of this study. The focus of this meeting was to present the various routing and access alternatives being studied and to solicit input from business owners located on or adjacent to Forbes Street as to their concerns or suggestions for future improvements.

Discussion Forum with Airport Members and Clubs
July 21, 2014

This meeting was held to discuss with long-time users of the airport the various alternatives being considered, particular the alternative that could impact the northern portion of the Dansville Municipal Airport.

Project Steering Committee Meeting
November 20, 2014

This meeting was held to discussion Project Committee review comments based on submission of the first draft report. The emphasis of this discussion was on the recommendations and implementation section, and resulted in development of a new preferred routing alternative which would extend Zerfass Road to the west across Canaseraga Creek in order to link up to State Route 36. Meeting agenda and minutes are provided in **Appendix A.**

2.3 Community Sentiment

The following is a summary of key ideas, suggestions, and concepts heard throughout the public outreach process.

Local Business Activity

Existing businesses, particularly LMC Industrial Contractors, do not want to leave the Dansville community and Western New York region. Ideally, they would like to expand their operations, if possible. Below are some of the sentiments heard with regards to infrastructure upgrades from the local business community.

- Need easier access from I-390 to the central business district (CBD) and the industrial park.
- Plan for a near-term truck route that links to the industrial park but bypasses the School and CBD.
- Repair or upgrade the Mount Morris-Dansville railroad line north of Dansville to increase speed and shipping capacity.
- Extend sewer line into the County-owned property adjacent to Exit 4.
- Seek new businesses that can augment and/or partner with existing LMC Industrial Contractors operations.

Neighborhood Community

Improve the quality of local neighborhoods without compromising scale, character and safety.

- How can we expand business and industrial growth while also improving the quality of the community and local neighborhoods?
- Plan for a near-term truck route that links to the industrial park but bypasses the School and CBD.
- Improve aesthetic quality of local roadway network.
- Increase accessibility to pedestrian facilities such as sidewalks – more walkable!
- Encourage retail commercial and a stronger manufacturing base in the local community that can provide jobs and services.

Higher Educational Institutions

SUNY Geneseo, Alfred State College, Houghton College, Finger Lakes Community College and Genesee Community College foster the skill and awareness of the local work force.

- Look for strategic partnerships with high educational institutions.
- Seek opportunities to provide land assets for college and university satellite facilities and/or training centers.
- Leverage Genesee Community College as a SUNY school for qualifying for Governor Cuomo's Start-Up NY initiative.

Development Experts

Based on the strengths and potential of the Dansville community, sentiment from County IDA staff and others include:

- Focus attention on the most visible and accessible land assets first – the Dansville Industrial Park and the County-owned property adjacent to Exit 4.
- Accommodate a variety of uses and business types.
- Streamline the zoning and site plan review approval process for new development.
- Provide a variety of tax and abatement incentives for industrial, distribution, R&D, and corporate office development projects.
- County-owned land adjacent to Exit 4 should be considered for medical services in support of the Noyes Memorial Hospital.

- Seek out businesses for emerging technologies, fuel cells, energy and other industries that look to capitalize on an industrial/transportation hub community.

General Public

Lack of awareness to training opportunities and programs is as much of concern as negative perceptions.

- Increase accessibility to jobs and training.
- Areas outside of the central business district feel neglected – clean it up!
- Find a marketable name for the county-owned properties adjacent to Exit 4.
- Concerned about impacts to the Balloon Festival held at the airport each year.

Dansville Municipal Airport Interest Group

Retain operation and promote expansion of the airport.

- Concerned about impacts to the airport, its runways, and adjacent open lawn areas.
- Believes the airport could be a catalyst to encourage future economic development.

3.0 EXISTING CONDITIONS INVENTORY

The success of the Dansville Industrial Park, the county-owned Exit 4 property and other local business assets such as LMC Contractors, Inc. will in no small measure depend upon their ability to seamlessly move freight to local, regional, statewide, national and international markets. Transportation recommendations must balance the needs of the residents of the community with the improvements necessary to lift the industrial park out of a state of inertia. The preparation of a plan for the future is predicated on a clear understanding of the present conditions of the study area. This is accomplished by researching relevant existing planning documents in concert with a public participation process designed to obtain local perspectives from residents, the business community and potential employees. Research results and public input were used to inform the contents of this study. Recommendations from previous studies were evaluated for their relevance to this effort and incorporated into the analysis where appropriate.

The results of this process are summarized in the following sections of the study.

3.1 Demographic Context

Population change has a direct impact on services required at both the local and regional levels. Such changes in population require corresponding changes to infrastructure, housing, and community resources such as schools and libraries. Increases in population are usually the result of features that are desirable by residents while declines indicate that certain community needs are not being addressed. Understanding the impacts of population trends can help communities meet the needs of their current residents and predict the needs of future residents. This section examines several local and regional demographic trends, including overall population change and population breakdown by age.

Decennial Census Data vs. American Communities Survey Data

The Decennial Census counts all residents living in the United States as well as asks for name, sex, age, date of birth, race, ethnicity, relationship and housing tenure via a short form.

The more detailed socioeconomic information is collected by the American Community Survey (ACS), including employment and income characteristics. The survey provides current data about all communities every year, rather than once every 10 years. It is sent to a small percentage of the population on a rotating basis throughout the decade. No household will receive the survey more often than once every five years.

Data for the years 2000 and 2010 from both the Decennial Census and ACS was chosen for the most accurate demographic data pertaining to the study area. While 2013 ACS is available and is just as accurate as 2010 ACS data, 2010 ACS data was used in this analysis to be consistent with 2010 Census data.

Population: Local and Regional Trends

While the Village of Dansville is not a stereotypical rust-belt town, it has experienced a gradual erosion of the manufacturing employment base, leading to a drop in population over the last 40 years. The Village's population was 5,436 in 1970, but changing employment, mobility and communications trends have resulted in a population decline of over 13 percent since then. The surrounding Town of North Dansville ("Town"), with 85 percent of its population found in the Village of Dansville, has mirrored the 13 percent decline. Livingston County ("County") has, on the other hand, experienced a growth in population of 21 percent since 1970.

According to the 2010 Census, the Village and Town have populations of 4,719 and 5,538, respectively. Together, they comprise roughly 8.5 percent of the 65,393 people living in Livingston County despite making up just 1.5 percent of the County's geographic area. Much of the growth in the County's population occurred in the northern communities which are closer to employment centers in and around the City of Rochester.

Population change can be used to diagnose the relative economic health and livability of a community. An understanding of the age distribution of an area's residents is very important because different age groups often require distinctive sets of municipal services. As the baby boom generation retires in unprecedented numbers, many communities now have a disproportionately large population of senior citizens. As a result, there is often increased demand for transportation services, medical services, senior subsidized housing and age appropriate recreational activities. This contrasts with the needs of a younger population, which looks for good schools, affordable day care, outdoor recreational activities including multi-use trails and easy access to broadband. Although the impacts of the aging baby boom generation are substantial, they are temporary and speak to the need to effectively plan for the return to a more evenly distributed age demographic in the future. If the long term vision involves attracting more young people and new families to the area, the community must consider a proactive approach by developing the services and amenities necessary to achieve that goal.

Population: Study Area Trends

The populations of both the Village of Dansville and the Town of North Dansville declined while that of Livingston County grew between 2000 and 2010 (see Tables 1, 2, and 3 below). The Village population diminished by 2.3 percent and the Town by 3.5 percent. However, overall population growth for the County increased by 1.7 percent. Some age demographics among the three municipalities mirrored each other while others were more divergent.

Age Demographic Changes in Dansville vs. Allegany and Steuben Counties (2000-2010)

In terms of overall population changes during the first decade of the 21st century, total population fell in Allegany County and Danville while it held steady in Steuben County. The over-65 age cohort rose in both counties while it fell in Dansville. Youth population age 19 and under fell slightly in all three areas. The high-earning 45-65 age cohort rose in all three areas, but the increase was more pronounced in Dansville than in the counties.

Overall, Allegany and Steuben Counties appeared to be no closer a facsimile to Dansville than Livingston County. As a result, the bulk of this analysis assumed Livingston County as the closest proxy for Dansville. See Appendix B for tables of selected data from Allegany and Steuben Counties.

Subject	Dansville village, New York				
	2000		2010		% Change
	Number	Percent	Number	Percent	
Total population	4,832	100%	4,719	100%	-2.3%
Under 5 years	334	6.9%	289	6.1%	-0.8%
5 to 9 years	358	7.4%	314	6.7%	-0.8%
10 to 14 years	351	7.3%	330	7.0%	-0.3%
15 to 19 years	385	8.0%	328	7.0%	-1.0%
20 to 24 years	285	5.9%	251	5.3%	-0.6%
25 to 34 years	572	11.8%	568	12.0%	0.2%
35 to 44 years	756	15.6%	571	12.1%	-3.5%
45 to 54 years	668	13.8%	780	16.5%	2.7%
55 to 59 years	209	4.3%	319	6.8%	2.4%
60 to 64 years	153	3.2%	264	5.6%	2.4%
65 to 74 years	378	7.8%	313	6.6%	-1.2%
75 to 84 years	292	6.0%	277	5.9%	-0.2%
85 years and over	91	1.9%	115	2.4%	0.6%
18 years and over	3,541	73.3%	3,570	75.7%	2.4%
Median age (years)	36.9	(X)	40.1	(X)	8.7%

Table 1: Village Population Trends

As previously mentioned, the Village makes up 85 percent of the Town's population and demographic changes in the two jurisdictions understandably move in the same direction. Notable differences in the three areas included:

Each of the three municipalities is aging, most significantly in the County and least significantly in the Village. Median age grew by 12.7 percent in the County, 9.1 percent in the Town, and 8.7 percent in the Village.

- The amount of recent retirees (age 65-74) has increased County-wide, but decreased in the Village and Town.
- The population of the "young professionals" age cohort (age 25-34) has decreased by 1.8 percent in the County, yet grew slightly in the Village and Town at 0.2 and 0.4 percent, respectively.
- While all age brackets comprising school-age populations are decreasing, such cohorts are generally more stable in the Village and Town.

School-aged children and children (age 0-19) account for a fairly sizable portion of the Village population. Approximately 27 percent of the population falls into this category in the Village, compare to 25 percent in both the Town and the County. Thanks to SUNY Geneseo and Genesee Community College, the college age cohort (age 20-24) proportion of the population is significantly higher in the County than in the Village and Town.

Also of note is that the decreasing percentage of young professionals in the County will likely translate into few school age children over the next decade as well. The stable 25-34 cohort in the Village and Town alludes to a stable percent of school age children for the next decade. As a result, amenities that address the needs of school-aged children and their parents should be more of a priority in the Village and Town than in the County.

The needs of school-aged children differ from other age groups. Safe, walkable streets, maintained playgrounds or play areas, and community organizations that encourage personal

Subject	Livingston County, New York				
	2000		2010		% Change
	Number	Percent	Number	Percent	
Total population	64,328	100%	65,393	100%	1.7%
Under 5 years	3,505	5.4%	3,198	4.9%	-0.6%
5 to 9 years	4,137	6.4%	3,505	5.4%	-1.1%
10 to 14 years	4,552	7.1%	3,941	6.0%	-1.0%
15 to 19 years	6,141	9.5%	5,680	8.7%	-0.9%
20 to 24 years	5,832	9.1%	6,383	9.8%	0.7%
25 to 34 years	7,690	12.0%	6660	10.2%	-1.8%
35 to 44 years	10,896	16.9%	7923	12.1%	-4.8%
45 to 54 years	8,928	13.9%	10700	16.4%	2.5%
55 to 59 years	3,011	4.7%	4,563	7.0%	2.3%
60 to 64 years	2,308	3.6%	3,855	5.9%	2.3%
65 to 74 years	3,904	6.1%	4729	7.2%	1.2%
75 to 84 years	2,504	3.9%	2968	4.5%	0.6%
85 years and over	920	1.4%	1,288	2.0%	0.5%
18 years and over	49,265	76.6%	52,176	79.8%	3.2%
Median age (years)	35.3	(X)	39.8	(X)	12.7%

Table 2: County Population Trends

Subject	North Dansville town, Livingston County, New York				
	2000		2010		% Change
	Number	Percent	Number	Percent	
Total population	5,738	100%	5,538	100%	-3.5%
Under 5 years	372	6.5%	310	5.6%	-0.9%
5 to 9 years	409	7.1%	351	6.3%	-0.8%
10 to 14 years	416	7.2%	366	6.6%	-0.6%
15 to 19 years	435	7.6%	363	6.6%	-1.0%
20 to 24 years	308	5.4%	280	5.1%	-0.3%
25 to 34 years	636	11.1%	638	11.5%	0.4%
35 to 44 years	914	15.9%	638	11.5%	-4.4%
45 to 54 years	804	14.0%	934	16.9%	2.9%
55 to 59 years	265	4.6%	403	7.3%	2.7%
60 to 64 years	208	3.6%	339	6.1%	2.5%
65 to 74 years	500	8.7%	406	7.3%	-1.4%
75 to 84 years	363	6.3%	364	6.6%	0.2%
85 years and over	108	1.9%	146	2.6%	0.8%
18 years and over	4,256	74.2%	4,271	77.1%	2.9%
Median age (years)	38.6	(X)	42.1	(X)	9.1%

Table 3: Town Population Trends

	Village of Dansville		Town of North Dansville		Livingston County		New York State	
Population 2010	4,719	-2.34%	5,538	-3.49%	65,393	1.66%	19,378,102	2.12%
Population 2000	4,832	-3.40%	5,738	-0.78%	64,328	3.14%	18,976,457	5.48%
Population 1990	5,002	0.46%	5,783	-3.52%	62,372	9.41%	17,990,455	2.46%
Population 1980	4,979	-8.41%	5,994	-5.73%	57,006	5.49%	17,558,072	-3.72%
Population 1970	5,436		6,358		54,041		18,236,882	
Overall Population Change Since 1970:	**-13%**		**-13%**		**21%**		**6%**	

Table 4 Population Change Since 1970

development (e.g., Boys and Girls Clubs) should be supported through the planning process.

Attention must also be paid as to why young adults chose to live in the Village and Town as opposed to other municipalities within County. Interviews and other anecdotal evidence suggest that having more affordable housing, the cost of services, or the availability of rental units is a factor in this trend. Additionally, the compact nature of the Village makes it inherently more walkable than other areas of the County, a quality of life characteristic increasingly more attractive to young people.

Residents aged 65 years and older also represent a fairly sizable portion of the Village (14.9 percent). However, this figure fell slightly from 15.7 percent in 2000 indicating that fewer Village residents were choosing to spend retirement locally. This has important implications for planning as older residents in the community may not have easy access to necessary resources as they age, including supermarkets, senior housing, medical care, and social opportunities. By contrast, the proportion of the residents over the age of 65 in the County grew from 11.4 percent in 2000 to 13.7 percent in 2010.

Employment and Income Characteristics

Data on employment and income comes from the 2000 and 2010 Decennial Census and American Communities Survey. This data indicates the employment and income makeup of residents of the Dansville, North Dansville, and Livingston County areas, respectively.

The unemployment rate in the Village of Dansville was 12.4 percent in 2010, up from 8.3 percent in 2000. The Town experienced a similar increase in unemployment from 9 percent in 2000 to 12.5 percent in 2010. Unemployment for Livingston County as a whole fell slightly from 6.1 percent in 2000 to 5.3 percent in 2010.

Members of the civilian labor force within the Village, Town, and County are primarily employed in Education, Health and Social Services (32, 34, and 29 percent, respectively). This industry provides employment for 670 people in the Village, 835 in the Town, and 8,903 in the County. The following sectors also comprise a large percentage of the workforce in Village, Town, and County:

- Manufacturing (15, 14, and 16 percent, respectively); and
- Retail Trade (14, 13, and 11 percent, respectively).

In the Village, employment in retail grew by 5.7 percent between 2000 and 2010, while Education, Health, and Social Services grew by 3.3 percent and manufacturing fell by 1.2 percent. Arts & Entertainment employment fell from 7.5 percent to 6.0 percent while employment in Transportation & Warehousing held steady at 3.4 percent of total employment.

In the Town, the Education, Health, and Social Services sector increased employment by 5.7 percent in the first decade of the 21st century. Similarly, employment in Retail increased by 3.6 percent while employment in the Manufacturing sector fell by 2.6 percent.

In the County, employment in Education, Health, and Social Services grew by 2.5 percent while Retail jobs fell by 1.2 percent. Employment remained relatively steady in the fields of Construction, Arts & Entertainment, and Manufacturing. Also of note, employment in the Professional, Scientific, Management, Administration, and Waste Management Services sector grew from 6 percent of total employment in 2000 to 8 percent in 2010.

Lastly, employment in all three municipalities has become more local, as indicated by declining "mean travel time to work" statistics. The average commute for Village residents fell by 2.3 minutes over the decade to 19.5 minutes of one-way commuting time. Average travel time to work for Town residents fell by 1.7 minutes to an average of 20 minutes and that of County residents fell by 0.8 minutes to 24.5 minutes. In 2010, the median household income in the Village of Dansville was $33,750, up from $32,903 in 2000. While this median income paralleled the Town of North Dansville, which rose from $32,519 in 2000 to $34,400 in 2010, both income levels are well below that of Livingston County which rose from $42,066 to $51,690. Over the 2000 to 2010 period, median household income grew by just 2.6 percent in the Village and 5.8 percent in the Town, while it grew by 22.9 percent in the County as a whole. The Village is also the poorest among the three municipalities. According to the 2010 Census, 20.4 percent of the population reported incomes below the poverty level. Additionally, the 2010 Census shows that 42 percent of the Village has an annual income of less than $25,000, compared with 37 percent in the Town and 22 percent in the County. In 2010, 18.2 percent of the Town and 11.9 percent of the County was below the poverty level. Between 2000 and 2010, the poverty rate in the Village increased by 3.4 percent while at the same time increasing by 2.8 percent in the Town and by just 1.8 percent in the County.

Subject	Livingston County, New York					North Dansville town, Livingston County, New York					Dansville village, New York				
	2000		2010		%	2000		2010		% Change	2000		2010		%
	Number	Percent	Number	Percent	Change	Number	Percent	Number	Percent		Number	Percent	Number	Percent	Change
INCOME															
Households	22,149	100%	24,135	100%	0.0%	2,333	100%	2,534	100%	0.0%	1,919	100%	2,073	100%	0.0%
Less than $10,000	1,481	7%	1,468	6%	-0.6%	307	13%	261	10%	-2.9%	259	13%	238	11%	-2.0%
$10,000 to $14,999	1,461	7%	1,126	5%	-1.9%	221	9%	146	6%	-3.7%	193	10%	116	6%	-4.5%
$15,000 to $24,999	3,090	14%	2,719	11%	-2.7%	391	17%	528	21%	4.1%	317	17%	510	25%	8.1%
$25,000 to $34,999	2,854	13%	2,450	10%	-2.7%	314	13%	344	14%	0.1%	240	13%	188	9%	-3.4%
$35,000 to $49,999	4,177	19%	3,830	16%	-3.0%	384	16%	317	13%	-3.9%	321	17%	250	12%	-4.7%
$50,000 to $74,999	5,094	23%	5,124	21%	-1.8%	460	20%	561	22%	2.4%	381	20%	429	21%	0.8%
$75,000 to $99,999	2,382	11%	3,570	15%	4.0%	117	5%	168	7%	1.6%	105	5%	168	8%	2.6%
$100,000 to $149,999	1,224	6%	2,874	12%	6.4%	116	5%	176	7%	2.0%	91	5%	141	7%	2.1%
$150,000 to $199,999	196	1%	659	3%	1.8%	23	1%	33	1%	0.3%	12	1%	33	2%	1.0%
$200,000 or more	190	1%	315	1%	0.4%	0	0%	0	0%	0.0%	0	0%	0	0%	0.0%
Median household income (dollars)	42,066	(X)	51,690	(X)	22.9%	32,519	(X)	34,400	(X)	5.8%	32,903	(X)	33,750	(X)	2.6%
Per capita income (dollars)	18,062	(X)	22,923	(X)	26.9%	16,540	(X)	20,317	(X)	22.8%	15,994	(X)	19,777	(X)	23.7%
POVERTY STATUS IN 1999 (below pover															
Families Percent below poverty level	(X)	5.8%	(X)	6.7%	0.9%	(X)	11%	(X)	13.8%	3.1%	(X)	12.3%	(X)	15.7%	3.4%
Individuals Percent below poverty	(X)	10.4%	(X)	11.9%	1.5%	(X)	15%	(X)	18.2%	2.8%	(X)	17.0%	(X)	20.4%	3.4%

Table 5: Income Statistics Summary

Subject	Livingston County, New York					North Dansville town, Livingston County, New York					Dansville village, New York				
	2000		2010		%	2000		2010		% Change	2000		2010		%
	Number	Percent	Number	Percent	Change	Number	Percent	Number	Percent		Number	Percent	Number	Percent	Change
EMPLOYMENT STATUS															
Population 16 years and over	51,247	100%	53,806	100%	0.0%	4,530	100%	4,693	100%	0.0%	3,770	100%	3,915	100%	0.0%
In labor force	32,547	64%	32,720	61%	-2.7%	2,910	64%	2,806	60%	-4.4%	2,428	64%	2,410	62%	-2.8%
Civilian labor force	32,541	63%	32,682	61%	-2.8%	2,910	64%	2,806	60%	-4.4%	2,428	64%	2,410	62%	-2.8%
Employed	30,550	60%	30,941	58%	-2.1%	2,655	59%	2,454	52%	-6.3%	2,226	59%	2,110	54%	-5.1%
Unemployed	1,991	4%	1,741	3%	-0.7%	255	6%	352	8%	1.9%	202	5%	300	8%	2.3%
Percent of civilian labor force	(X)	6.1%	(X)	5.3%	-0.8%	(X)	9%	(X)	12.5%	3.7%	(X)	8.3%	(X)	12.4%	4.1%
Armed Forces	6	0%	38	0%	0.1%	0	0%	0	0%	0.0%	0	0%	0	0%	0.0%
Not in labor force	18,700	37%	21,086	39%	2.7%	1,620	36%	1,887	40%	4.4%	1,342	36%	1,505	38%	2.8%
COMMUTING TO WORK															
Workers 16 years and over	29,772	100%	30,213	100%	0.0%	2,603	100%	2,405	100%	0.0%	2,184	100%	2,061	100%	0.0%
Mean travel time to work (minutes)	25.3	(X)	24.5	(X)	(X)	21.7	(X)	20	(X)	(X)	21.8	(X)	19.5	(X)	(X)
Employed civilian population 16 years and over	30,550	100%	30,941	100%	0.0%	2,655	100%	2,454	100%	0.0%	2,226	100%	2,110	100%	0.0%
OCCUPATION															
Management, professional, and related occupations	9,774	32%	10,347	33%	1.4%	633	24%	798	33%	8.7%	542	24%	690	33%	8.4%
Service occupations	4,785	16%	5,366	17%	1.6%	429	16%	471	19%	3.0%	358	16%	397	19%	2.7%
Sales and office occupations	7,438	24%	7,167	23%	-1.1%	713	27%	642	26%	-0.7%	590	27%	567	27%	0.4%
Natural resources, construction, and maintenance occupations	3523	12%	3,866	13%	1.0%	291	11%	207	8%	-2.5%	255	11%	199	9%	-2.0%
Production, transportation, and material moving occupations	5,030	16%	4,195	14%	-2.9%	589	22%	336	14%	-8.5%	481	22%	257	12%	-9.4%
INDUSTRY															
Agriculture, forestry, fishing and	945	3.1%	1,248	4.0%	0.9%	66	2.5%	71	2.9%	0.4%	56	2.5%	71	3.4%	0.8%
Construction	2,208	7.2%	2,174	7.0%	-0.2%	174	6.6%	78	3.2%	-3.4%	139	6.2%	78	3.7%	-2.5%
Manufacturing	5,005	16.4%	4,840	15.6%	-0.7%	438	16.5%	340	13.9%	-2.6%	372	16.7%	327	15.5%	-1.2%
Wholesale trade	968	3.2%	591	1.9%	-1.3%	104	3.9%	58	2.4%	-1.6%	84	3.8%	58	2.7%	-1.0%
Retail trade	3,688	12.1%	3,376	10.9%	-1.2%	243	9.2%	313	12.8%	3.6%	181	8.1%	292	13.8%	5.7%
Transportation and warehousing, and	1,393	4.6%	1,145	3.7%	-0.9%	106	4.0%	119	4.8%	0.9%	76	3.4%	71	3.4%	0.0%
Information	746	2.4%	488	1.6%	-0.9%	104	3.9%	54	2.2%	-1.7%	104	4.7%	54	2.6%	-2.1%
Finance, insurance, real estate, and	896	2.9%	916	3.0%	0.0%	44	1.7%	35	1.4%	-0.2%	37	1.7%	35	1.7%	0.0%
Professional, scientific, management, administrative, and waste management services	1,834	6.0%	2,326	7.5%	1.5%	181	6.8%	103	4.2%	-2.6%	144	6.5%	75	3.6%	-2.9%
Educational, health and social services	8,026	26.3%	8,903	28.8%	2.5%	751	28.3%	835	34.0%	5.7%	634	28.5%	670	31.8%	3.3%
Arts, entertainment, recreation, accommodation and food services	2,219	7.3%	2,160	7.0%	-0.3%	185	7.0%	127	5.2%	-1.8%	167	7.5%	127	6.0%	-1.5%
Other services (except public	1,383	4.5%	1,386	4.5%	0.0%	97	3.7%	218	8.9%	5.2%	84	3.8%	170	8.1%	4.3%
Public administration	1,239	4.1%	1,388	4.5%	0.4%	162	6.1%	103	4.2%	-1.9%	148	6.6%	82	3.9%	-2.8%

Table 6: Employment Statistics Summary

3.2 Physical Inventory and Analysis

The following section provides more detailed information on various factors that influence the location, size, character and use of future redevelopment and new construction in the study area.

Existing Land Use

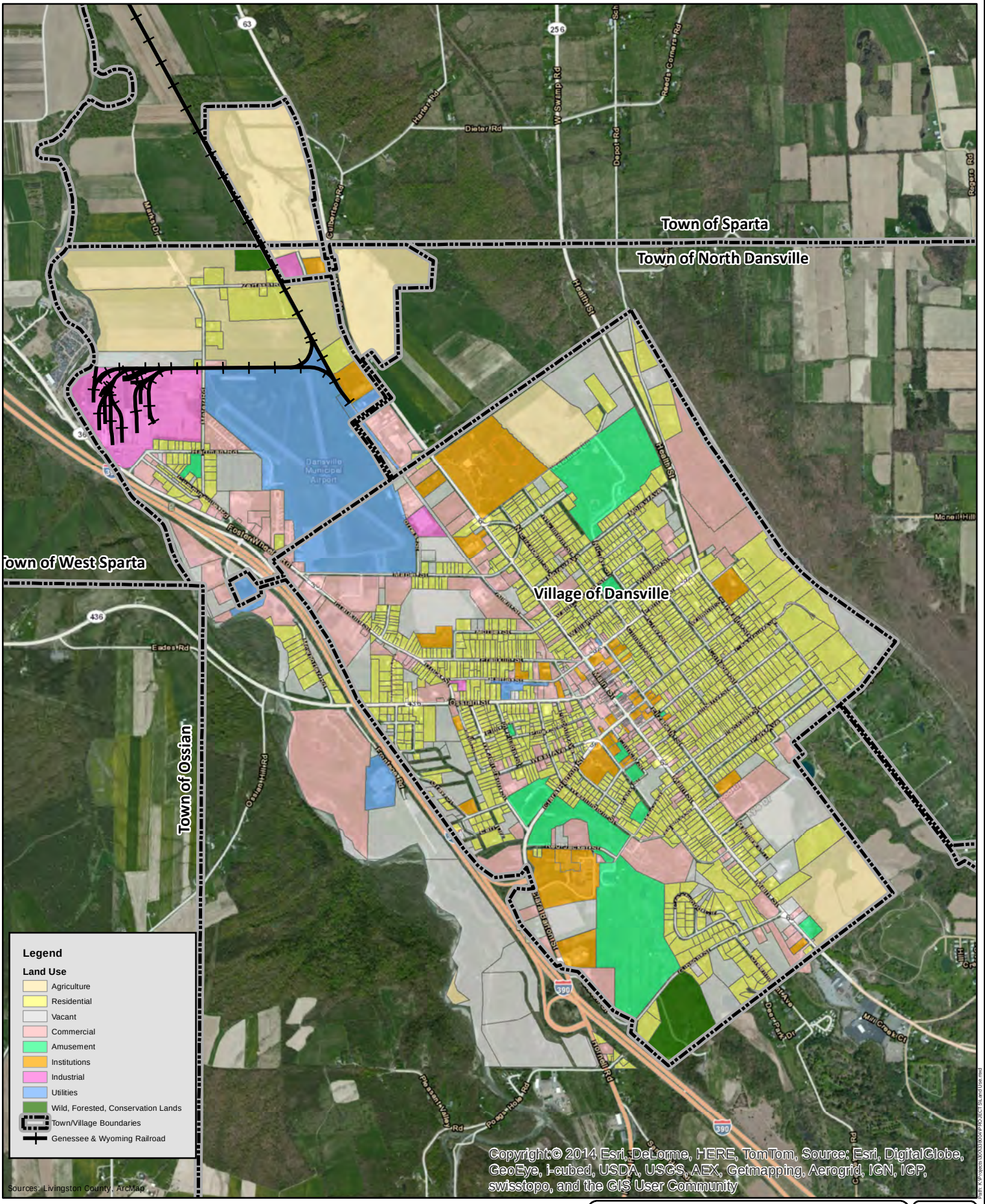
The study area possesses a wealth of transportation options. Few places can boast the convergence of rail, air, interstate and state highway connections as they presently exist in Dansville. The transportation network must be understood in terms of its influence on existing development patterns together with its potential to shape future development patterns. Analysis of data gathered through research and as the result of public outreach reveals a study area comprised of 2,022 parcels encompassing approximately 2,069 acres of land. Because public road rights-of-way are not designated land uses, they are not included in the totals.

Land uses within the study area are depicted in **Figure 3**. The land use classification system employed by the New York State Office of Real Property Services (NYSORPS) was utilized for this analysis. Data is based on property assessments established by the local municipality. NYSORPS uses nine land use categories to classify lands within New York State. All nine land use categories are present within the study area. It should be noted that because assessments may not be updated on a regular basis, this analysis is also supported both by field evaluations and discussions with the Village of Dansville and Town of North Dansville. For example, the Dansville Industrial Park is actively farmed as a source of rental income, but based on field evaluations, the more appropriate classification is industrial vacant according to NYSORPS.

As is summarized in Table 7, the most numerous land use category is Residential, comprising 1,433 of the study area's 2,022 parcels (70.87 percent) and 575 (27.78 percent) of the 2,070-acre area. The Vacant land use category accounts for 257 parcels within the study area (12.71 percent) and 355 acres, followed by Commercial lands occupying 12.02 percent (243 properties) of the parcels of the study area and 316 acres of land.

Land Use	Property Class Code	Parcels	% of Parcels	Acres	% of Acres
Agriculture	100s	13	0.64%	308.09	14.89%
Residential	200s	1433	70.87%	574.83	27.78%
Vacant	300s	257	12.71%	354.82	17.14%
Commercial	400s	243	12.02%	316.21	15.28%
Amusement	500s	13	0.64%	129.03	6.23%
Institutions	600s	43	2.13%	108.57	5.25%
Industrial	700s	4	0.20%	65.62	3.17%
Utilities	800s	13	0.64%	184.02	8.89%
Conservation Land	900s	3	0.15%	28.40	1.37%
Total		2022	100.00%	2069.58	100.00%
*Acreage does not include public roadway rights-of-way					

Table 7: Existing Land Use Summary



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1 inch = 2,000 feet

Dansville Transportation Access Study

Existing Land Use

Livingston County March 2014 New York

Figure 3

Project No. 338.004

Overall, there is a mix of uses in the study area, which essentially follows the Village boundary with a few exceptions. The Agriculture, Residential, Vacant, and Commercial land use categories each comprise at least a 15 percent share of the total acreage.

Existing Zoning

The Village of Dansville is divided into eight zoning districts: Low Density Residential (LR), Low Density Residential-2 (LR-2), High Density Residential (HR), Central Business (B-1), General Business (B-2), Agricultural-Conservation (A), General Business / Light Industrial (B/LI), and Light Industrial (I-1). Each is present in the study area. In addition, the Planned Unit Development Overlay District (PUD) also overlaps areas of the study area.

The Town of North Dansville also has several zoning districts within the study area. The Town's Agriculture (A), Business (B), Conservation (C), Light Industrial (I-1), Heavy Industrial (I-2), Low Density Residential (LR), and Medium Density Residential (MD) Districts are present in the study area. The Town's code was last updated in 2008 while the Village's code was last updated in 2009. Table 8 identifies the Village and Town zoning breakdown by acreage within the study area. Zoning for the study area is illustrated in **Figure 4**.

The portion of the study area within the Town is primarily zoned for commercial or industrial uses. The Village's portion of the study area is zoned more diversely and predominantly residential. However, the areas of land near the Dansville Industrial Park, airport, and rail line under the jurisdiction of the Village have zoning regulations that are conducive to commercial and industrial development.

Village of Dansville

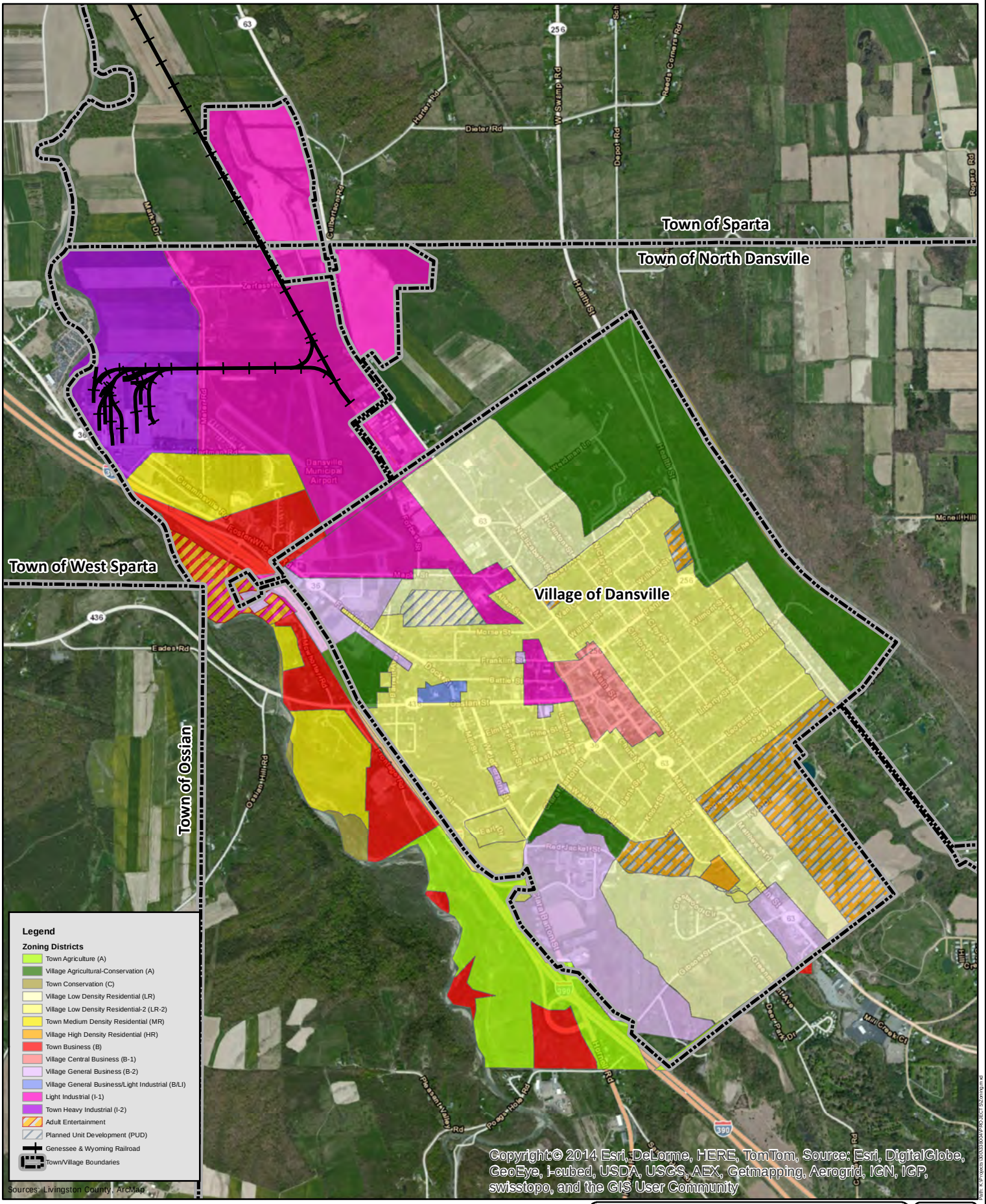
Approximately 66 percent (1,659 acres) of the study area lies within the Village of Dansville. Over half of this land (954 acres) is zoned Low Density Residential (LR), Low Density Residential (LR-2), or High Density Residential (HR). The remainder is divided among the Agricultural-Conservation (10.6%), Light Industrial (8.4%), General Business (7.7%), Central Business (1.25%), and General Business / Light Industrial (0.2%) zones. The Planned Unit Development Overlay District overlaps another 118 acres of the zoning in the study area.

Zoning Classification	Abbrev	Acres	% of Total Acreage
Town of North Dansville			
Agriculture	A	123.46	4.91%
Business	B	215.35	8.56%
Conservation	C	28.50	1.13%
Light Industrial	I-1	250.35	9.95%
Heavy Industrial	I-2	138.84	5.52%
Low Density Residential	LR	1.92	0.08%
Medium Density Residential	MR	97.71	3.88%
Total	-	856.14	34.03%
Overlays:			
Adult Entertainment	-	27.00	1.07%
Village of Dansville			
Agricultural-Conservation	A	266.07	10.58%
Central Business	B-1	31.54	1.25%
General Business	B-2	192.42	7.65%
General Business / Light Industrial	B/LI	5.20	0.21%
Light Industrial	I-1	210.27	8.36%
Low Density Residential	LR	290.97	11.57%
High Density Residential	HR	103.96	4.13%
Total	-	1659.40	65.97%
Overlays:			
Planned Unit Development	PUD	117.80	4.68%
Total Acreage	(X)	2515.54	100.00%

Table 8: Existing Zoning Summary

Town of North Dansville

The Town of North Dansville zoning districts govern about 34 percent of the study area. Business, Light Industrial, and Heavy Industrial Districts cover 604 of the 856 acres of the study area within the Town's jurisdiction. The remainder is made up of the Agriculture, Medium Density Residential, Conservation, and Low Density Residential Districts. The Adult Entertainment Overlay District overlaps another 27 acres of the study area within the Town.



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Dansville Transportation Access Study

Existing Zoning Districts

Livingston County March 2014 New York

Figure 4

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Natural Resources

According to the NYS Department of Environmental Conservation (NYSDEC) wetlands are areas saturated by surface or ground water sufficient to support distinctive vegetation adapted for life in saturated soil conditions. The NYSDEC further states that wetlands serve as natural habitat for many species of plants and animals and absorb the forces of flood and tidal erosion to prevent loss of upland soils. The NYSDEC identifies and regulates all freshwater wetlands greater than 12.4 acres in size and protects an adjacent area of 100 feet around those wetlands. To accurately account for wetland areas within the Dansville Transportation Access Study Area, two data sets were included in this analysis – NYSDEC wetlands and National Wetlands Inventory (NWI) wetlands. According to NYSDEC wetland data (**Figure 5**), one regulated wetland exists within the study area. This wetland partially occupies the northernmost portion of the Dansville Industrial Park west of NY-63. It covers over 11.4 acres and extends westward beyond the study area boundary into the Town of Sparta.

Wetland areas are also mapped by the U.S. Fish and Wildlife Service through the National Wetlands Inventory (NWI). Wetland areas are identified by NWI data within the study area in three general areas. Similar to the mapped DEC wetland, an NWI wetland covers the entirety of the Dansville Industrial Park and its vicinity. NWI wetlands are also found in the southwestern quadrant of the village and along the Canaseraga Creek.

Floodplains

Floodplains are low-lying areas that are most subject to recurring inundation. Development in floodplains is complicated by the increased potential for flooding. Floods, and floodplains, are generally identified based on the statistical frequency of occurrence. A "100-year floodplain," for example, is an area that is subject to a one percent or greater chance of flooding in any given year. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Program, in areas exposed to 100-year floods, new or substantially improved dwellings must have the lowest floor elevated to or above the base flood level.

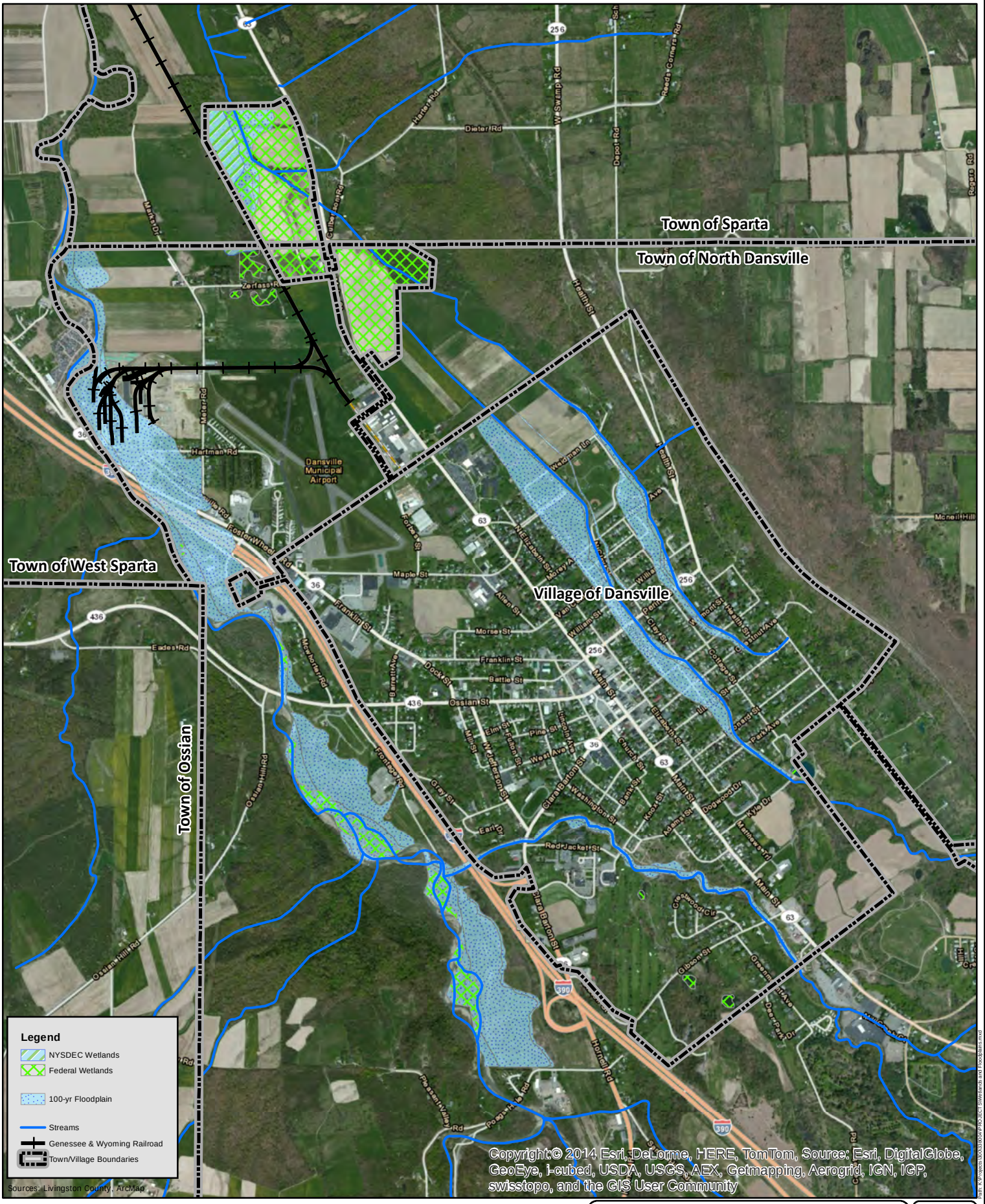
Based on an analysis of FEMA's Q3 flood data, approximately 355 acres (14.8 percent) of the study area are within a mapped floodplain. As is depicted in **Figure 5**, the majority of these floodplains are located in lower areas along the Canaseraga Creek. Certain types of development in these areas may be complicated by the possibility of flooding and a high water table.

Soils

As shown in Table 9 and **Figure 6**, 76.5 percent of soils within the study area are predominantly well drained. This area of soil covers all areas of the study area that are not either near a seasonal or a year-round stream or on the steep slopes of Dansville Hill, along the eastern edge of the study area. Much of these soils belong to hydrologic groups A or B. Group A soils have low runoff potential and high infiltration rates even when thoroughly wetted, meaning that they drain well. Group B soils consist of slightly less fine textures and drain moderately well when compared to group A.

Drainage Classification	Acres	% of Total Acreage
Water	17.18	0.7%
Very Poorly Drained	196.34	8.2%
Moderately Well Drained	315.97	13.2%
Well Drained	1837.45	76.5%
Somewhat Excessively Drained	33.99	1.4%
Total	2400.93	100.0%

Table 9: Soils Drainage Class Summary



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1 inch = 2,000 feet

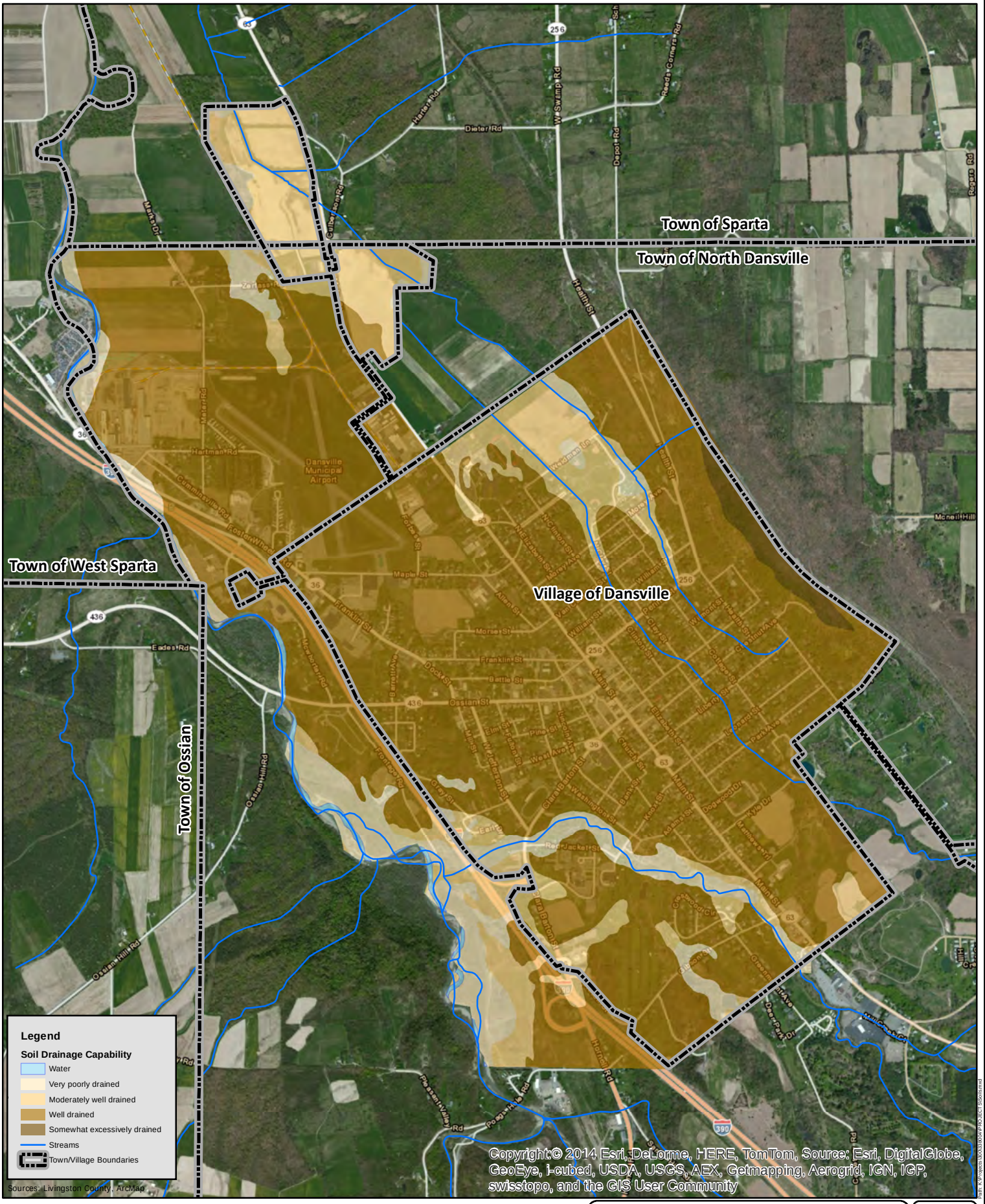
Dansville Transportation Access Study

Wetlands and Floodplains

Livingston County March 2014 New York

Figure 5

Project No. 338.004



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1 inch = 2,000 feet

Dansville Transportation Access Study

Soils and Drainage Class

Livingston County March 2014 New York

Figure 6

Project No. 338.004

13.2 percent of study area soils are moderately well drained, most of which of hydrologic group B.

These areas are usually the upland inundations in seasonal streams.

8.2 percent of study area soils are very poorly drained and are comprised mainly of hydrologic group C or D soils. These areas have poor drainage and usually have a layer that impedes the downward movement of water. Redevelopment in these lowland areas will be more complex than in areas with hydrologic soil group A or B. Very poorly drained areas are in the study area's seasonal streambeds, floodplains, and the low areas along the Canaseraga Creek.

Geology

Because surface geology can either enhance or impede implementation, an analysis was conducted for the Study Area to determine the type, location and impact these materials may have going forward. The study area is comprised of recent alluvium, kame moraine, and bedrock – according to data from the New York State Museum (NYSM). (See Table 10)

Recent alluvium usually exists in floodplains within valleys and is defined by the NYSM as oxidized fine sand to gravel and as a permeable material.

Covertype	Abbrev.	Acreage	% of Total
Bedrock	r	144.4597	6.0%
Recent Deposits	al	1958.574	81.6%
Kame Moraine	km	298.0828	12.4%
Total		2401.117	100.0%

Table 10: Surficial Geology Table

This material covers 81.6 percent of the study area, all but the base of Dansville Hill and upland. Development on alluvium can be complicated by the potential for uneven bearing strength for large building loads in addition to the threat of flooding.

Bedrock makes up 6 percent of the surface area of the study area, confined to the northeastern corner where terrain begins to ascend up Dansville Hill. If the bedrock is very shallow there is the potential for frost heaving and deformation, but these determinations would be made on a site-specific basis.

In general, kame moraines can be composed of various grain sizes, sand/silt/gravel. This material covers 12.4 percent of the study area. The deposition of sediment to form the kames is dependent on the velocity of melt water flowing off the glacier, which would have been subject to change as the glacier advanced and retreated. This sediment deposition controls the feasibility and cost of development on such geology and would also need to be determined on a site-specific basis.

Topography

The Dansville Transportation Access Study Area lies in a valley formed by the Canaseraga Creek, a tributary to the Genesee River. The vast majority of the study area is relatively flat with slopes between 0 percent and 8 percent. The terrain in the village gently slopes downward when moving north in the valley. While the study area as a whole exhibits a relief of approximately 480 feet from the beginning of the Dansville Hill incline at approximately 1000 feet above mean sea level (msl) to the lower reaches of the Canaseraga Creek at 620 feet above msl to the northwest.

Steep slopes are generally more susceptible to erosion than flatter slopes. As a result, understanding the location and abundance of steep slopes can help to determine an area's development potential and identify the most appropriate uses for that area. Slopes greater than 8 percent are considered to be steep and slopes greater than 15 percent are considered to be very steep, limiting their development potential.

Overall, **Figure 7** shows that the Study Area is relatively flat. Some steeper slopes exist at the study area periphery as the terrain ascends up Dansville Hill to the east and upland from the Canaseraga Creek to the west. The lands most suitable for development are anywhere between the steep incline along the eastern edge of the study area and the lowland areas along the creek to the west.

Slope Category	Acreage	% of Total
0-8%	1869.318	77.9%
8-15%	210.2037	8.8%
15-25%	133.0739	5.5%
>25%	188.5328	7.9%
Total	2401.128	100.0%

Table 11: Slope Analysis

Transportation

Analysis of transportation linkages and corridors will be conducted as part of the study as such features are significant to the location of development projects. Federal and State highways and waterways connect local areas to larger markets. They also funnel consumer traffic through and away from certain areas of a locality which is important for development decisions and considerations.

As indicated in **Figure 8**, the study area is fortunate to be well-served by multiple modes of transit. Interstate 390, NY-36, and NY-63 are highways that connect Dansville with the Rochester metropolitan area to the north and to Southern Tier points south. A railroad line also links the study area with the main east-west CSX line through New York State and Dansville Municipal Airport lies on the northern border of the village.

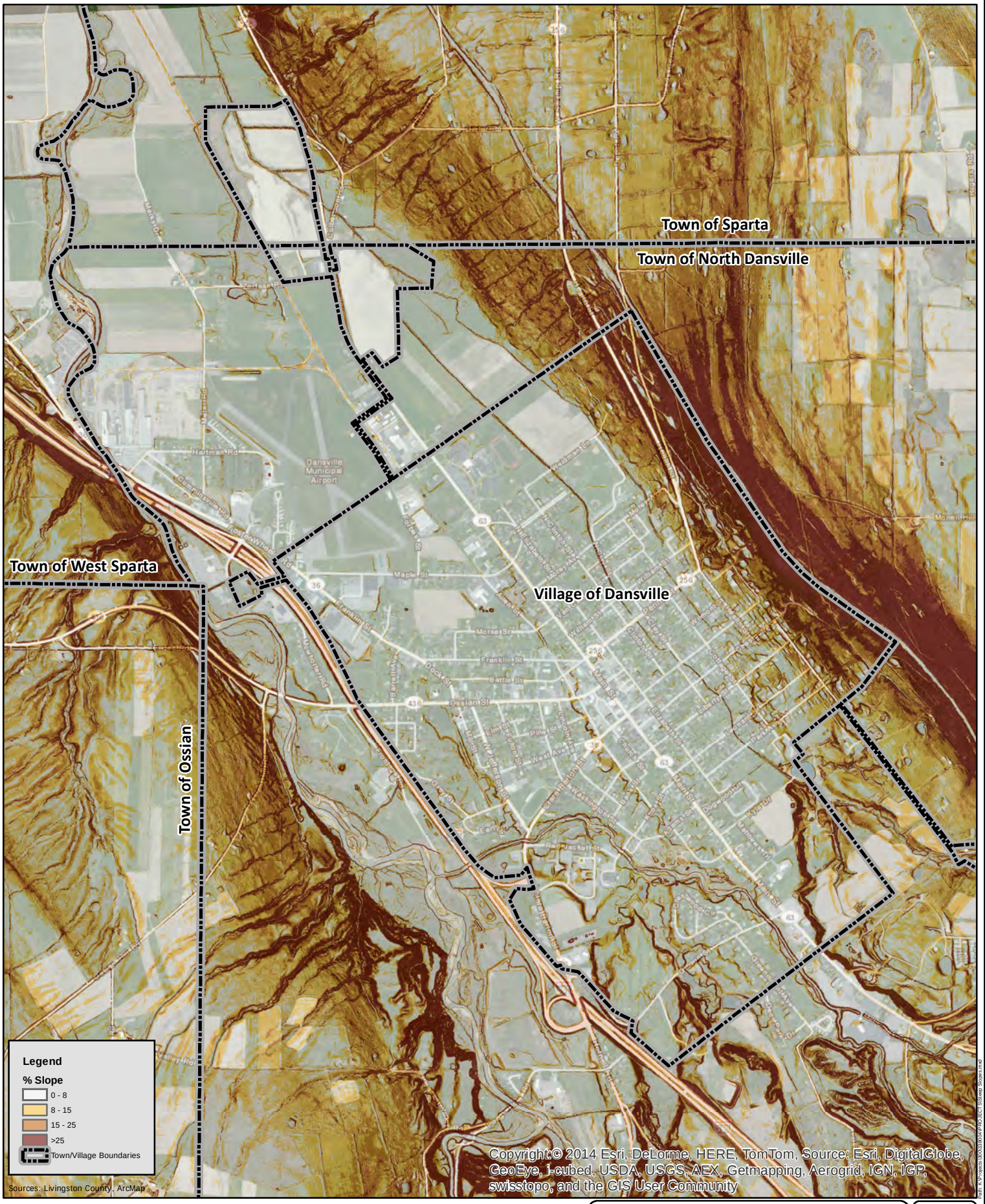
Rail

The Erie and Genesee Valley Railroad Company began in 1868 with the first train arriving in Dansville in 1871. In 1891 the line was renamed the Dansville-Mount Morris Railroad (DMM) and operated as an independent railroad with freight and passengers service. The passenger service ended on the DMM in 1939. In 1985 the DMM was acquired by the Genesee & Wyoming Company (G&W). The line is currently operated by the Rochester and Southern Railroad (part of the Genesee & Wyoming Inc.) and is no longer considered a separate railroad line.

The G&W begins in Groveland, approximately milepost 24, and continues southbound to Dansville, approximately milepost 32, and is part of the Genesee & Wyoming Mainline subdivision. (G&W mainline goes from MP 0 in Caledonia to MP 32 in Dansville.)

The G&W Railroad underwent a rehabilitation project in 1987. The project consisted of: installing 131 lb. continuous welded rail (CWR), installing railroad ties, ballasting and surfacing the track, replacement of some structures with concrete box culverts, and rehabilitation of other structures.

The line from MP 24 (Groveland) to end of track in Dansville is currently “excepted track”, which along with other restrictions reduces the operating speeds to 10MPH. Currently there is a rehabilitation project slated to get underway in 2014-2015. This project includes: installation of 13,000 ties, ballasting and surfacing the track, the rehabilitation of existing farm crossings, brush cutting and weed spraying, replacing the grade crossing at Route 258, and installing 2500’ of new continuous welded rail (CWR) through two reverse curves near Groveland. The estimated cost for work on this part of the railroad is $1.8 million. This work is part of a total $4.63 million



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

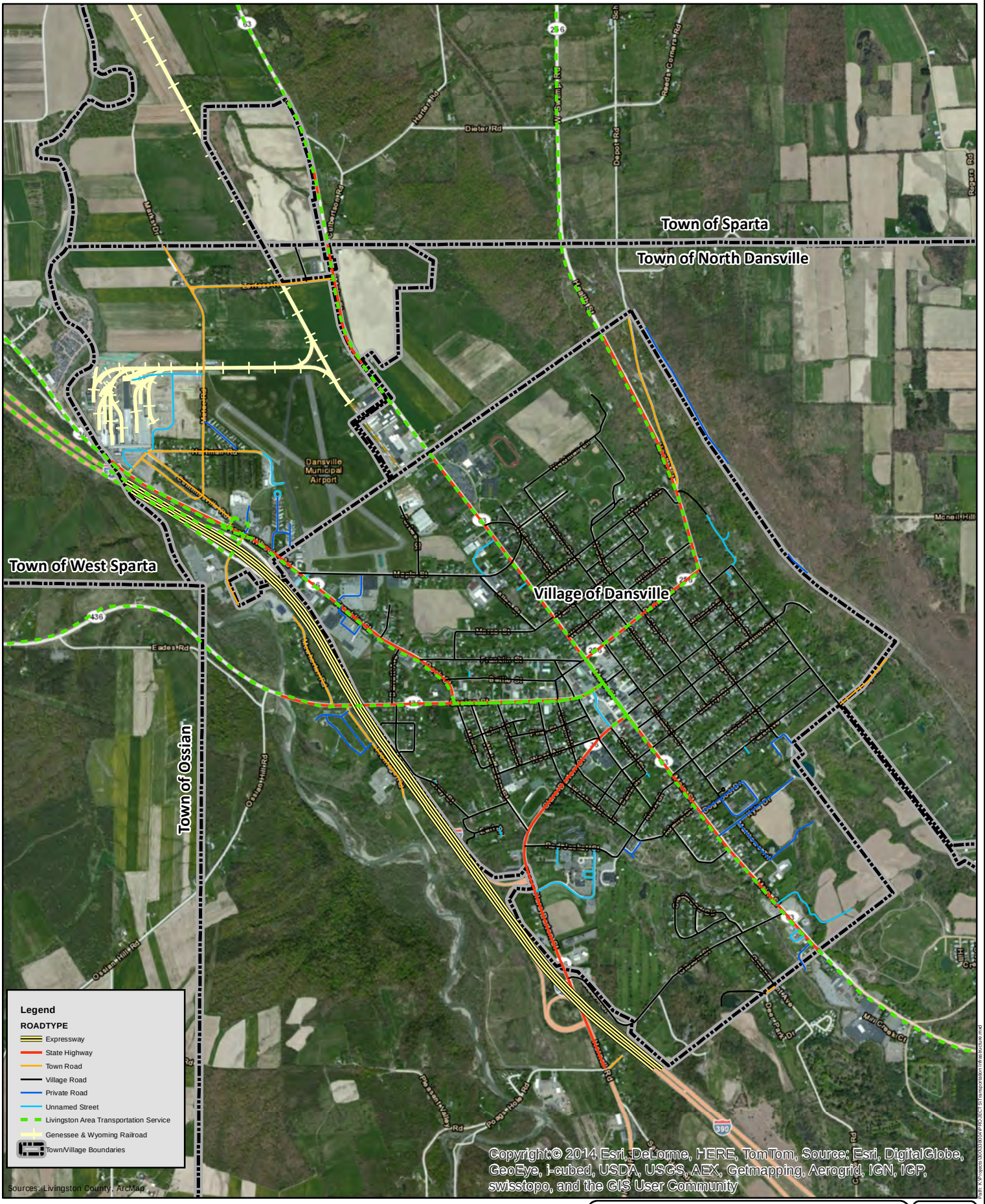
Dansville Transportation Access Study

Slope Percentages

Livingston County March 2014 New York

Figure 7

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

Dansville Transportation Access Study

Transportation Infrastructure

Livingston County March 2014 New York

Figure 8

Project No. 338.004

dollar project that will rehabilitate the entire railroad from Caledonia to Dansville (32.2 miles).

The project from Groveland to Caledonia consists of: installing 12,000 ties, ballasting and surfacing track, installing 7 new turnouts, the rehabilitation of several farm crossings, the rehabilitation of Pioneer Road, SR20A in Leicester, and SR36 near Mt. Morris. Also included in this project is the installation of bridge timbers on 10 bridges, replacing steel on two bridges, and installing 900' of CWR in Caledonia yard.

Once completed the project will allow for increased speeds up to 30 MPH and allow for continued service to LMC Industrial Contractors, Inc. as well as an opportunity to attract future business growth and development within the Dansville Industrial Park and other locations adjacent to the rail line. Lastly, it is important to note that the Transportation Strategies for Freight and Goods Movement Study prepared for the Genesee Transportation Council in 2012 identified this location for future rail development to enhance regional economic competitiveness.

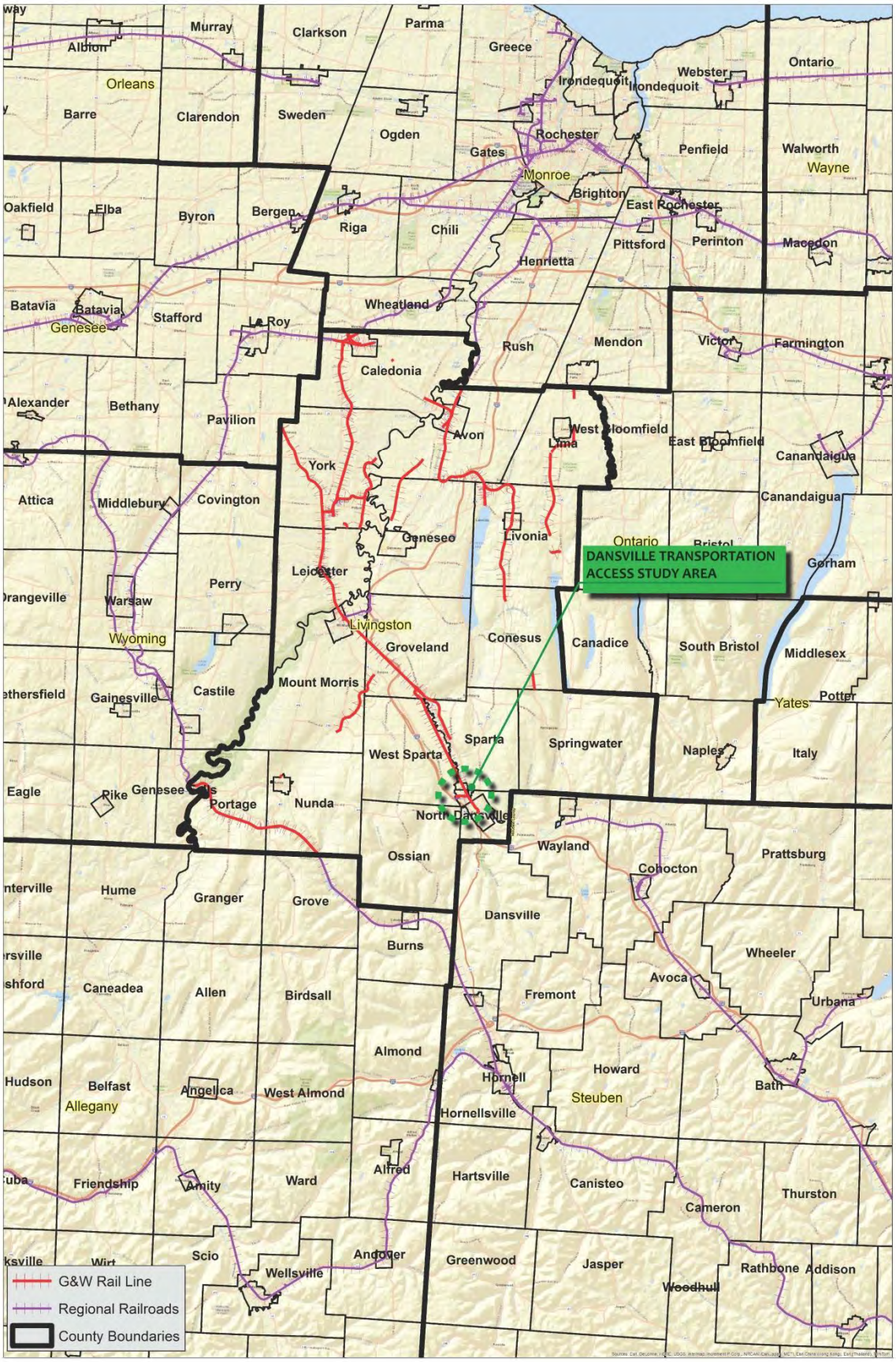


Figure 9 – Regional Rail Network

Air

The Dansville Municipal Airport is a publicly owned, public-use air transport facility located in the Village of Dansville just north of Maple Street and east of Meter Road. Primary vehicular access to the airport is off of Maple Street near the intersection of SR-36. The Town of North Dansville owns and operates the airport.

The airport caters almost entirely to general aviation aircraft. There is no scheduled commercial air service at the airport, and a very small percentage of military activity currently occupies it. General aviation activity at the airport includes passenger charter flights, small cargo, flight training, recreational flying, as well as glider activity. [2] While only 40 miles south of the Rochester International Airport, it should be mentioned that hangar rent is much cheaper at the Dansville Municipal Airport.

Important to note for this particular airport is that while it is a General Aviation facility, and while most General Aviation facilities utilize Instrument Flight Rules (IFR), a high percentage of the flight activity at the Dansville Airport uses Visual Flight Rules (VFR). Using VFR means traffic generally uses prominent land features to navigate especially in uncontrolled airspaces. Based on FAA definition, use of VFR simply could mean most pilots choose to fly to Dansville in favorable weather conditions. Air traffic flying in the vicinity of the airport uses Interstate 390, and Conesus Lake located north of the airport for VFR navigation. In fact it is important to note, while many General Aviation facilities have no IFR capabilities, the FAA maintains three instrument approaches to runways at the Dansville Municipal Airport for flight operations in IFR conditions.

Lastly, there is glider activity present within a 30-mile radius of the airport, especially during summer months. The gliders typically use the level grass areas north of the runways as their take-off and landing areas.

Highway

Transportation to, from, and within Dansville is facilitated by two exits of Interstate 390 and four State Routes: 36, 63, 436 and 256. I-390 passes through the West side of the Town and Village with the North ramps located just outside the Village limits and the South ramps feed to both the Town and the Village. State Route 63 becomes Dansville's Main Street within the central business district as it passes through the Village, routing traffic between Geneseo and Wayland (Steuben County). Route 36 carries traffic from Mt. Morris and Hornell (Steuben County) and runs concurrently with Route 63 for one block on Main Street. Unlike the other State Routes, Route 436 is a terminus route that feeds traffic between Nunda and Main Street. Route 256 is also a terminus Route, with traffic flow between Conesus Lake and Main Street. These State Routes and Interstate exits comprise the eight gateways to Dansville.

The Town of North Dansville and the Village of Dansville cumulatively maintains 34.5 miles of roads and streets. There are 12.5 miles of roadway in the Town and 22 miles of streets in the Village. Maintenance and repairs are primarily carried out by Town and Village personnel, while major upgrades are usually subcontracted.

There are numerous bridges and overpasses with various span distances in Dansville. The New York State Department of Transportation reports that it conducts inspections every two years to ensure safety standards and to plan improvements. If there is damage, due to weather or accident, the bridge in question is inspected and its inspection schedule is modified.

[2] Dansville Municipal Airport Layout Plan, October 2005

Based on interviews with the Dansville DPW as well as representatives from the NYSDOT, Dansville is experiencing increased traffic from the Southern Tier by way of Routes 63 and 36 but this volume increase is not currently posing transportation problems. During the preparation of the Town of North Dansville and Village of Dansville Comprehensive Plan in 2006, a community survey was conducted which asked residents if truck traffic was an issue to be addressed. 82% of respondents noted that truck traffic was not affecting their quality of life. It was also noted that industrial truck traffic is not posing concerns for local law enforcement either. The same may be said of recreational and seasonal traffic. That survey did reveal that other traffic concerns do exist. When asked about neighborhood issues, traffic and parking concerns were cited (59% and 48% respectively) by respondents. Speeding was also cited by 53% of the respondents to be a concern for pedestrians.

Water, Sewer and Utility Infrastructure

Municipal Water Supply

Figure 10 – Water, Sewer, & Utility Infrastructure shows that the village offers municipal water service throughout the village and much of the study area. The Dansville Water Treatment Plant is located on Highland Avenue, in the Town of North Dansville where raw water intake is treated prior to distribution. In 2013, over 210 million gallons of potable water was delivered to system customers, 60 million gallons of which were attributed to fire safety and prevention. Ample capacity is available for future development within the study area.

Municipal Sewers

Map 10 also shows that the Village provides municipal sewer service to most of the village and study area. The Dansville Wastewater Treatment Plant is located at 1 Commerce Drive, Dansville, NY, across I-390 along the Canaseraga Creek. Wastewater is received at the treatment plant through a gravity-fed system via a 36" main line. On average, the Village wastewater treatment facility processes an average of 1 million gallons per day, with peak capacity of 3 million gallons per day.

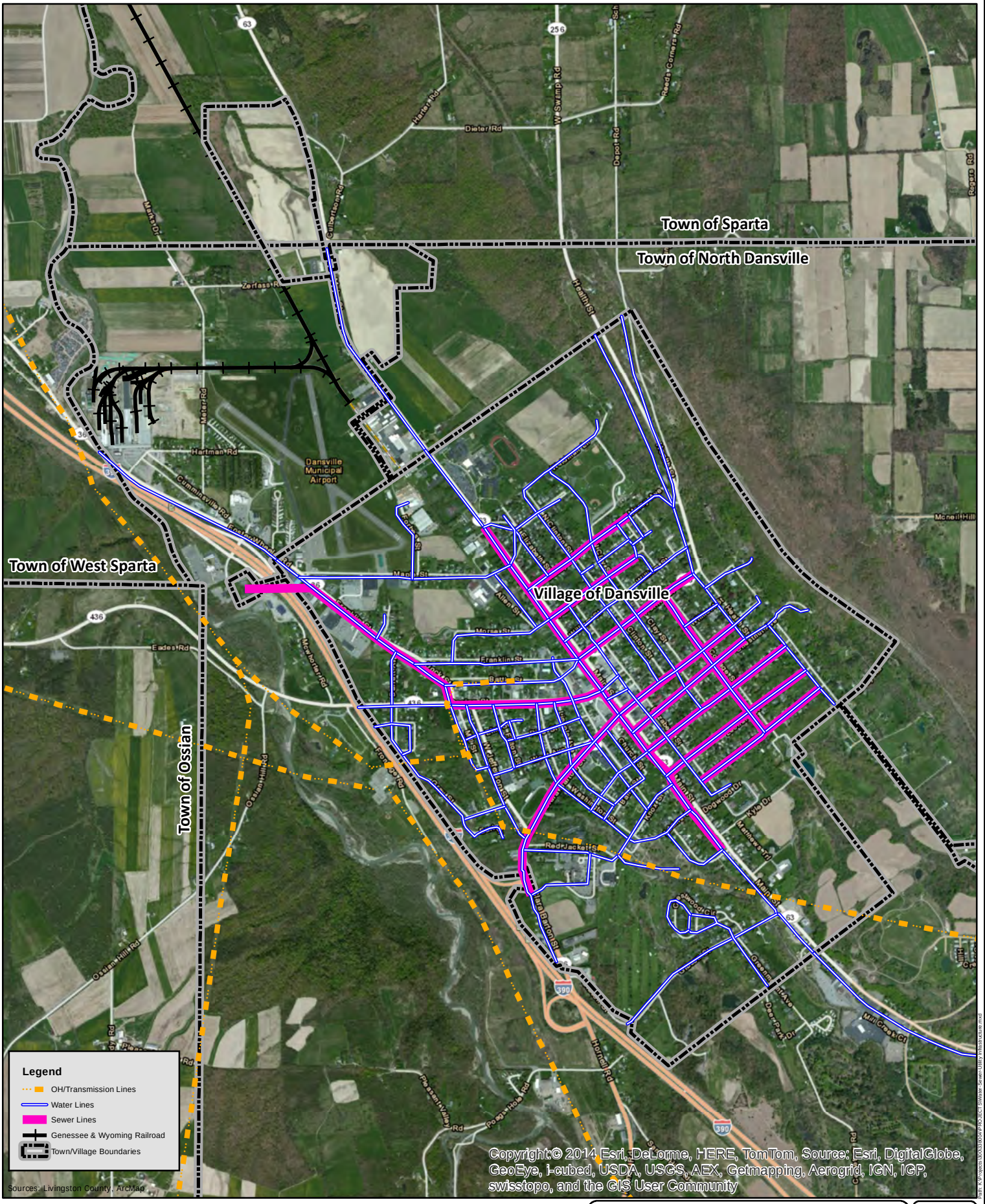
In 2006, the North Dansville Water District #1 was designated at a capped implementation cost of $1.5 million. This southern district was formed to facilitate commercial and industrial development on Poags Hole Road in the Town of North Dansville, just adjacent to Exit 4 off I-390. A sewer district and a drainage district were also designated; however a sewer main line was never installed. The sewer easement remains in place today, providing the opportunity for future construction of a sewer line to spur development of this important County-owned land off Poags Hole Road.

Natural Gas

Mapping of the natural gas infrastructure in the Town and Village is not included in this document due to State and Federal Homeland Security precautions at the request of the Village. Access to this type of information may be granted on a case-by-case basis from the Town of North Dansville or the Village of Dansville authorities.

Communications

Primary providers of telecommunications to the Dansville area are Frontier, Verizon and Time Warner. In the last decade, Dansville has upgraded to fiber-optic transmission lines. Cellular transmissions were enhanced by the placement of a cellular tower on the East side of the Town of North Dansville. These communication providers and others are reported to be meeting the demands of the Dansville area and are prepared to respond should future demands increase due to commercial and/or population growth.



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

Dansville Transportation Access Study

Utility Infrastructure

Livingston County March 2014 New York

Figure 10

Project No. 338.004

3.3 Preliminary Economic and Market Trends Evaluation

A preliminary economic and market analysis was conducted to begin assessing appropriate uses for redevelopment of properties within the study area. The analysis included an examination of data provided by the Bureau of Labor Statistics. Economic figures for Livingston County and for the Rochester Metropolitan Statistical Area (MSA) were used as a proxy for Dansville. It was assumed that the Dansville economy was similar to that of the County and MSA, albeit at a smaller scale.

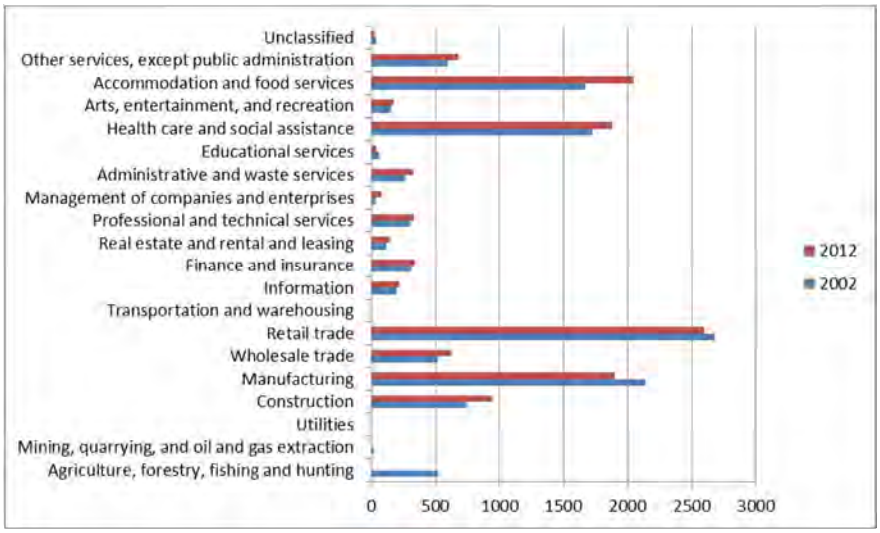


Table 12: Livingston County Employment 2002-2012

It should be noted that this analysis uses different data than was used in section 3.1. This data is more current but does not allow for economic analysis at the town or village scope. As a result, proxies at the county and MSA scope must be used.

This section first established existing market conditions for the study area using 2012 employment data. It then applied predictive economic measures and techniques to address potentially appropriate future uses for identified vacant or underutilized targeted development parcels.

Existing Economic Conditions

As with much of Western New York and the Rust Belt in general, Livingston County and the Rochester MSA continue an economic restructuring away from heavy reliance on the manufacturing sector.

Employment Data Analysis

In 2002, manufacturing and retail trade employed the most people in Livingston County. However, between 2002 and 2012, employment in each sector declined by over 11 percent and 3 percent, respectively. The health care, accommodation and food service, wholesale trade, and construction sectors each experienced moderate increases in employment over the 10-year period.

The Rochester MSA experienced similar changes in employment between 2002 and 2012. Manufacturing and retail trade declined in employment by about 32 percent and 5 percent, respectively. Significant declines were also experienced by the information and real estate, rental, and leasing sectors.

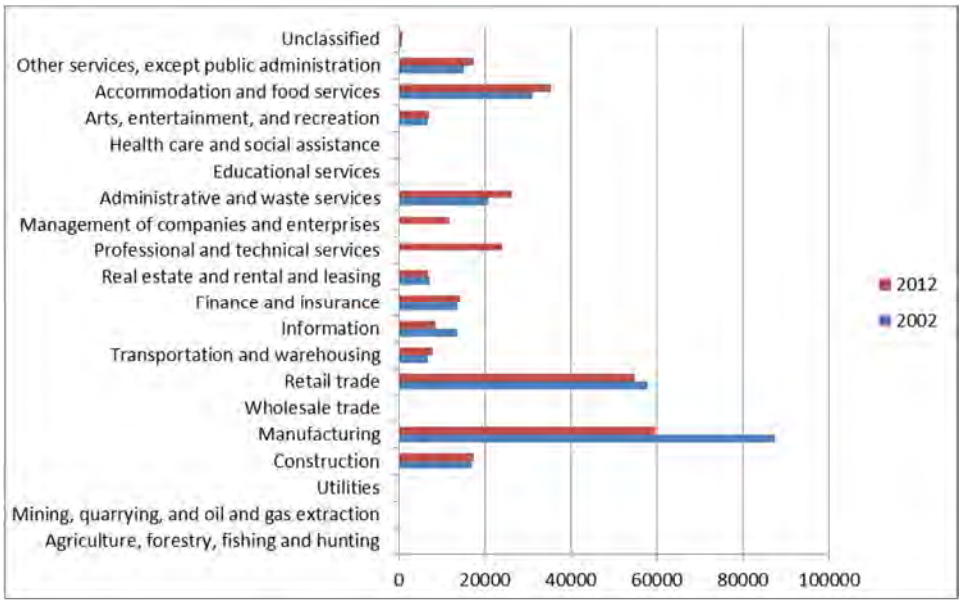


Table 13: Rochester MSA Employment 2002-2012

However, a few industries increased their employment levels over the time period. Accommodation and food services was the third largest employer in the MSA in 2002 and grew by nearly 14 percent over the next 10 years. Administrative and waste services[3], the fourth largest employer in 2002, grew by over 26 percent over the period. Each of these industries increased its share of total local employment by over 1 percent. Transportation and warehousing and other services (except public administration)[4] grew by 16 percent and 15.2 percent, respectively.

In many ways, the visibility of this regional economic restructuring is the very reason for focused redevelopment planning in Dansville by the Livingston County IDA. It is expected that buildings and sites currently occupied by declining industries such as manufacturing will become more underutilized over time. The Village of Dansville, Town of North Dansville, and Livingston County IDA will need to continue their efforts to establish sites for emerging industries as well as repurpose facilities of declining sectors.

Location Quotient

Location quotients reveal which industries have a particularly high level of employment relative to the size of the local economy. Using the national economy as a basis, the location quotient measured employment share for industries in Livingston County and the Rochester MSA using Bureau of Labor Statistics data. While not an indicator of future job growth in itself, the location quotient helps to establish which local industries employ more or less people than would be expected when compared to a benchmark economy; in this case, the national economy. Industries with a location quotient greater than one have a larger employment share than would be expected based on national levels while those lower than one indicate less employment than would be expected.

[3] Subsectors under the Administrative and Waste Services header include Office Administrative Services; Employment Placement Agencies; Document Preparation Services; Telephone Call Centers; Telemarketing Bureaus and Other Contact Centers; Travel Agencies; Investigation, Guard, and Armored Car Services; Security Systems Services; Waste Management and Remediation Services; Waste Collection; Waste Treatment and Disposal; and Remediation and Other Waste Management Services.

[4] Subsectors under the Other Services (except public administration) header include Repair and Maintenance; Electronic and Precision Equipment Repair and Maintenance; Commercial and Industrial Machinery and Equipment; Repair and Maintenance; Personal and Household Goods Repair and Maintenance; Barber Shops; Beauty Salons; Nail Salons; Funeral Homes and Funeral Services; Cemeteries and Crematories; Drycleaning and Laundry Services; and Religious, Grantmaking, Civic, Professional, and Similar Organizations.

Industry	Livingston County, New York	Rochester, NY MSA
	2012	2012
Agriculture, forestry, fishing and hunting	ND	ND
Mining, quarrying, and oil and gas extraction	ND	ND
Utilities	ND	ND
Construction	1.4	0.83
Manufacturing	1.32	1.34
Wholesale trade	0.91	ND
Retail trade	1.45	0.99
Professional and technical services	0.35	0.81
Management of companies and enterprises	0.35	1.57
Administrative and waste services	0.33	0.88
Educational services	0.12	ND
Health care and social assistance	0.93	ND
Transportation and warehousing	ND	0.51
Information	0.68	0.85
Finance and insurance	0.5	0.69
Real estate and rental and leasing	0.6	0.93
Arts, entertainment, and recreation	0.71	0.93
Accommodation and food services	1.44	0.81
Other services, except public administration	1.23	1.03
Unclassified	1.4	1.06

Table 14: 2012 Location Quotients by Local Industries
NOTE: Quotients highlighted in green indicate high local employment shares.

Both the County and MSA maintain high location quotients in manufacturing even as the sector continues to decline. Retail trade; accommodation and food services; other services, except public administration; construction; and unclassified industries[5] hold high employment shares in Livingston County while the Rochester MSA also has high location quotients in the management of companies and enterprises. While there is no data to support it, it is expected that the educational services and health care and social assistance sectors are performing strongly in the MSA.

Low location quotients in fields such as information[6], administrative and waste services, finance and insurance, and professional and technical services[7] within both areas suggest that employment in these sectors is below what would be expected. As a result, such industries could currently be under-serving local demand and may be poised for emergence as growth industries.

Cluster Analysis

Beginning with these employment figures and location quotients, more advanced measurements for predicting future sector behavior were determined for Livingston County and the Rochester MSA. The Shift-Share Analysis and Esteban-Marquillas Extension methods were utilized to develop locally-relevant industrial cluster analysis. This analysis can be used to help guide policy intervention from the municipal level, but also can be used to assess which industries the study area should target in implementing revitalization plans.

In Livingston County, the economic mainstay of manufacturing continues to be a "star" sector, meaning that the industry is functioning optimally and that policy intervention is not needed or recommended. Sectors such as accommodation and food service and other services (except public administration) are currently leading the local economy as highly competitive industries with high local concentration compared to the national average. Retail trade, along with health care and social assistance and unclassified industries, has

[5] Establishments without sufficient industry information are tabulated in the ''unclassified establishments'' group.

[6] Subsectors of the Information header include Publishing Industries (except Internet); Newspaper, Periodical, Book, and Directory Publishers; Software Publishers; Motion Picture and Sound Recording Industries; Radio and Television Broadcasting; Cable and Other Subscription Programming; Telecommunications; Data Processing, Hosting, and Related Services; News Syndicates; Libraries and Archives; Internet Publishing and Broadcasting and Web Search Portals.

[7] Subsectors of the Professional and Technical Services header include Legal Services; Accounting, Tax Preparation, Bookkeeping, and Payroll Services; Architectural, Engineering, and Related Services; Interior Design Services; Graphic Design Services; Computer Systems Design and Related Services; Management, Scientific, and Technical Consulting Services; Environmental Consulting Services; Scientific Research and Development Services; Advertising, Public Relations, and Related Services; Photographic Services; Translation and Interpretation Services; and Veterinary Services.

	Not Competitive	Competitive
High Local Concentration	***Transforming Sectors*** • Information • Finance and Insurance • Real Estate, rental, and leasing • Management of companies and enterprises • Administrative and Waste Services • Wholesale trade • Construction	***"Star" Sectors*** • Manufacturing • Other services, except public admin. • Accommodation and food services
Low Local Concentration	***Declining Sectors*** • Professional and technical services • Educational services	***Emerging Sectors*** • Retail trade • Health care • Unclassified industries

Table 15: Livingston County Industrial Cluster Analysis

been categorized as an "emerging" sector that is operating competitively but is low in local concentration. Information; finance and insurance; real estate, rental, and leasing; management of companies and enterprises; administrative and waste services; wholesale trade; and construction are listed as "transforming" sectors, needing to reorient or restructure themselves in order to be more competitive in the national economy.

Two of the Rochester MSA's most significant industries, health care and social assistance and educational services, list "no data" on the US Bureau of Labor Statistics site from 2002-2012. As a result, it is impossible to draw statistical conclusions regarding these industries that are understood anecdotally as local economic drivers. Health care and social assistance is a nationally growing industry and figures to continue to grow as the baby-boomer generation ages, increasing demand on such services.

Consequently, there are no "star" sectors in the Rochester MSA according to Esteban-Marquillas Extension analysis. Manufacturing employment has decreased to the point that it maintains its place as a competitive industry at the MSA-wide level, but has a low local concentration. Other emerging industries like the retail trade and information sectors have similarly competitive yet somewhat geographically diluted characteristics when compared to the national benchmarks.

Transportation and warehousing; finance and insurance; construction; administrative and waste services; other services, except public administration; and unclassified industries are listed as "transforming" industries, existing in high local concentration but lacking in competitiveness.

Potential Policy Implications

These findings can have a variety of impacts on local policy making. It is important for local policy makers to focus their efforts on industries that show growth potential but are not yet saturated locally. Referring to the cluster analysis charts, focus should be placed on "emerging sectors." Industries that are already competitive and highly concentrated locally are functioning well and may not require any policy intervention. "Transforming sectors" are no longer competitive but remain highly concentrated, potentially requiring policy interventions to assist these stalwart industries in rejuvenating their business cycle locally. Star sectors are already functioning optimally, making any policy intervention a potential risk for disruption. Declining sectors lack local concentration but also lack competitiveness. This may question the sustainability of these industries and the sustainability of any local policy intervention.

	Not Competitive	Competitive
High Local Concentration	***Transforming Sectors*** • Transportation and Warehousing • Finance and Insurance • Construction • Administrative and Waste Services • Unclassified industries • Other services, except public admin.	***"Star" Sectors*** • None
Low Local Concentration	***Declining Sectors*** • Real Estate • Accommodation and Food Services • Arts, Entertainment, and Recreation	***Emerging Sectors*** • Manufacturing • Retail Trade • Information

Table 16: Rochester MSA Industrial Cluster

4.0 SWOT ANALYSIS AND CRITICAL NEEDS

4.1 Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

Based on the data and information presented in the previous sections, a SWOT analysis was conducted to assess the local transportation system and development potential within the Village of Dansville and the Town of North Dansville to determine how transportation investments can be leveraged to increase competitiveness and maximize economic growth. This analysis of Strengths, Weaknesses, Opportunities, and Threats (SWOT) and accompanying assessment of needed transportation and infrastructure investments, strategies, and policy changes is part of the overall process to prepare a summary of recommended improvements to the transportation system in the local Dansville area.

This analysis and needs assessment was prepared with considerable input from the Project Steering Committee consisting of planners, economic development officials, freight engineers, transportation engineers, landscape architects, local business representatives and government officials. To supplement the guidance received from Steering Committee members, input also was gathered through a public outreach process which consisted of two public open houses, as mentioned previously in this document.

This analysis and needs assessment is organized into two main sections:

- First, the Dansville area's Strengths, Weaknesses, Opportunities, and Threats are presented for the community as a whole;
- Then, building on the SWOT analysis, the associated transportation and community development needs are discussed.

Throughout the planning process, this information was supplemented with a discussion of how the Dansville community can incorporate various economic development considerations into the overall transportation planning process, which resulted in a summary of potential funding partners and opportunities as well as marketing strategies to implement various recommended projects as outlined in Chapter 6.

Due to the nature of this study and considering the goal to provide recommendations for transportation improvements which induce economic development and improve accessibility within the Dansville community, this SWOT analysis focuses on transportation and land use considerations. Combined with the results of the Steering Committee working sessions and public outreach efforts, this information is summarized using the following three categories: location, transportation and infrastructure, and land use and development.

Strengths

Location

a. Village of Dansville and Town of North Dansville are located approximately 40 miles south of the New York State Thruway (I-90) and 50 miles south of downtown Rochester.

b. Well positioned within a regional market that extends from Lake Ontario to the Pennsylvania border.

c. I-390 runs directly through Town and Village.

d. The Village is surrounded by the Towns of West Sparta, Sparta, Springwater, Wayland, Ossian, and South Dansville. As such, the Village of Dansville, with its larger population center, is the first choice for many of the adjacent residents' social, medical, entertainment, business, recreation and shopping needs.

Transportation and Infrastructure

a. Major junction of highways providing direct access to the Rochester Metropolitan Statistical Area, the western edge of New York's Finger Lakes Region, as well as the Southern Tier of New York State.

b. Interstate 390 has two ramps (exits 4 and 5) exiting directly into the Village of Dansville.

c. Vast majority of Village of Dansville is equipped with the necessary utility infrastructure to accommodate high quality of living and foster economic development.

d. Four State highways pass through or terminate in the Village.

e. A southern branch line of the Rochester & Southern railroad is adjacent to the Dansville Industrial Park.

f. A General Aviation airport is located on the edge of the Village.

g. The central business district in Dansville along Route 63 has relatively new paved streets and sidewalks, along with ornamental period lighting.

h. Exit 4 ramp from I-390 provides direct access to high quality vacant County-owned land off Poags Hole Road in the Town of North Dansville.

i. Dansville has upgraded to fiber optic transmission lines, providing more efficient telecommunications services to existing and prospective businesses and residents.

Land Use and Development

a. A variety of housing options are available within Dansville, both single family and multi-family; with a good cross section of variety and price options.

b. Despite the Village having a historically compact and dense development pattern, there remains a healthy reserve of buildable areas within the Industrial Park and on County-owned property adjacent to Exit 4.

c. There are over 400 businesses of varying sizes in the Dansville community.

d. Village of Dansville exhibits a high character and vibrant "Main Street" central business district along Route 63, which hosts a wide variety of retail and specialty stores.

e. The Dansville Chamber of Commerce, Dansville Economic Development Corp., Town of North Dansville, Village of Dansville, and Livingston County Industrial Development Agency all actively promote economic development throughout the greater Dansville area.

Weaknesses

Location

a. Dansville is located such that regional markets in Hornell, Geneseo, and the City of Rochester create a competitive challenge with respect business and labor pool attraction and retention.
b. Floodplain development constraints along Canaserga Creek.

Transportation and Infrastructure

a. The location of the Dansville Municipal Airport creates an obstacle within the Village with regards to transportation routing alternatives and accessibility between I-390 and the Dansville Industrial Park.

b. Much of the local road network within the Village is not built to facilitate travel demands that would result from build out of the industrial park.

c. The County-owned properties adjacent to Exit 4 are currently not equipped with public sewer, limiting the readiness of sites for future construction without added costs to developers.

d. While much of the central business district is equipped with pedestrian facilities such as sidewalks, many residential areas outside the CBD are not.

e. While beautiful during any season, the surrounding hillsides to the West, South and East impose some restrictions in terms of access and development.

f. The existing rail line in Dansville has speed and load restrictions currently limiting the capacity of existing business such as LMC Industrial Contractors as well as new business prospects.

g. The airport's ability to expand is currently limited by the configuration of the railroad tracks to the north.

h. There is a lack of access to comprehensive information on non-transportation infrastructure capacity that is necessary to complement transportation investments. In addition to transportation, businesses look at the cost and availability of energy, telecommunications, water, and sewer, among other infrastructure, when making location decisions.

i. The lack of a rail yard and storage areas nearby to accommodate existing and potential rail-dependent businesses could be seen as a weakness.

Land Use and Development

a. Dense residential development patterns outside of the central business district in the Village of Dansville can, in some cases, create challenges with respect to transportation capital improvements on adjoining roadways.

b. Development on the County-owned land off Poags Hole Road in the Town of North Dansville has been difficult to market due to floodplain issues and lack of public sewers on site.

c. Although not the stereotypical rust-belt community, Dansville has also experienced a gradual eroding of the manufacturing employment base,

leading to a drop in population over the last 40 years.

Opportunities

Location

a. In many cases, the location of the Dansville community is well positioned to capitalize off surrounding regional market activity, including that of the southern tier communities and those that are adjacent to I-390 and I-90, as well as those in northern Pennsylvania. (i.e. Hydrofracking support services, spillover from Geneseo, etc.)

b. Close proximity to the Finger Lakes wine region.

Transportation and Infrastructure

a. The volume of railroad freight moving through the region is expected to grow by 66% over the next 20 years. This growth in freight could place a strain on the region's transportation infrastructure. Overall, rail has 11-12% market share today. As such, the region may be well positioned to expand rail capacity so that the share of freight carried by rail can expand and absorb more of the future growth.

b. The Rochester and Southern Railroad was recently awarded a grant worth approximately $5M for upgrades which will increase track speeds, allow for continued service to LMC, as well as future business growth and development in the Dansville community.

c. There are several locations on existing roadways within the Village where relatively benign improvements could greatly enhance connectivity and accessibility for vehicles between I-390 and the Dansville Industrial Park.

d. The various State routes that run through or terminate in Dansville (Rts 36, 63, 436, 256, 390, etc) comprise up to eight (8) possible "gateway" improvement areas where wayfinding signage, lighting, roadway improvements, and cosmetic enhancements could increase the visibility and character of the community.

e. The Village wastewater treatment facility is currently operating well under its peak capacity of 3 million gallons per day, providing ample opportunity to add flows from future development.

Land Use and Development

a. There are several locations on existing roadways within the Village where relatively benign improvements could greatly enhance connectivity and accessibility for vehicles between I-390 and the Dansville Industrial Park.

b. Proposed changes to the airport as prescribed in the 2005 Dansville Airport Proposed Layout Plan provides opportunity to increase future utilization of the airport facility which could translate into new avenues for business development and visits to local businesses and services.

c. The industrial park and county-owned properties off Exit 4 remain the most viable locations for significant economic development, including potential uses such as light industrial, office, research and development, higher education satellite locations, rail-dependent uses, retail and commercial development, a small hotel chain, and larger retail chains.

d. Opportunity exists in Dansville to create and/or build-upon a collective community vision. Coalesce the private sector voice into a shared vision that addresses the issues and mission of moving the economy forward.

e. Likewise, opportunities exist to align the local vision and economic development goals with that of the Finger Lakes Regional Economic Development Council.

Threats

Location

a. As mentioned previously, just as Dansville's proximity to other employment and population centers can provide opportunity for capitalization and growth, it can also be a significant threat when it comes to business retention and competing for new business growth.

b. Stability of State government which is perceived to breed complacency and creates communities that are risk adverse.

c. It has been cited that emerging markets are changing in the region and accordingly skills have shifted away from what might have been traditional employment in the region. There is some argument as to whether this also pertains specifically to Dansville. However, matching the local skill set with that of the local business needs continues to remain a threat.

Transportation and Infrastructure

a. The potential expansion of the airport at some point in the future could pose a significant threat to the local rail-dependent businesses such as LMC.

b. Access to State and Federal funding for capital improvement upgrades is becoming ever more competitive.

c. There are several employment and population centers in proximity to Dansville that share the same benefits of having direct access to I-390.

Land Use and Development

a. Potential permitting issues with respect to the floodplains on the county-owned properties adjacent to Exit 4 could pose a threat to development if construction costs increase as a result of required mitigation measures by the Army Corps of Engineers.

b. Visibility and accessibility of the Dansville Industrial Park within the current limitations of the existing local road network.

4.2 Targeted Development Areas

To build upon the SWOT analysis and to better understand transportation facility and/or land use policy needs, we must first have a clear understanding of targeted development sites within the study area. The size, location, and types of uses programmed for targeted development sites in the study area primarily dictate the infrastructure needed to facilitate future growth.

As mentioned previously in this report there are two primary targeted development sites. Livingston County and the Dansville community are focused on promoting the Dansville Industrial Park and the Exit 4 property as prime candidates for development which attracts future business and jobs.

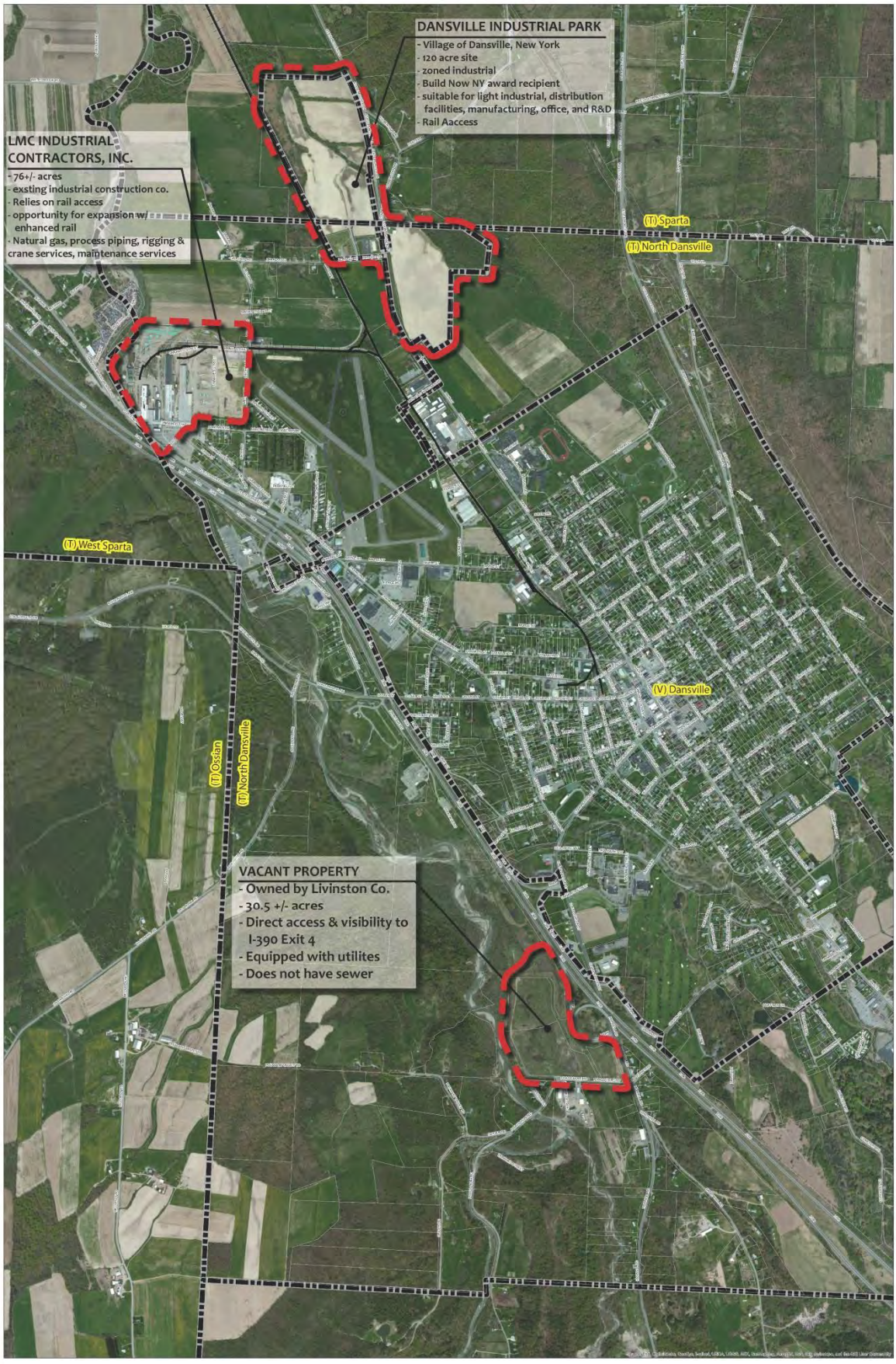


Figure 11: Targeted Development Sites

Additionally, LMC Industrial Contractors, Inc. was identified early on in the study process as a vitally important existing anchor business which the County and community mutually agreed must be a factor when consider potential transportation and land use enhancements that can contribute to job retention and expansion, and economic growth in the study area. As such, outlined below is a site evaluation for each targeted development site considered as part of this study.

Dansville Industrial Park

Description

Dansville is home to a 120-acre industrial/business park that is fully serviced for immediate development and is certified as a Build Now-NY site recipient. Individual sites are available for industrial, distribution, research and development, and corporate office development. The industrial park offers infrastructure advantages with on-site rail service (serviced by all major freight lines), an adjacent dual-runway airport, and is centrally located in Western New York between Corning, Buffalo and Rochester off of I-390.

The Build Now-NY program is a shovel ready certification which is the premier designation in New York State which qualifies sites that have been the subject of considerable investment in making them ready for development. Having an economic development site certified as a "shovel ready site" means that the local developer or development agencies has worked proactively with the State to address all major permitting issues, ***prior*** to a business expressing interest in the location. This advance work creates a site where construction can begin rapidly, once a prospective business decides to develop a facility there. By reducing the time it takes a company to begin construction of a new facility, New York State and its local partners are able to provide valuable savings to the business as well as job opportunities for local residents.

Existing Tenants

There is currently one existing warehouse tenant, Upstate Applications, located just off the existing access road to the Park. Also, there is a vacant office building within the park as well.

Zoning

The Industrial Park is zoned Industrial with a wide range of commercial and industrial permitted uses including offices, retail/sales, self-storage, industrial service, manufacturing/production, basic utilities and colleges, among others.

Dansville Industrial Park

Environmental Status

The Industrial Park is largely devoid of any environmental concerns. There is a stream that traverses the property, and the County has recently undergone some construction enhancement to the creek such as bank stabilization, clearing and grubbing to allow better flow of stormwater through the site, and re-channeling to provide for better uninterrupted flow of water during rain events.

Also, as illustrated on Figure 6, approximately three acres of NYSDEC wetlands have been mapped in the northwesterly most portion of the Park. It should also be noted that Figure 6 illustrates the industrial park as being within an NWI (federal) wetland. It is important to clarify here that NWI mapping is produced using orthoimagery interpretation and not field delineations. Accuracy of this type of mapping is often dependent upon the covertypes and shading shown on aerial photos. This mapping is used as a guide to show potential areas of wetlands on or adjacent to a site. A mapped NWI "polygon" does not mean that an area has been delineated in the field as a wetland. There are no regulatory ramifications directly associated with NWI mapping. Applicable regulations under Article 24 of the NYS Environmental Conservation Law would be determined after an area was field delineated and potential impacts were quantified.

Therefore, the Industrial Park primarily remains a vacant farm field shovel-ready for industrial and commercial development.

Infrastructure

As mentioned previously, the Industrial Park is well equipped with a suite of utilities including:

- electricity provided by NYSEG,
- natural gas provided by NYSEG,
- water service provided by the Village of Dansville,
- sewers and on-site treatment provided by the Village of Dansville,
- Class 5 fire rating water pressure,
- Telephone service provided by Frontier,
- On-site rail provided by G&W Railroad with possibility of rail spur, if necessary,
- Village water capacity of up to 2 million gpd; and
- Sewer capacity of up to 2.4 million gpd.

Local and Regional Access

The Industrial Park is located approximately one mile from I-390 Exit 5. Its located adjacent to the north of the Dansville Municipal Airport. The G&W Railroad borders the park on its western site boundary. SR 63 bisects the two parcels within the Park, providing direct access via a State highway. Additionally, the Park is 45 minutes from the New York State Thruway (I-90) and 30 minutes from the Southern Tier Expressway Interstate 86 via I-390.

Adjacent Land Uses

The Dansville Industrial Park has very few residential uses surrounding the site. Agricultural and vacant fields are the predominant uses adjacent to the Park. Immediately to the southern portion of the Park however is industrial and commercial uses that line SR 63, in addition to the Dansville Central School on the eastern side of SR 63 to the south of the Park.

County-owned Exit 4 Property

Description

One of Dansville's and Livingston County's business development and marketing goals is to attract industrial and commercial development to an 80-acre parcel of land off Exit 4 of I-390 in the Town of North Dansville. A development proposal back in 2004 included a plan to build three "big

box" retail stores; two smaller out-parcel stores and a mini-plaza. However, that plan never materialized and the site remains vacant. It was estimated that a development of that size, once completed, would generate up to 500 new jobs. This site is not currently a certified Build Now-NY site and there are no existing tenants.

Zoning

These properties are currently zoned by the Town of North Dansville as Agricultural and Business. While the Town's Business zoning district provides for an appropriate mix of uses for the site, only a small portion of the site is zoned for Business. As such, a zone change request would be necessary to accommodate the types of development the Dansville community and Livingston County would encourage for this property. Permitted uses within the Town's Business District include grocery stores, drug stores, department stores, hardware stores, clothing stores, jewelry and other accessory stores as well as restaurants.

County-Owned Exit 4 Properties

Environmental Status

Much of the site was determined by the Army Corps of Engineers to be within the 100-year floodplain. However, the Army Corps, in collaboration with the Town, procured the necessary permits in 2010 and performed site work adjacent to the banks of the Canaseraga Creek to remove large portions of the site out of the floodplain boundary in order to better accommodate potential development at the site.

Canaseraga Creek borders the site along its western boundary while I-390 borders it along its eastern boundary.

Infrastructure

The Site is fully equipped with most necessary utilities to accommodate future development, including:

- electricity provided by NYSEG,
- natural gas provided by NYSEG,
- water service provided by the Town of North Dansville,
- sewers and off-site treatment provided by the Village of Dansville,
- Class 5 fire rating water pressure,
- Telephone service provided by Verizon,
- Town water capacity of up to 2 million gpd; and
- While there is a Town sewer district formed to accommodate public sewers, the infrastructure has not yet been installed. At this time the Town has no plan to extend sewers to the site.

Local and Regional Access

The Site is located approximately west of I-390 off of Exit 4. It's located within a mile to the south of the Dansville Municipal Airport. SR 36 runs adjacent to the Site, providing direct access via a State highway and Poags Hole Road. Additionally, the site is 45 minutes from the New York State Thruway (I-90) and 30 minutes from the Southern Tier Expressway Interstate 86 via I-390.

Adjacent Land Uses

Immediately south of the Site along Poags Hole Road are commercial and industrial uses and a small cul-de-sac of residential properties. The primary surrounding land use is vacant woodlands.

LMC Industrial Contractors, Inc.

LMC is located in the Town of North Dansville just off of SR Route 36 adjacent to Canaseraga Creek. It specializes in power process piping, crane and rigging, foundation and excavation, structural steel fabrication, and drafting and construction detailing services. The company is one of the largest employers in Dansville and relies heavily on truck and rail transport to serve its customers across the state and region. As it continues to plan for continued growth, it is paramount that the infrastructure it relies on be in place within the Dansville community and beyond, particularly rail capacity. Fortunately, as mentioned earlier, there is a railbed rehabilitation project slated to get underway in 2014-2015. This project includes: installation of 13,000 ties, ballasting and surfacing the track, the rehabilitation of existing farm crossings, brush cutting and weed spraying, replacing the grade crossing at Route 258, and installing 2500' of new continuous welded rail (CWR) through two reverse curves near Groveland. The estimated cost for work on this part of the railroad is $1.8 million. This work is part of a total $4.63 million dollar project that will rehabilitate the entire railroad from Caledonia to Dansville (32.2 miles).

Once completed the project will allow for increased speeds up to 30 MPH and allow for continued service to LMC Industrial Contractors, Inc. as well as an opportunity to attract future business growth and development within the Dansville Industrial Park.

These improvements have already helped generate interest in LMC's operations from potential business partners. In the fall of 2014, the Town of North Dansville accepted a proposal on behalf of Dansville Properties, LLC to build a fertilizer manufacturing and processing expansion that will include a 24,500 square foot facility. This expansion will also include building a railroad extension consisting of approximately 800 linear feet of single-track along LMC's northerly property line; and ancillary facilities including on-site roads and parking. This proposal is a direct result of LMC's operation and pending upgrades to the railroad line that feeds into Dansville.

LMC Industrial Contractors, Inc.

LMC has also been in pursuit of land to expand its existing operation and footprint within the Dansville community either adjacent to the north of its site, or within the Dansville Industrial Park, which can also accommodate the company's dependence on

rail service. It is a central objective of this study to determine how to best accommodate business expansion and growth for companies such as LMC within the Dansville community.

4.3 Needs Assessment

Based on the SWOT analysis and input provided by the Project Steering Committee, transportation system operators, freight industry stakeholders, local business owners, and the general public, an assessment of the study area's transportation, accessibility, and land use needs was undertaken.

This section provides an overview of the critical needs that will serve as the basis for not only an evaluation of possible transportation routing and accessibility alternatives to the targeted development parcels summarized above, but also as the basis for a compilation of specific investments, policy changes, and other strategies to be explored in future project phases.

Assessment of Functional Needs

Users of the roadway network within the study area include residents, commuters, commercial truck drivers, bikers, and tourists. The challenge is enabling efficient and clear access from the area's major transportation corridors, particularly I-390 to the targeted development areas while balancing and integrating the needs of each group to ensure that each roadway is multi-functional for years to come. Conflicts that currently exist between groups, as well as conflicts that could potentially develop, should be mitigated. The assessment below, which highlights the general needs that are not fully met by the current roadway network, is grouped into three categories: mobility and accessibility, safety enhancements, and amenities and services. A more detailed explanation of specific needs for each roadway accessibility alternative is summarized in Chapter 5.

Mobility and Accessibility

Familiarity and clear directional signage is the first step to navigating throughout the Study area. Critical to all user groups is having the mobility and accessibility to transportation corridors and specific destinations. Prohibiting large commercial trucks from using local roadways that are not suitable or safe for their vehicles is a key issue that must be addressed by mobility and accessibility needs.

1) Directional/Way-finding Signage

A clear and consistent system of highway signage is needed to provide an identity to the traveler within the Study area – whether it be a roadway primarily used for commercial traffic or that which is more amenable to move pedestrians and local traffic. Signage to amenities and services which support and enhance the roadway network experience will be necessary.

Signage should also direct travelers to historic districts, properties, and museums as well as parks, recreational sites, and natural areas in the Dansville community. In addition, existing "gateway" signage should be expanded and improved at roadway entrances to the Village and Town, welcoming visitors and residents alike.

2) Proper Traffic Signalization

Improvements to signalization at key intersections will ensuring a positive and safe driving experience, and will protect those sharing the road with automobiles.

3) Planning for Complete Streets

By adopting complete streets policies, Livingston County and the Dansville community must routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make

the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

Safety Enhancements

Coordinating the various user groups on the roadway in a safe manner requires the institutions of safety improvements to the primary roadways being used to move commercial and local traffic. Some of the safety enhancements that will be needed within the study area include:

1) Shoulders

To enhance safety for vehicles and pedestrians alike, paved roadway shoulders that are now missing or poorly maintained should be improved.

2) Road Crossing Warning Signage

Due to the rural nature of the Dansville area and the different modes of transportation (i.e. trains, cars, trucks and farm equipment) surrounding the targeted development areas within the study boundary, adequate road crossing signage and warnings must be considered when evaluating future roadway accessibility alternatives between I-390 and future development sites. Zerfass Road and Meter Road are examples of key roadways within the study area that provide direct access to targeted development sites such as the Dansville Industrial Park and LMC Industrial Contractors.

Assessment of Needed Roadway Improvements

Signage

An easily identifiable system of way-finding or directional signage is needed to guide motorists to future development sites within the study area and to assist visitors and enhance their experience. The local road network should provide directional signage to not only other regional attractions, but to key commercial and industrial areas in the community, such as the Dansville Industrial Park and/or future development on the Exit 4 property.

In addition, there is a need to provide clear connections and appropriate signage between I-390 and the Industrial Park, the airport, and the central business district clearly conveying which roads should be used for commercial truck traffic.

Roadway Conditions

Overall, the primary roadways which were the focus of this study and that would better link I-390 with the Industrial Park, LMC Industrial Contractors, Inc, the County-owned Exit 4 property, and even the airport were assessed specifically as part of the various accessibility alternatives.

Generally, roadway conditions within the study area highway network such as Foster Wheeler Road (SR 36), Hartman Road, Meter Road, Zerfass Road, Maple Street, and Forbes Street vary based on existing level of service and neighborhood context. While Foster Wheeler Road and Maple Street are currently designed to carry higher volumes of traffic, roads such as Hartman, Meter and Zerfass Roads are clearly designed to handle much less traffic due to their adjacent land uses (i.e. residential, recreational, agricultural, etc).

These are key factors in specific recommended improvements projects summarized in more detail in Chapter 6.

5.0 ALTERNATIVES FOR ROADWAY CIRCULATION AND ACCESSIBILITY TO TARGETED DEVELOPMENT SITES

This chapter deals with the description and evaluation of alternative plans for potential circulation routes and associated accessibility improvements that would foster more efficient and safe connectivity between the I-390 corridor and targeted development sites within the study area as identified in Chapter 4. The purpose of this analysis is to develop an hierarchy of local roadway facilities that can realistically help leverage and promote future growth and development in the Dansville area.

The various roadway accessibility alternatives underwent a comparative evaluation process consisting of qualitative and quantitative factors, involving the following five basic categories:

- Environmental Impacts;
- Highway Design Standards;
- ROW Impact;
- Improvement Costs; and
- Implementation Feasibility

Seven individual circulation plans for enhancing vehicular accessibility to targeted development areas were prepared.

They include seven circulation routes from I-390 to the Industrial Park and airport facility, as well as three targeted development scenarios for the Industrial Park, the airport, and the County-owned Exit 4 property. Although they do not exhaust all the variations that may be applied, the alternatives provide an appropriate foundation to produce a recommended plan to help achieve the goals of this study. In this case, the recommended alternative discussed later in this chapter would be a blend of projects taken from different alternatives.

5.1 Description of Alternatives

Seven circulation and site accessibility options were selected for further assessment. These options were prepared as a result of meetings and discussions with the Project Steering Committee and Livingston County.

Alternative 1

This circulation alternative is depicted in Alternative 1 and involves the following:

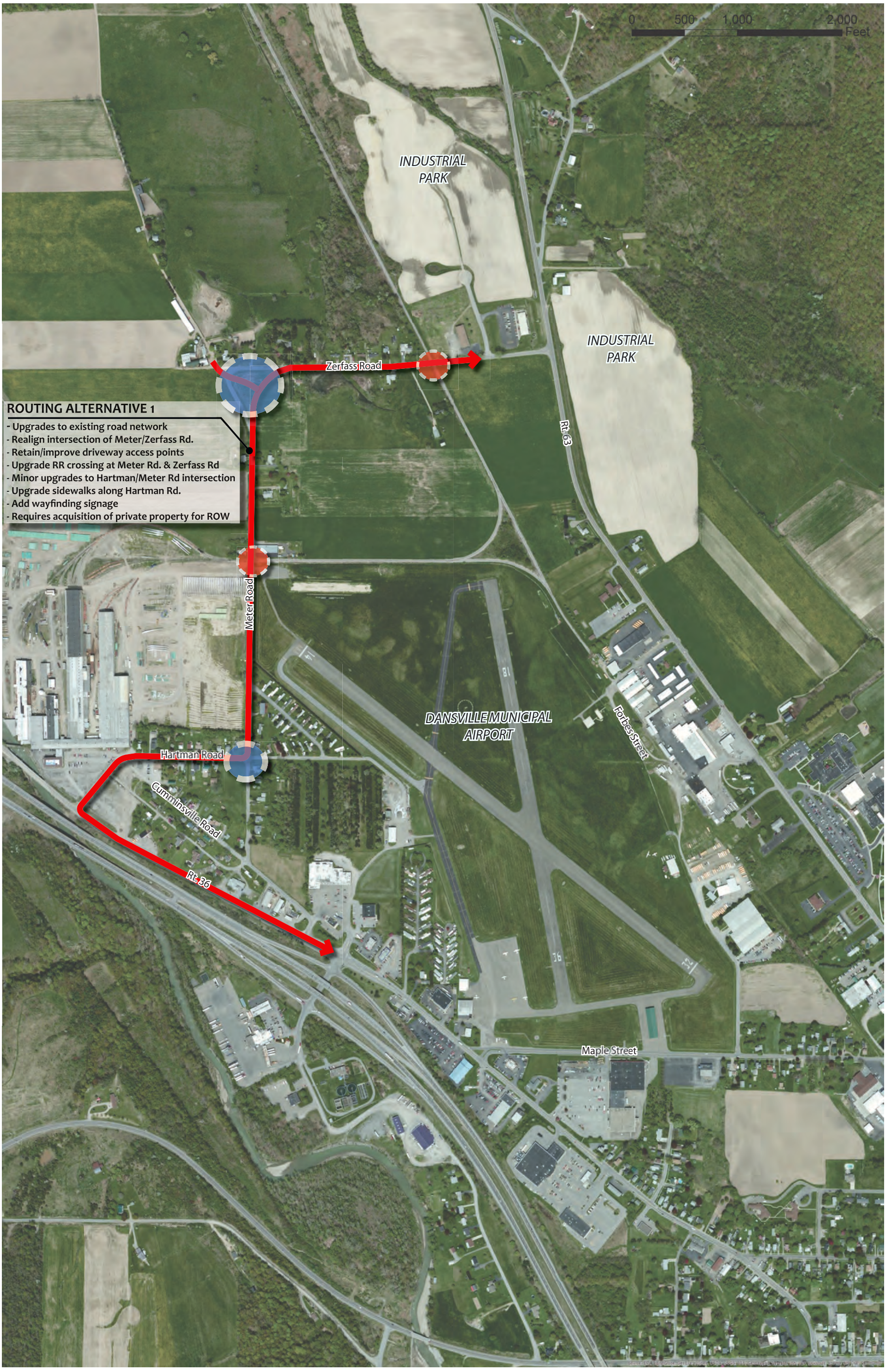
- Utilizes SR 36, Hartman, Meter and Zerfass Roads.
- Can be built within existing 50' highway ROW boundaries for each road.
- Retains driveways to adjacent private property.
- Option of adding curbs and sidewalks to Hartman Road to foster safe pedestrian travel and access to property.
- Minor upgrades to Hartman and Meter Road intersection (i.e. crossings, signage, etc).
- Minor upgrades at Meter Road and Zerfass Road railroad crossings.
- Realign Meter Road and Zerfass Road intersection to allow for safe geometric design and traffic movement.
- Acquire ROW from private property for Meter Road and Zerfass Road intersection realignment.
- Way-finding and directional signage.
- Maintains airport facility and runway protection zones.

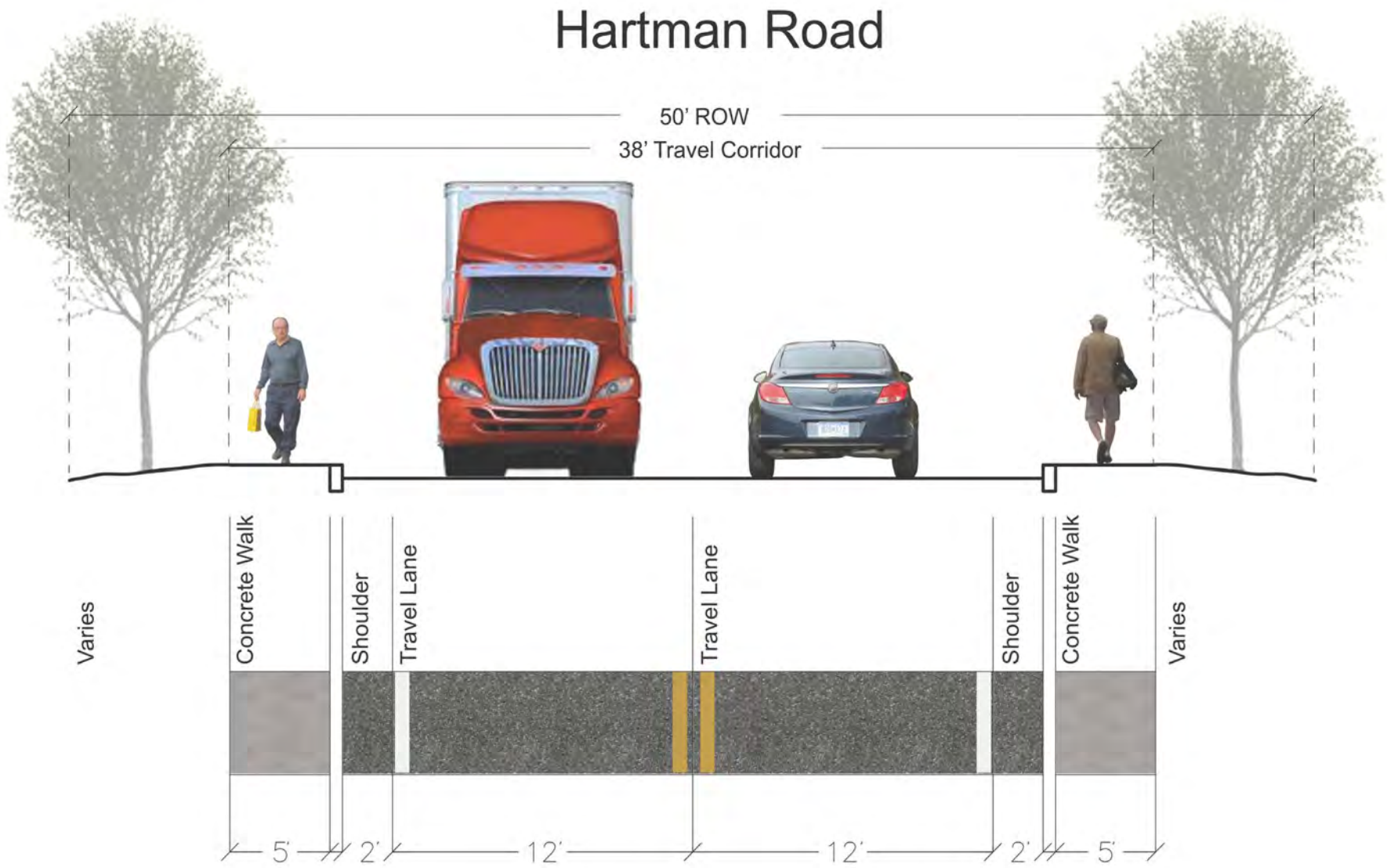
This alternative provides for an enhanced roadway network and connectivity directly to both LMC, Inc and the Dansville Industrial Park. However, it also requires routing commercial and industrial traffic through a small residential area as well as Cumminsville Park along Hartman and Meter Roads.

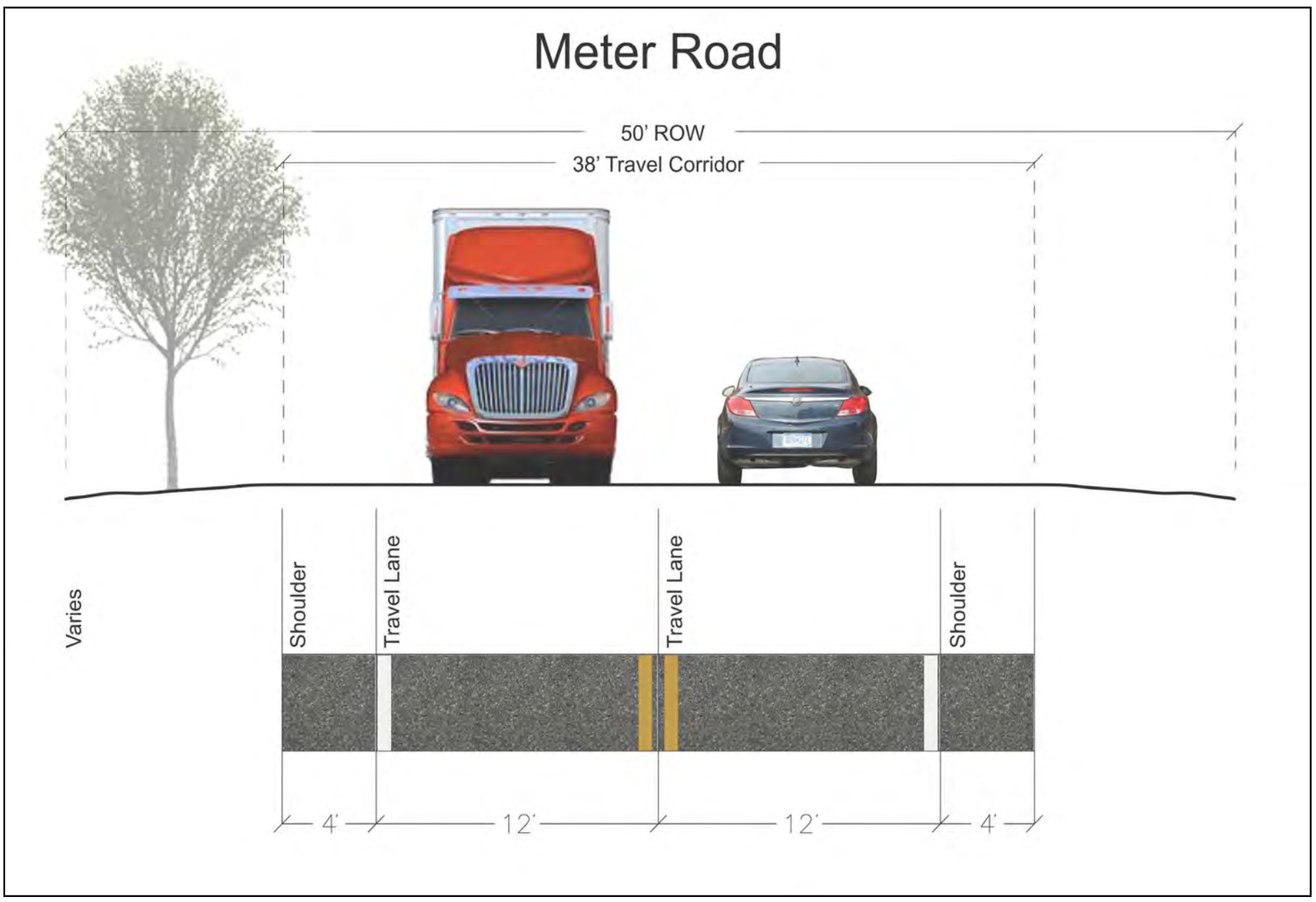
SR 36 is capable of handling traffic associated with future growth and development in the study area.

Looking north toward LMC on Hartman Road adjacent to Cumminsville Park. Notice residential charcter.

Geometric contraints at Meter and Zerfass Road intersection not suitable to handle a projected increase in traffic volume from future development.


0 500 1,000 2,000 Feet
INDUSTRIAL PARK
INDUSTRIAL PARK
Zerfass Road
ROUTING ALTERNATIVE 1
- Upgrades to existing road network
- Realign intersection of Meter/Zerfass Rd.
- Retain/improve driveway access points
- Upgrade RR crossing at Meter Rd. & Zerfass Rd
- Minor upgrades to Hartman/Meter Rd intersection
- Upgrade sidewalks along Hartman Rd.
- Add wayfinding signage
- Requires acquisition of private property for ROW
Rt. 63
Meter Road
DANSVILLE MUNICIPAL AIRPORT
Forbes Street
Hartman Road
Cumminsville Road
Rt. 36
Maple Street


Hartman Road
50' ROW
38' Travel Corridor
Varies
Concrete Walk
Shoulder
Travel Lane
Travel Lane
Shoulder
Concrete Walk
Varies
5'
2'
12'
12'
2'
5'


Meter Road
50’ ROW
38’ Travel Corridor
Varies
Shoulder
Travel Lane
Travel Lane
Shoulder
4’
12’
12’
4’

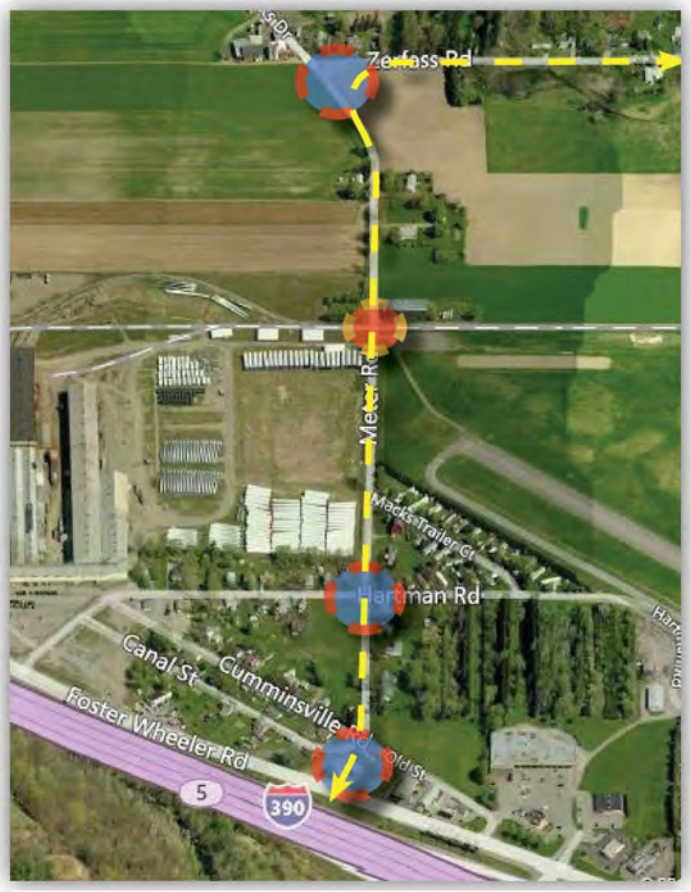
Alternative 2

This circulation alternative is depicted in Alternative 2 and involves the following:

- Utilizes Meter and Zerfass Roads.
- Can be built within existing 50' highway ROW boundaries for each road
- Retains driveways to adjacent private property.
- Option of adding curbs and sidewalk along Meter Road between Hartman Road and SR 36 to foster safe pedestrian travel and access.
- Minor upgrades to Meter Road intersections with Hartman Road, Cumminsville Road, and SR 36 (i.e. crossings, signage, etc).
- Minor upgrades at Meter Road and Zerfass Road railroad crossings.
- Realign Meter Road and Zerfass Road intersection to allow for safe geometric design and traffic movement.
- Acquire ROW from private property for Meter Road and Zerfass Road intersection realignment.
- Requires additional ROW from private property to connect Meter Road with SR 36.
- Way-finding and directional signage.
- Maintains airport facility and runway protection zones.

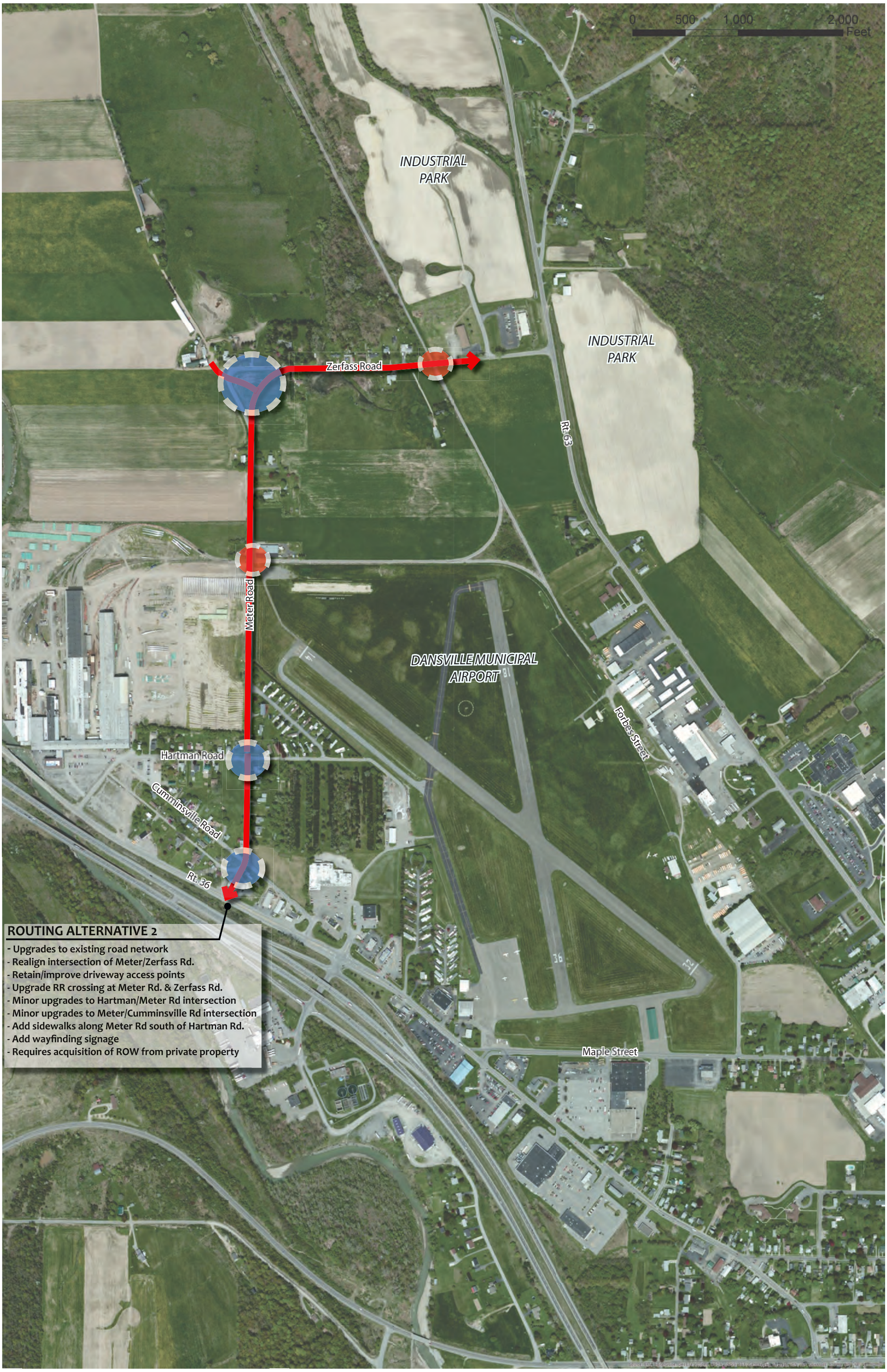
This alternative provides for a more direct link from SR 36 to the Dansville Industrial Park. However, not only does it bypass the front door to LMC, Inc., it requires routing commercial and industrial traffic through a larger area surrounded by residential development and neighborhood parks than that of Alternative 1.

Further, it became known during the course of this study that there is private development interest on two properties that an extension to Meter Road would bisect if it were to link up to SR 36.



Access route alternative from SR 36 to Zerfass Road including intersection and rail crossing upgrade areas

Cumminsville Park at Intersection of Meter Road and Hartman Road



ROUTING ALTERNATIVE 2

- Upgrades to existing road network
- Realign intersection of Meter/Zerfass Rd.
- Retain/improve driveway access points
- Upgrade RR crossing at Meter Rd. & Zerfass Rd.
- Minor upgrades to Hartman/Meter Rd intersection
- Minor upgrades to Meter/Cumminsville Rd intersection
- Add sidewalks along Meter Rd south of Hartman Rd.
- Add wayfinding signage
- Requires acquisition of ROW from private property

Alternative 3

This circulation alternative is depicted in Alternative 3 and involves the following:

- Utilizes SR 36, Maple Street and Forbes Street.
- Can be built within existing 50' highway ROW boundaries for each road
- Would require ROW from private property to link Forbes Street extension to Zerfass Road at the Industrial Park entry road.
- Would require a full depth reconstruction of Forbes Street and construction of Forbes Street extension to Zerfass Road.
- Option of adding sidewalk along Forbes Street to foster safe pedestrian travel and access to adjacent businesses.
- Require approximately 15-foot width of ROW from the eastern Airport boundary to rebuild Forbes Street. Avoid impacts to the Finger Lakes Soaring hangar if possible.
- Retains driveways to adjacent private property.
- Gateway treatments to the intersection of SR 36 and Maple Street including way-finding and directional signage, lighting, landscaping, striping, etc.
- Maintains the use of the airport lawn areas for Glider Club landings and takeoffs.
- Maintains airport runway protection zones.

Unlike Alternatives 1 and 2, this Alternative avoids impacts to residential neighborhoods by utilizing primary transportation corridors within existing commercial and industrial areas. Additionally, SR 36 and Maple Street are both designed to handle the anticipated traffic generated from future buildout of the Industrial Park. However, the use and extension of Forbes Street as a viable roadway built to standard would require a full depth reconstruction.

Key intersection for minor improvements such as gateway treatments , lighting, way-finding and directional signage, and striping.

Airport boundary and its "protection zones". A goal of this study is to not further encumber the protection zones.

LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 3

Barton & Loguidice, D.P.C.

MAY 2014

Alternative 4

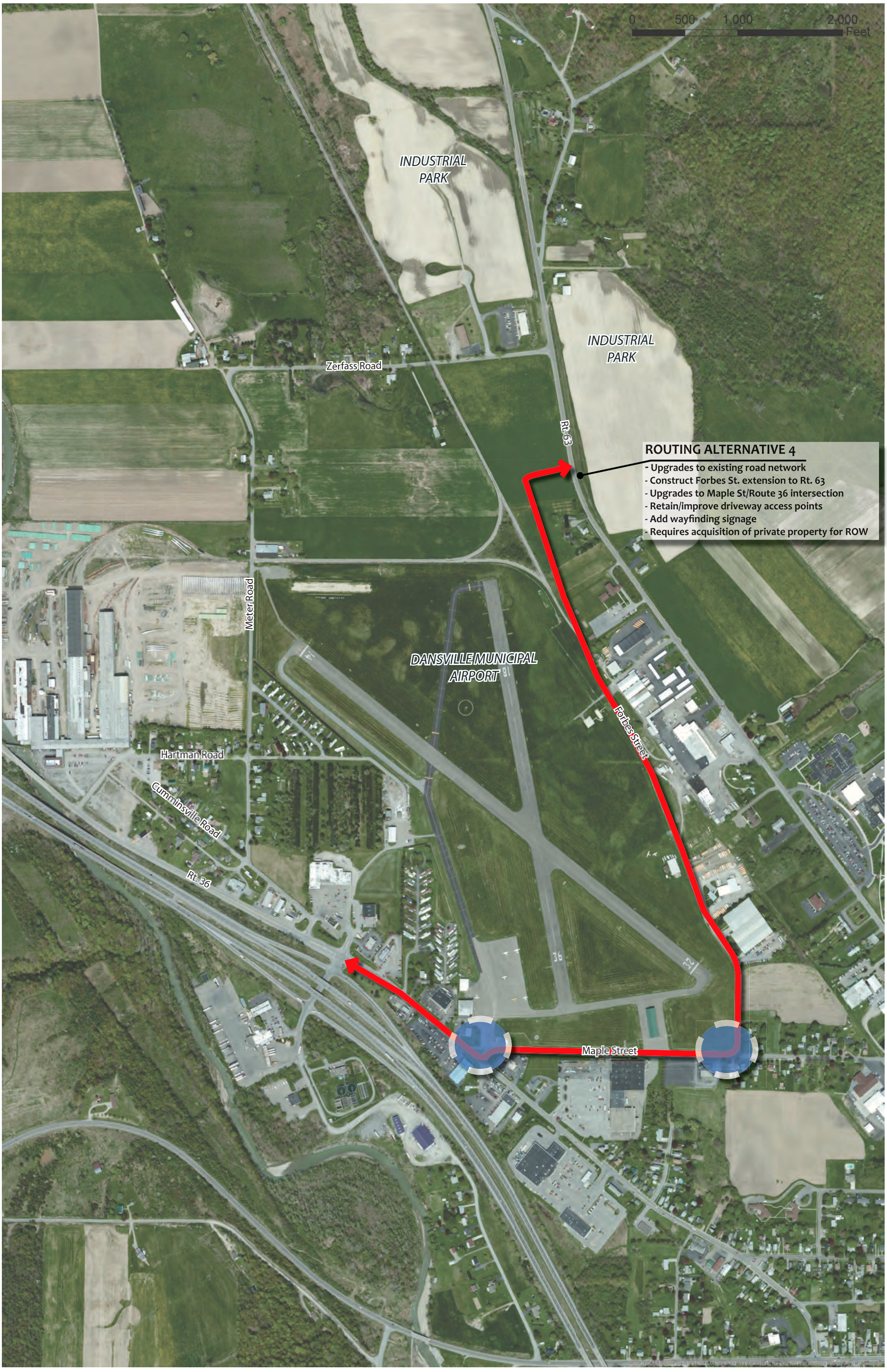
This circulation alternative is depicted in Alternative 4 and involves the following:

- Utilizes SR 36, Maple Street and Forbes Street.
- Would require ROW from private property to link Forbes Street extension to SR 63, creating a future intersection location for access into the southern portion of the Industrial Park.
- Would require a full depth reconstruction of Forbes Street and construction of Forbes Street extension to SR 63.
- Option of adding sidewalk along Forbes Street to foster safe pedestrian travel and access to adjacent businesses.
- Require approximately 15-foot width of ROW from the eastern airport boundary to rebuild and extend Forbes Street. Avoid impacts to the Finger Lakes Soaring hangar if possible.
- Retains driveways to adjacent private property.
- Gateway treatments to the intersection of SR 36 and Maple Street including way-finding and directional signage, lighting, landscaping, striping, etc.
- Maintains the use of the airport lawn areas for Glider Club landings and takeoffs.
- Maintains airport runway protection zones.

Similar to Alternative 3, this Alternative would link SR 36 to SR 63 via Maple Street and Forbes Street. Additionally, SR 36 and Maple Street are both designed to handle the anticipated traffic generated from future buildout of the Industrial Park. However, the use and extension of Forbes Street as a viable roadway built to standard would require a full depth reconstruction.

Looking east along Forbes Street. A future road would be rebuilt along its current alignment to the extent practicable without impacting current strucures on the airport property.

Also looking east further up Forbes Street, a new roadway would deviate from its existing alignment at this point running parallel to the existing ariport barrier fence.



LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 4

Barton & Loguidice, D.P.C.

MAY 2014

Alternative 5

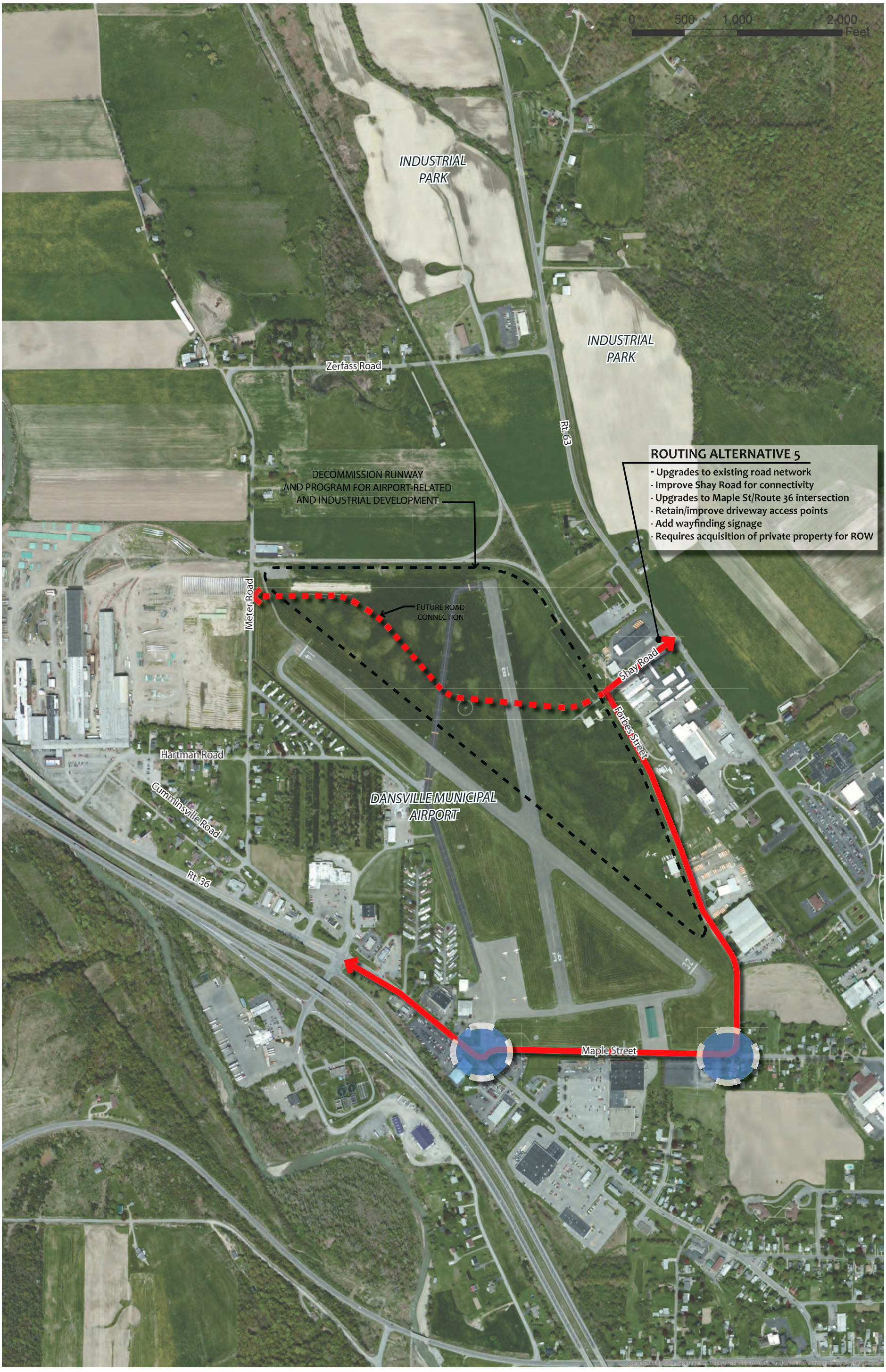
This circulation alternative is depicted in Alternative 5 and involves the following:

- Utilizes SR 36, Maple Street, Forbes Street, and Shay Road.
- Provides the opportunity to extend a future road connection through the northern portion of the airport should runway 18 ever be decommissioned.
- A 200' buffer offset would be maintained between runways 14 and 32 and any future development that could be targeted for the northern portion of the airport should runway 18 be decommissioned.
- Would require a full depth reconstruction of Forbes Street and Shay Road, as well as construction of Forbes Street extension to Shay Road.
- Would bring Shay Road up to Town roadway design standards.
- Option of adding sidewalk along Forbes Street to foster safe pedestrian travel and access to adjacent businesses.
- Require approximately 15-foot width of ROW from the eastern airport boundary to rebuild and extend Forbes Street. Avoid impacts to the Finger Lakes Soaring hangar if possible.
- Retains driveways to adjacent private property.
- Gateway treatments to the intersection of SR 36 and Maple Street including way-finding and directional signage, lighting, landscaping, striping, etc.
- Maintains airport runway protection zones.

Similar to Alternative 4, this Alternative would link SR 36 to SR 63 via Maple Street and Forbes Street as well as Shay Road. However, this Alternative is also predicated upon the possible FAA decommissioning of runway 18 at the airport.

Should the FAA ever decide to decommission runway 18 and open the northern portion of the airport up to other airport and rail based commercial, industrial and service uses, the Town would then have the opportunity to not only link SR 36 to SR 63 and the Industrial Park, but also provide a circuitous commercial traffic route that bypasses the central business district, the High School, and better links the primary roadway network within the study area to I-390. A development scenario illustrating this potential opportunity is shown below and in the Conceptual Buildout Plan for a future Airport Business Park.

Conceptual Buildout Scenario if runway 18 and the northern portion of the Dansville Municipal Airport were to ever be decommissioned by the FAA and become available for airport-related development.



LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 5

Barton & Loguidice, D.P.C.

MAY 2014

Alternative 6

This circulation alternative is depicted in Alternative 6 and involves the following:

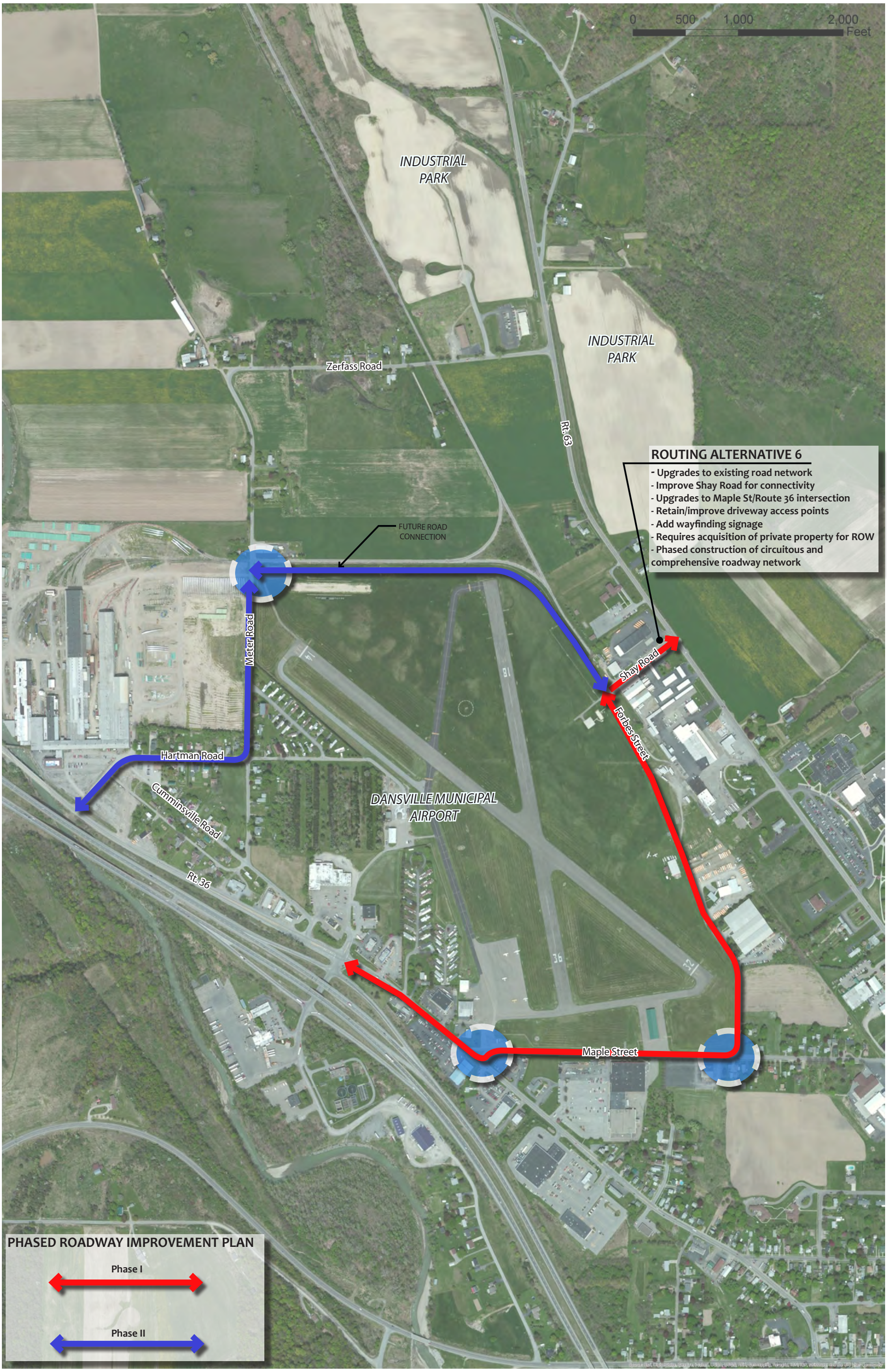
- Utilizes SR 36, Maple Street, Forbes Street, and Shay Road.
- Provides the opportunity to extend a future road connection parallel to the existing railbed to link SR 63 with Meter Road and LMC Industrial Contractors, Inc.
- Future Forbes Street extension parallel to the railbed could be built independent of future status of the northern portion of the airport.
- Would require a full depth reconstruction of Forbes Street and Shay Road, as well as construction of Forbes Street extension to Meter Road.
- New Forbes Street extension road would require a new road through the northwest and northeast runway protection zones.
- Would bring Shay Road up to Town roadway design standards.
- Option of adding sidewalk along Forbes Street to foster safe pedestrian travel and access to adjacent businesses.
- Require approximately 15-foot width of ROW from the eastern airport boundary to rebuild and extend Forbes Street. Avoid impacts to the Finger Lakes Soaring hangar if possible.
- Gateway treatments to the intersection of SR 36 and Maple Street including way-finding and directional signage, lighting, landscaping, striping, etc.

This Alternative would link SR 36 to SR 63 via Shay Road and an extension to Forbes Street. Additionally, this Alternative is not predicated upon the possible FAA decommissioning of runway 18 at the airport. Rather, the Forbes Street extension could be built independent of the future status of the airport. There is enough space between the existing railroad ROW and the end of runway 18 to build a new road to Town standards. However, it would impact the airport protection zone in that area as well as where the new road would intersect with Meter Road.

This circulation route would provide the opportunity to not only link SR 36 to SR 63 and the Industrial Park, but also provide a circuitous commercial traffic route that bypasses the central business district, the High School, and better links the primary roadway network within the study area to I-390. Again, this roadway link could be built without impacting the grass areas within the northern portion of the airport, thus maintaining areas used by the Glider Clubs for landings and takeoffs.

Shay Road would be rebuilt as part of Alternatives 5 and 6, bringing it up to Town/Village roadway design standards

A new road as part of Alternative 5 would link to Meter Road in this location adjacent to the existing railroad line


0 500 1,000 2,000 Feet
INDUSTRIAL PARK
INDUSTRIAL PARK
Zerfass Road
Rt. 63
ROUTING ALTERNATIVE 6
- Upgrades to existing road network
- Improve Shay Road for connectivity
- Upgrades to Maple St/Route 36 intersection
- Retain/improve driveway access points
- Add wayfinding signage
- Requires acquisition of private property for ROW
- Phased construction of circuitous and comprehensive roadway network
FUTURE ROAD CONNECTION
Meter Road
Shay Road
Forbes Street
Hartman Road
Cumminsville Road
Rt. 36
DANSVILLE MUNICIPAL AIRPORT
Maple Street
PHASED ROADWAY IMPROVEMENT PLAN
Phase I
Phase II

Alternative 7

Not only is this alternative considered a long-term mitigation route if the Dansville Municipal Airport extends runway 14-32 across Meter Road, but it also serves the immediate need for a more direct and safe route to targeted development sites from I-390. Based upon Alternative 6, this Alternative also provides a Phase II route which would link SR 63 with SR 36 via a westerly extension of Zerfass Road across Canaseraga Creek instead of utilizing Meter and Hartman Roads. Due to the possibility of a future runway extension across Meter Road toward LMC Industrial Contractors, the railroad tracks at the northern boundary to the airport would also need to be relocated, and Meter Road would become a dead-end street just north of Marks Trailer Court.

Key elements to this alternative include:

- Utilizes SR 36, Maple Street, Forbes Street, and Shay Road.
- Future Forbes Street extension parallel to the railbed could be built independent of future status of the runway extension at the airport.
- Would require a full depth reconstruction of Forbes Street and Shay Road.
- Would bring Shay Road up to Town roadway design standards.
- Option of adding sidewalk along Forbes Street to foster safe pedestrian travel and access to adjacent businesses.
- Require approximately 15-foot width of ROW from the eastern airport boundary to rebuild and extend Forbes Street. Avoid impacts to the Finger Lakes Soaring hangar if possible.
- Retains driveways to adjacent private property.
- Possible runway extension would require the relocation of the railbed at the northern airport boundary to continue to service LMC Industrial Contractors. This would result in some loss of prime agricultural land between Zerfass Road and the Railbed at the northern property line of the airport. *Final alignment and orientation of the runway extension would be determined by the FAA.*
- Gateway treatments to the intersection of SR 36 and Maple Street including way-finding and directional signage, lighting, landscaping, striping, etc.
- Provides a Phase II connection from SR 63 to SR36 via proposed Zerfass Road Extension over Canaseraga Creek. This would result in some loss of prime agricultural land between Meter Road and the Creek.
- Phase II Zerfass Road Extension would require an approximately 100-foot long bridge to span the Creek, provide flood clearance and eliminate filling within the floodplain.
- Phase II Zerfass Road Extension would require an upgraded intersection at the existing Buck Road/SR 36 intersection.

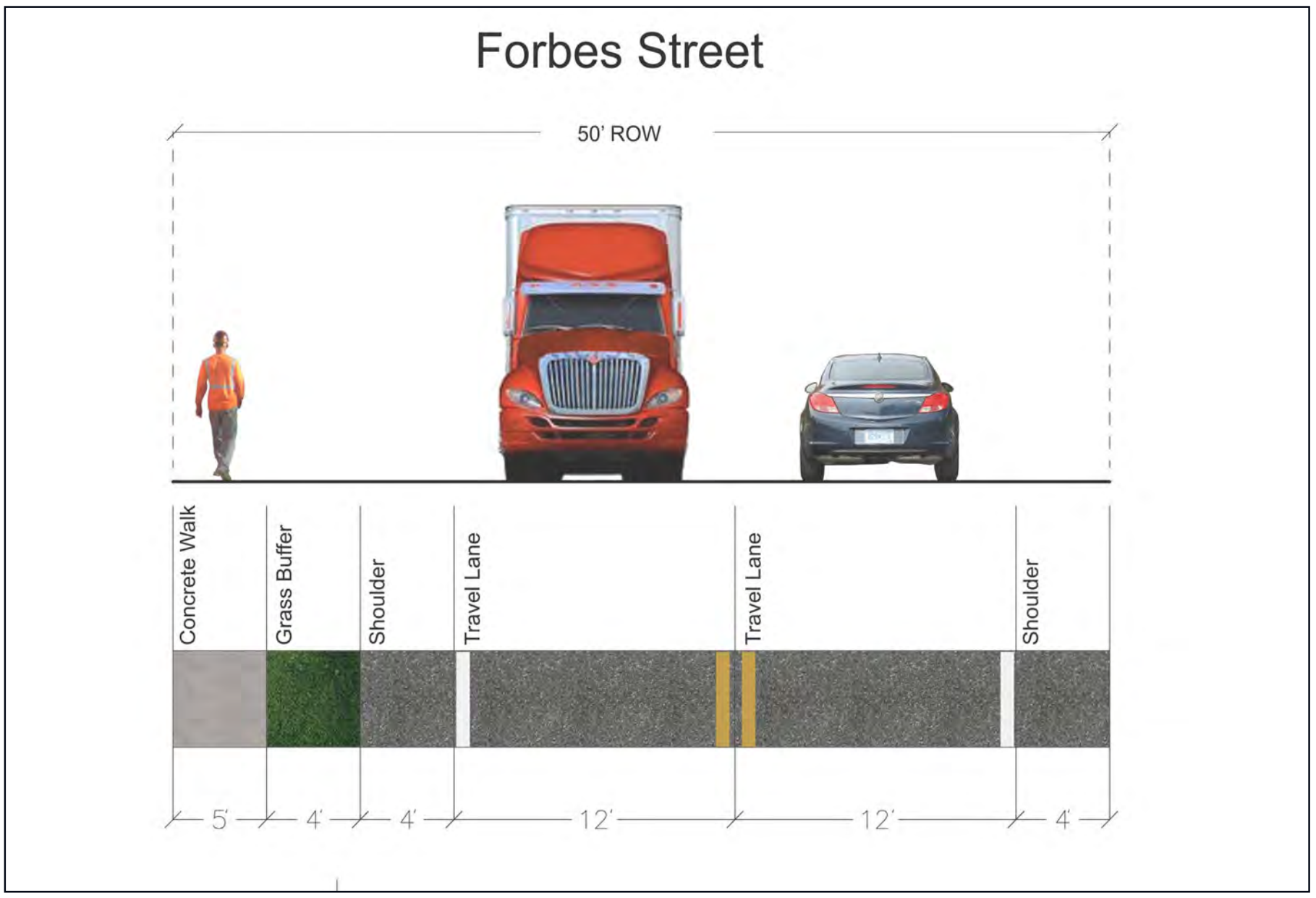
It should be noted that this long-term alternative is in accordance with the recommendations provided in the 2005 Dansville Municipal Airport Layout Plan Update, specifically Alternative 2 as summarized in that plan. It calls for the realignment of the railroad bed to accommodate the extension of runway 14-32 as shown in Alternative 7 of this Study.

5.2 Evaluation Criteria

Evaluation criteria were developed to help determine which routing alternative would best meet the needs of providing more efficient, visible and safe connectivity for commercial and industrial traffic to the Industrial Park and other targeted sites for future development. These criteria are discussed in this section.

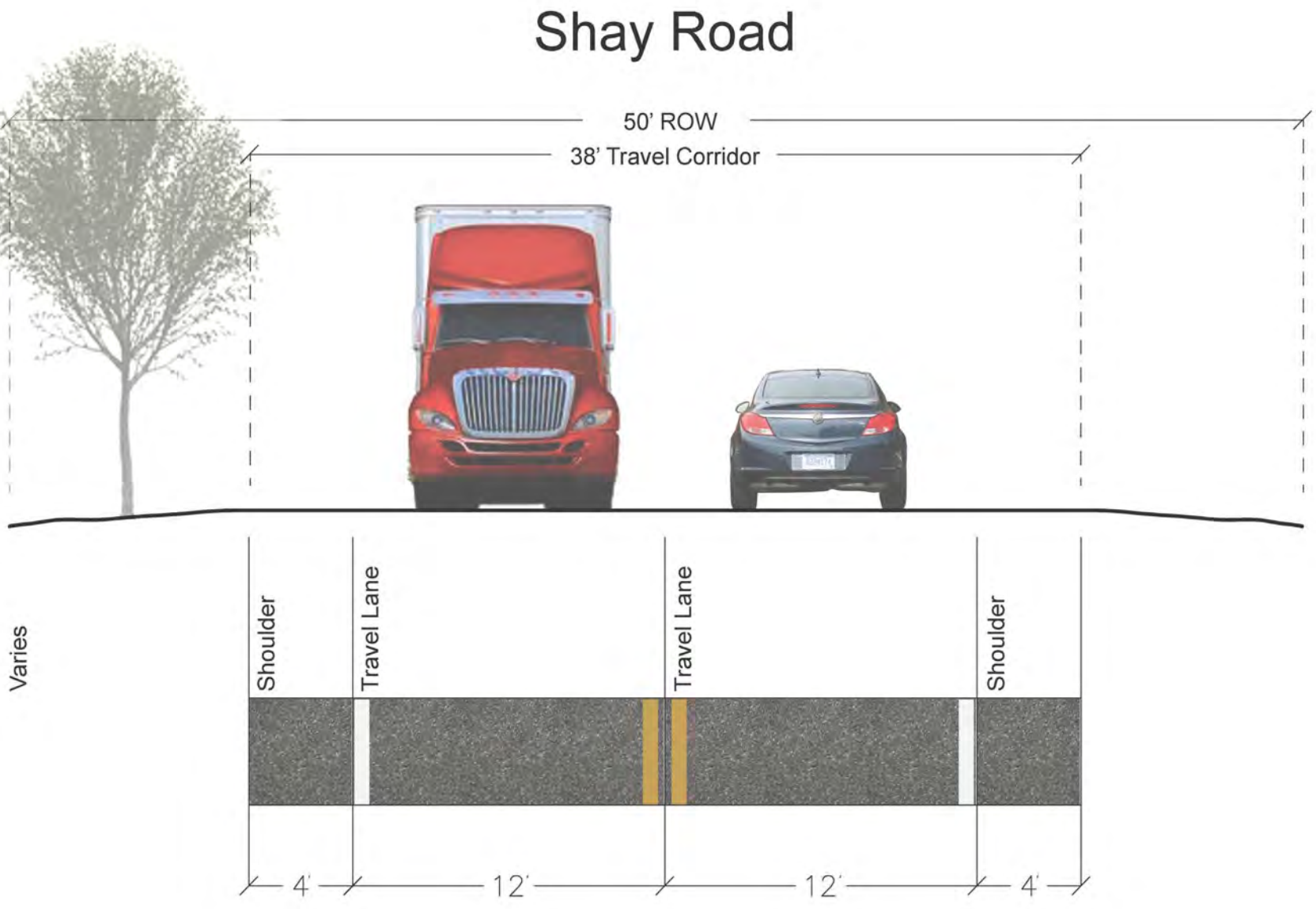

0 700 1,400 2,800 Feet
Rail Siding
INDUSTRIAL PARK
Upgrade Intersection at SR 36
Approx. 100ft Bridge Crossing Canaseraga Creek
Realign Railroad, Independent project
Rt. 63
Zerfass Road
Rt. 36
Buck Road
Canaseraga Creek
Meter Road
Potential Runway Extension, Independent Project
I-390
Shay Road
Hartman Road
DANSVILLE MUNICIPAL AIRPORT
Cumminsville Road
TOWN OF NORTH DANSVILLE
VILLAGE OF DANSVILLE
Forbes Street
Maple Street
TOWN OF WEST SPARTA
Intersection Improvements
TOWN OF OSSIAN
VILLAGE OF DANSVILLE
ROUTING ALTERNATIVE 7
- Upgrades to existing road network
- Improve Shay Road for connectivity
- Upgrades to Maple St/Route 36 intersection
- Retain/improve driveway access points
- Add wayfinding signage
- Requires acquisition of private property for ROW
- Phased construction of Zerfass Road Extension to connect to SR 36 via Buck Road improvements
PHASED ROADWAY IMPROVEMENT PLAN
Phase I
Phase II - Zerfass Road Extension


Forbes St


Forbes Street
50' ROW
Concrete Walk
Grass Buffer
Shoulder
Travel Lane
Travel Lane
Shoulder
5'
4'
4'
12'
12'
4'


Forbes St


Main


Shay Road
50' ROW
38' Travel Corridor
Varies
Shoulder
Travel Lane
Travel Lane
Shoulder
4'
12'
12'
4'


Main


Main
DANSVILLE
BUSINESS PARK

(It should be noted that each alternative presented in Chapter 5 illustrates preliminary alignments, and each alternative will need a careful engineering and environmental impact review before any project components can move forward with construction.)

Highway Design Standards

In addition to local town and village roadway design standards that every dedicated road must adhere to, any of the alternatives evaluated as part of this study would be designed to meet or exceed the guidelines and standards contained in the following:

- New York State Department of Transportation Highway Design Manual (Chapters 2, 17 and 18).
- 2012 Manual for Uniform Traffic Control Devices (MUTCD).

Critical design elements with regards to roadway design would include:

- Minimum design speed;
- Roadway design superelevations;
- Stopping site distance;
- Horizontal and vertical curves;
- Minimum lateral and vertical clearances;
- Pedestrian accommodations in compliance with ADA guidelines.

Environmental Impacts

A review of the possible environmental impacts associated with each of the alternatives was completed as part of the planning process. This review included assessing how the specific areas or environmental features might be affected by the proposed development, and to what degree (i.e. acres of wetland impacts). Chapter 3 included a preliminary review of potential areas of environmental concern within the study area. In general, because most of the circulation and access alternatives are along existing roadways, significant environmental impacts are not anticipated. However, Alternative 7 may result in a loss of prime agricultural land on each side of Meter Road to accommodate potential realignment of the railbed adjacent to the airport, and to facilitate the potential extension of Zerfass Road across Canaseraga Creek.

Right-of-Way Impacts

An assessment of ROW impacts based on the various routing alternatives is critical to determine where land from public or private parties may be needed in order to build future enhancements. Based on available ROW information provided by Livingston County Planning (GIS parcel shapefiles), the only existing roadway that would need additional ROW In order to build recommended improvements would be Forbes Street. The airport is a town-owned facility and based on information gathered during the planning process, it would be willing to discuss ROW needs to accommodate as many user groups as necessary, including the gliders club that uses the grass areas on the northern portion of the airport for landings and takeoffs.

Improvement Costs

Cost factors are used to help evaluate each alternative based on a probable improvement cost. More cost details are provided in Section 5.3 for each alternative.

Implementation Feasibility

Feasibility answers the question: What measures must be taken in order to actually build an alternative or development? The recommended development alternative as outlined in Chapter 6 must have the ability to be implemented through logical phases that meet Dansville and Livingston County's needs to generate commercial and economic development on targeted development

sites in order to create jobs, expand existing business and infrastructure, and promote long-term and sustainable economic growth in the community. Therefore, each alternative was assessed on its feasibility for implementation, considering both quantitative and qualitative factors. These include factors such as the urgency of the need to address deficiencies and safety concerns, degree of environmental impact, community receptiveness, and impacts to development and operation of the airport, feasibility of land needed to be acquired, and the project sponsor's willingness to bear the cost of development in order to spur economic growth in the Dansville area.

5.3 Costs for Routing Alternatives

Current unit prices and resultant costs for major and minor roadway enhancements associated with each routing alternative were used to better assess their feasibility. This consisted of reviewing recent bids of capital improvement projects associated with highway reconstruction and enhancements awarded in New York State and preparation of an opinion of probable costs based upon the consultant's experience with contractors and construction material suppliers. The major work items for each alternative were chosen based upon field inspections, photographs taken of roadway conditions and adjoining property characteristics, and are presented for each alternative based on need of either repair or reconstruction in order to handle the type of traffic that is likely to be the result of future development in the industrial park. *Again, please note that alignments shown on Alternatives 1 through 7 are preliminary, and each would require a careful engineering and environmental impact review.*

Alternative 1 Cost Summary

Asphalt Milling:	$28,600
Overlay/Asphalt:	$548,000
Excavation:	$93,500
Subbase:	$89,500
Sidewalk (Hartman Rd):	$77,700
Curb (Hartman Rd):	$85,800
Underdrain (Hartman Rd):	$31,450
Total w/o Curb + 25% contingency:	**$1.10M**
Total w/ Curb + 25% contingency:	**$1.20M**

Alternative 2 Cost Summary

Asphalt Milling:	$24,500
Overlay/Asphalt:	$546,300
Excavation:	$82,900
Subbase:	$88,400
Total + 25% contingency:	**$0.93M**

Alternative 3 Cost Summary

Asphalt Milling:	$15,000
Overlay/Asphalt:	$855,500
Excavation:	$237,000
Subbase:	$256,700
Sidewalk:	$179,800
Topsoil/Seed:	$20,600
Total + 25% contingency:	**$1.96M**

Alternative 4 Cost Summary

Asphalt Milling:	$15,000
Overlay/Asphalt:	$783,000
Excavation:	$213,700
Subbase:	$232,000
Sidewalk:	$166,000
Topsoil/Seed:	$18,500
Total + 25% contingency:	**$1.79M**

Alternative 5 Cost Summary

Asphalt Milling:	$15,000
Overlay/Asphalt:	$631,200
Excavation:	$165,000
Subbase:	$179,900
Sidewalk:	$136,700
Topsoil/Seed:	$14,200
Total + 25% contingency:	**$1.43M**

Alternative 6 Cost Summary

Asphalt Milling:	$30,500
Overlay/Asphalt:	$753,200
Excavation:	$334,600
Subbase:	$350,700
Sidewalk:	$293,600
Topsoil/Seed:	$26,000
Curb:	$85,800
Underdrain:	$31,500
Total + 25% contingency:	**$2.38M**

Alternative 7 Cost Summary

Asphalt Milling:	$30,800
Overlay/Asphalt:	$805,200
Excavation:	$230,500
Subbase:	$270,000
Sidewalk:	$125,300
Topsoil/Seed:	$26,000
Curb:	$85,800
Underdrain:	$26,500
Canaseraga Creek Bridge	$850,000
Total + 25% contingency:	**$3.06M**
Railroad Relocation Costs	$1,700,000

*** Note: These cost estimates do not include costs associated with property acquisition.*

*** Note: Order of magnitude costs for realignment of the railroad to the north of the airport are provided as a separate item because the roadway enhancements are not contingent upon the location of the railroad, assuming the alignment of the railroad does not cross Zerfass Road or intersect with the potential Zerfass Road Extension.*

5.4 Preferred Roadway Circulation and Access Alternative – Alternative 7

The preferred alternative for better linking I-390 with the Dansville Industrial Park and LMC Industrial Contractors, Inc. – two of the three targeted development sites evaluated as part of this study, was selected after various discussions and meetings with the project steering committee, the Town of North Dansville, Village of Dansville, Livingston County and other interested parties. **Alternative 7** (preferred alternative) includes elements from several of the other routing alternatives presented in this chapter as well as new concepts that were developed as a result of input received during the planning process.

Specific issues that arose and needed to be addressed prior to the selection of a preferred alternative included the following:

Roadway Improvements

Specific improvements to roadways were one of the key factors in evaluating each alternative. Pavement conditions, right-of-way widths, shoulder conditions or lack of shoulders altogether, geometry, sidewalks, curbing, drainage, and adjacent land uses were all evaluated through field inspections, aerial photos, and prior plans and studies. These characteristics, among others, were used as the basis for feasibility and cost analysis. Some roads in Alternative 7 are considered to be in good condition and can accommodate traffic volumes generated from future development, such as Maple Street, SR 36 and 63. They exhibit the level of design and pavement cross section associated with commercial and industrial traffic types, sizes, weights, and volumes. However, other roads such as Zerfass road and Forbes Street would require enhancements and/or full depth reconstruction in order to truly have a street network suitable for the types of traffic typically associated with

commercial and industrial development, i.e. distribution trucks, delivery vehicles, smaller vehicles, etc.

Phase I of the preferred alternative includes SR 36, Maples Street, Forbes Street, and Shay Road. SR 36 and Maple Street require minor improvements including signage and striping (included as contingency costs in the estimates). There is a segment along Maple Street where it is recommended the sidewalks be reconnected in front of the auto dealership to provide a continuous pedestrian facility within the right-of-way. Forbes Street and Shay Road however would require full depth reconstruction on a proper alignment and to include adequate subbase to handle vehicle loads while retaining access to adjacent properties and businesses, accommodating stormwater, and including amenities such as sidewalks to facilitate pedestrian movement.

Phase II of the preferred alternative would include a mill and overlay of the existing segment of Zerfass Road from SR 63 to the Zerfass Road/Meter Road intersection, construction of a Zerfass Road Extension westerly across agricultural land just north of LMC Industrial Contractors, a single-span bridge to cross Canaseraga Creek, and a roadway link via reconstruction of Buck Road to SR 36 including a new intersection at SR 36.

Improvement Costs

While Alternative 7 exhibits the highest cost of all alternatives presented in this study, it is the most beneficial from a long-term transportation efficiency standpoint. It also can be built out with a phased approach and still accomplish the goals of this Study in the short term. Therefore, it remains feasible and is the preferred alternative for Dansville and Livingston County to pursue.

Airport Development

One of the potential long-term development scenarios included the prospect of FAA decommissioning the airport due to a lack of anticipated growth and user base. The airport continues to play a critical transportation role in the Dansville community and economy; however, it operates at less than capacity. As such, it was prudent to assess the viability of future development on the northern portion of the airport should runway 18 ever be shut down and if there was a high demand for new vacant land upon which to build new commercial and industrial development in the future. It was determined through the planning process that this is a long-term option and that the decision to decommission a portion of the airport would be left to the Town of North Dansville and the FAA. As such, a potential new road through the northern portion of the airport and adjacent development was not considered further as part of this study.

Alternative 7 does however require the need to acquire ROW from the airport to reconstruct Forbes Street to Town/Village standard (Phase I). Based on conversations with the Town as well as airport design and operation specialists, the ROW needed to construct Alternative 7 in its entirety would not impact operations of the airport as it stands today. The second phase of the preferred alternative would also require close coordination with the Town of North Dansville to determine whether any future expansion plans exist for runways 18 and 14 at the northern end of the airport. The phase II Zerfass Road Extension segment of the preferred alternative may encroach upon the airport protection zone if the runway is expanded in the future. However, it would adhere to height restrictions in that zone with light poles and other roadside appurtenances and would not impact operations of the runway.

G&W Railroad Corridor

The long-term benefit of Alterative 7 is that it can be implemented without impacting the current railbed. The potential realignment of the railbed at the northern edge of the airport is merely to illustrate a viable alignment recommended in the 2005 Airport Master Plan in the event the Town of North Dansville and the FAA determines that the expansion of runway 14-32 is warranted at some point in the future. That study offered 3 alternatives for railroad realignment. The Dansville Transportation and Industrial and Commercial Access Study recommends that if realignment of that railbed should be necessary, the Town and FAA pursue the recommendations that are consistent with Alternative 7 of this report. This alternative would be the least impactful to the existing roadway network as well as private property.

Traffic Circulation and Safety

Another critical factor considered when developing the routing alternatives was ease of roadway connectivity and minimizing impacts to key community generators such as the Dansville Central School and the central business district. Through the public outreach process, review of prior plans and stakeholder interviews, it was clear that there was a strong desire to minimize the amount of truck traffic and other types of traffic associated with commercial and industrial development from driving past the School and through the central business district. Therefore, each alternative in the vicinity of the Industrial Park assessed options for linking it to I-390 by providing alternatives that do not force traffic to take Maple Street into the heart of the business corridor and then north along SR 63 past the School in route to the Industrial Park. By improving Shay Road and Forbes Street, there would then be a fully functional roadway network that would not only better accommodate traffic and vehicle flow, but also improve the condition and safety for existing businesses along those roadways.

Exit 4 and Poags Hole Road

State Route 36 and Poags Hole Road are the two primary roadways providing direct access to the County-owned Exit 4 property. This target site, discussed in more detail in the next section, could not be any more visible off of I-390. It is situated directly adjacent to the Exit 4 off-ramp. While SR 36 is currently built to handle any anticipated traffic associated with future development on this site, Poags Hole Road would likely require some minor upgrades depending on the level of development and traffic demand. Future upgrades that may in the long-term be necessary for SR 36 and Poags Hole Road could potentially include a turning lane off of SR 36 onto Poags Hole Road, shoulder improvements along Poags Hole, drainage, and other minor improvements to provide for better access to the site. These would be considered long-term improvements as they would likely not be necessary until the site approaches full build-out or a business that generates high levels of daily traffic volumes proposes to build there. In that case, it is recommended the construction of those types of roadway improvements be borne by the developer seeking to locate there. As such, costs for those improvements were not provided as part of this study. Further, due to SR 36 being a State roadway, improvements such as turning lanes would not be permitted until such traffic demand warrants based on traffic generated as a result of an impending development.

Permits and Approvals

Outlined below is a summary of anticipated permits and approvals required for phased implementation of the preferred alternative.

- US Army Corps of Engineers – Section 404 Nationwide Permits #3, Maintenance; #4, Linear Transportation Project; and #33, Temporary Construction
- NYSDEC Section 401, Water Quality Certification
- NYSDEC SPDES Permit(s)
- Executive Order 11988 – Floodplain Management
- NYSDOT Highway Work Permit
- Town and Village Highway Work Permits
- Town and Village Board approvals

Additionally, outlined below is a summary of coordination efforts with various agencies for construction of improvements as proposed in Alternative 7.

- New York State DOT
- New York State DEC
- US Fish and Wildlife Service
- US Army Corps of Engineers
- Town of North Dansville Town Board
- Village of Dansville Board of Trustees
- G&W Railroad
- Livingston County Highway Department

5.5 Target Sites for Development

The Livingston County Planning Department, in cooperation with the County's Industrial Development Agency (IDA), in part, commissioned this study to better understand the opportunities and constraints associated with priority development sites in the Dansville area. The Livingston County IDA is a public benefit corporation which focuses on economic development initiatives within the county. Its mission "is to create and retain employment opportunities for the residents of Livingston County and generate tax revenues to support government services. This mission is accomplished through financing, development, sponsorship, acquisition, construction, and equipping of certain economic development projects. Through the fulfillment of the agency's mission, it delivers employment, health, general prosperity, economic welfare, and needed services for the residents of the county."

The priority sites incorporated into this study were defined as target sites at the outset by the county – those being the Dansville Industrial Park, the County-owned Exit 4 property, and LMC Industrial Contractors, Inc., which is the only site of the three that is built-out. Nevertheless, LMC remains a priority to the county due to its importance in the community as a job provider, tax payer, and industry leader. The Industrial Park and the Exit 4 property were selected because they are the only publicly held property in the community that is over 50 acres and generally have the necessary zoning and infrastructure services in place to support major development projects in the region. These are critical land assets that must be planned for and marketed accordingly to potential developers and businesses looking to expand or build new facilities in the area.

The County, as part of its economic development goals, has identified the marketing and

development of these sites as a priority in its larger economic development strategy. As such, one of the goals of this study was to obtain and summarize requisite site information pertaining to these major real estate assets and prepare development scenarios that can be used as a resource mechanism for local development agencies engaged in business recruitment and retention within the area.

This section provides conceptual development scenarios for the industrial park as well as the Exit 4 property in response to information provided in the physical inventory and analysis as well as the preliminary economic and market trends evaluation. While a detailed market trends analysis was not within the scope of this study, the conceptual development scenarios do paint a picture which takes into account local zoning controls, anticipated permitting requirements, environmental constraints, infrastructure capacity, and site amenities such as parking and stormwater areas.

Dansville Industrial Park

As mentioned previously, the Park is well positioned for future development with a full suite of utilities, acreage to accommodate large and small scale development, the adjacent G&W railroad to provide direct rail access via a rail spur, if needed, and direct access to a state and local roadway system.

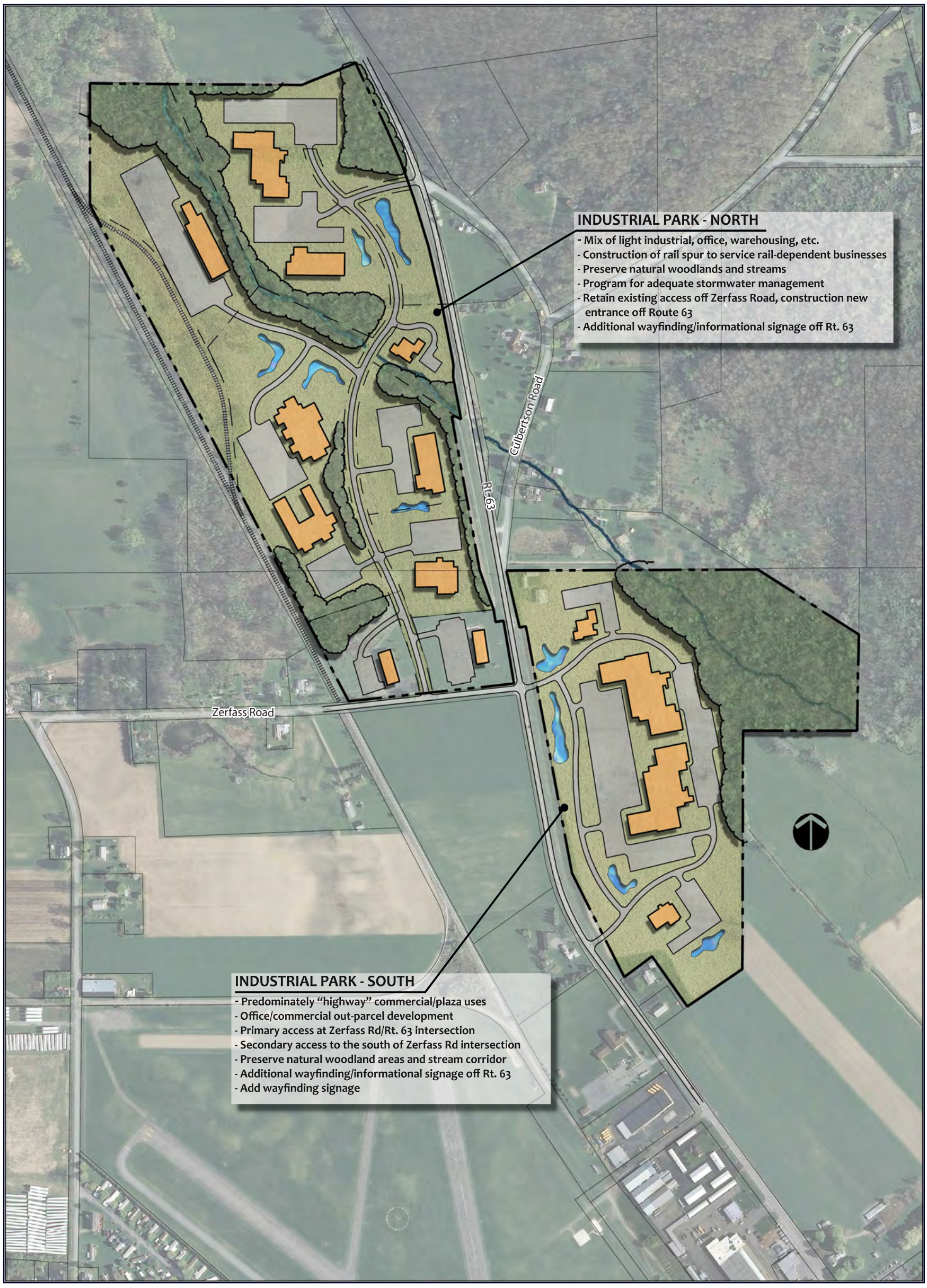
Site planning for the future buildout of the Industrial Park considered what the County and the Dansville community, including the Town of North Dansville, Village of Dansville, and Town of Sparta saw as desirable development. Furthermore, because the northern and southern portions of the Park are bisected by SR 63 and given their locations and surrounding land uses, it lends itself to different development typologies. It should also be noted that at some point the State DOT may determine that SR 63 may require upgrades such as a turning lane, traffic signals and other related improvements based on the level of development and demand on its roadway. That would be at the State's discretion and would be a long-term upgrade to SR 63. As such, the conceptual development plan for the Park includes the following key elements:

<u>Northern Portion of Dansville Industrial Park</u>

- A mix of light industrial, office, warehousing, distribution, energy-related R&D and technology services, and opportunities related to LMC Industrial Contractors, Inc., and/or airport related services.
- Opportunity to construct a rail spur to accommodate rail dependent business.
- Future buildout of the existing access road to accommodate future development.
- Preservation of natural woodland areas adjacent to Mudd Creek on the site.
- Programming for adequate stormwater management facilities.
- No new access onto Zerfass Road.
- Wayfinding and directional signage to instruct trucks and other heavy vehicles, including employee vehicles to use SR 63 and the proposed new roadway network to access I-390 if needed.

<u>Southern Portion of Dansville Industrial Park</u>

- Predominantly "highway" commercial/plaza uses including retail and commercial.


INDUSTRIAL PARK - NORTH
- Mix of light industrial, office, warehousing, etc.
- Construction of rail spur to service rail-dependent businesses
- Preserve natural woodlands and streams
- Program for adequate stormwater management
- Retain existing access off Zerfass Road, construction new entrance off Route 63
- Additional wayfinding/informational signage off Rt. 63
Culbertson Road
Rt. 63
Zerfass Road
INDUSTRIAL PARK - SOUTH
- Predominately "highway" commercial/plaza uses
- Office/commercial out-parcel development
- Primary access at Zerfass Rd/Rt. 63 intersection
- Secondary access to the south of Zerfass Rd intersection
- Preserve natural woodland areas and stream corridor
- Additional wayfinding/informational signage off Rt. 63
- Add wayfinding signage

- Office and restaurant out-parcel development.
- Primary access points would include two new intersections: one at Zerfass Road and one onto SR 63 towards the southern end of the Industrial Park property where adequate sight distance exists looking north.
- Preservation of natural woodland areas and stream corridors.
- Additional way-finding and directional signage.

Top: Existing businesses in the Industrial park
Bottom: Existing access road into the park

Exit 4 Property

Another prime development property in the Town of North Dansville off of I-390 Exit 4, this site is a priority to the community. There has been interest in the past from potential large scale commercial developers, however those developments never materialized. Based on the findings of the preliminary market assessment, key components of the conceptual development scenario that should be promoted as opportunities by the County include:

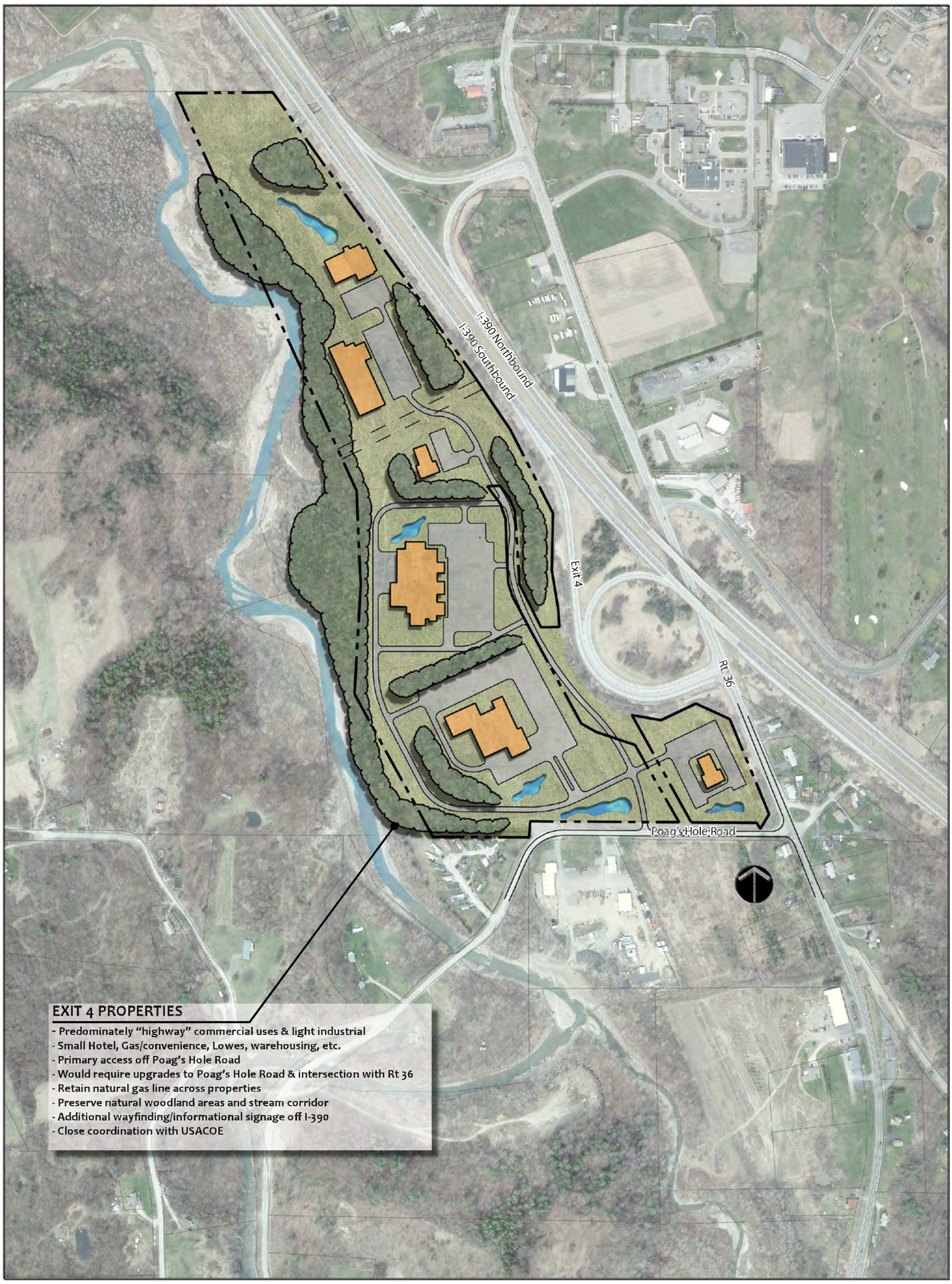
- Promote "highway" commercial uses and/or light industrial businesses, small hotel, gas/convenient store, large commercial chains such as Lowes, warehousing, and similar uses that can prosper from visibility and direct access off of I-390. This site can also be a catalyst site for medical services in support of the hospital.
- Primary access would be off Poags Hole Road.
- Minor upgrades to Poags Hole Road including turning lanes, shoulder improvements, and other minor improvements. These would be a long-term improvement based on development demand and should be borne by the developer.
- Retain natural gas line across the property that extends under SR 36 to the east.
- Preserve natural woodlands and stream corridors.
- Due to the floodplains on the site, close coordination with US Army Corps of Engineers would be required.

- Include way-finding and informational signage to the central business district, Industrial Park, etc.

Existing Exit 4 property. I-390 off-ramp can be seen from corner of Poags Hole Road and SR 36.

Poags Hole Road looking towards SR 36 with Property on the left.

Existing businesses across from Exit 4 property on Poags Hole Road.


I-390 Northbound
I-390 Southbound
Exit 4
Rt. 36
Poag's Hole Road
EXIT 4 PROPERTIES
- Predominately "highway" commercial uses & light industrial
- Small Hotel, Gas/convenience, Lowes, warehousing, etc.
- Primary access off Poag's Hole Road
- Would require upgrades to Poag's Hole Road & intersection with Rt 36
- Retain natural gas line across properties
- Preserve natural woodland areas and stream corridor
- Additional wayfinding/informational signage off I-390
- Close coordination with USACOE

6.0 RECOMMENDATIONS

As stated previously, an abundance of opportunity exists in the Dansville community as evidenced by the existing conditions analysis, input from stakeholders and the various viable alternatives outlined in this report. However, like most successfully projects, those opportunities do not happen without obstacles that need to be overcome. Merely identifying key routes to most efficiently connect I-390 to the Dansville Industrial Park will not in and of itself generate long-term economic growth in the community.

Based on the public outreach process, information gathered from prior studies and the suggestions of development professionals, including the NYSDOT, the recommendations outlined in this section were made through an informative planning and community design process. The greatest chance of success will likely be achieved through a comprehensive approach to implementation. Physical improvements must be progressed in accordance with complementary planning policies and public relations, as well as through on-going agency coordination and communication. To that end, recommendations have been grouped into four categories:

- Programs and Policies
- Land Use Enhancements
- Transportation Enhancements
- Public Realm Enhancements

Each category represents the core programs and resources that will need to be put forth by Livingston County and its various partners. A summary of recommendations follows:

6.1 Programs and Policies:

A. Recognize the Dansville Commercial and Industrial Business Corridor as part of a Comprehensive Plan Update that would include the following roadways on Figure 13.

B. Utilize the services of the Dansville Economic Development Corporation to act as the local development agency for branding, marketing and developing target areas and smaller candidate sites along the proposed Commercial and Industrial Business Corridor District.

C. Working with the Livingston County IDA, develop a new brand identity for the Dansville Commercial and Industrial Business Corridors.

D. Define the Commercial and Industrial Business Corridors as a center for sustainable practices, products, and services related to community anchors such as LMC, the airport, and other future large scale employers and operators.

E. Prepare an update to Dansville's intermunicipal Comprehensive Plan and Zoning Regulations.

F. Develop site design guidelines for areas outside of the CBD that are a reference tool for local agencies and interested developers.

Figure 13 - Dansville Commercial and Industrial Business Corridor

6.2 Land Use Enhancements:

A. Change the zoning on the Exit 4 property from Agricultural to the Town's Planned Unit Development zoning district or Business district.

B. Continue to prioritize both the Industrial Park and the Exit 4 property as "shovel ready" catalytic development sites.

C. Pursue economic revitalization through optimizing commercial and industrial infill opportunities along primary corridors.

D. Continue to monitor the development of the airport within the context of recommended improvements provided in this study. Update this study as needed based on the needs of the airport.

6.3 Transportation Enhancements:

A. Establish an improved near-term connection from I-390 to the Industrial Park.

B. Phase in the proposed circuitous corridor linkage enhancements as illustrated in the preferred alternative 7.

C. Incorporate improvements illustrated in Phase II of Alternative 7, when practicable, regardless of whether the Airport decides to extend runway 14-32.

C. Improve pedestrian connectivity between the proposed Dansville Commercial and Industrial Business Corridor and the central business district, residential areas, and parks.

D. Alleviate conflicts with adjacent properties by building roadway improvements within the existing ROW to the extent practicable.

E. Continue to pursue recently awarded railroad funding to construct improvements to increase capacity and weight restrictions for rail in the Dansville-Mt. Morris area.

F. Improve safety along primary corridor roadways through recommended improvements.

6.4 Public Realm Enhancements

A. Create pedestrian friendly streetscapes along the proposed Dansville Commercial and Industrial Business Corridors and other priority areas that can be directly linked to the Village's central business district.

B. Reinvent Cumminsville Park within the context of the proposed Dansville Commercial and Industrial Business Corridor to enhance and buffer the existing residential area and as another mechanism to help market and brand the corridors and adjacent community assets within the Town and Village.

C. Based on the County's overall marketing plan, develop an educational signage program and system to welcome, educate and orient users of the proposed Business Corridor area that links local businesses informationally with both vehicular and pedestrian users of the corridors and community assets.

6.1 Programs and Policies

The primary recommendations as discussed in this section are intended to guide policy and implementation from which job retention and creation, business expansion, and capital improvements will be based.

A. Recognize the Dansville Commercial and Industrial Business Corridor as a Core Area for Development as part of a Comprehensive Plan Update

Not to be confused with a business improvement district (BID), the proposed Dansville Commercial and Industrial Business Corridor Area would make a valuable contribution to the community within which it resides. By simply adopting through a Comprehensive Plan Update, the Town indicates the core roadway corridors around the airport and the Dansville Industrial Park are a focus area for future development and investment. The Town and Village may want to consider an overlay zoning district or other regulatory controls that support the designation and desire for future development and investment in this core area.

B. Support the Dansville Economic Development Corporation to act as the local development agency for branding, marketing and development along the proposed Commercial and Industrial Business Corridor District

The Dansville Economic Development Corporation (DEDC), in conjunction with the Livingston County IDA, would work to increase potential for profitable business-to-business relationships. Also, acting as an advocate for the community, the DEDC would help inform potential businesses or developers about the viability and marketability of locating in Dansville.

C. Establish a New Brand Identity for the Dansville Commercial and Industrial Business Corridor District

Strategically developing a new brand for any product requires more than just creating a catchy name. Branding a targeted development area within a community can have direct influence on how existing and new businesses are perceived by customers and suppliers and could influence their appeal to potential markets. A new identity for the Study area in Dansville should build off its strengths as a transportation crossroads with an abundance of viable land suitable for development. It should also leverage Dansville's history and role as an economic engine for the region. It can also be promoted as an area right at the doorstep of emerging technologies and fuel cell research and development that can be the focus of an industrial and transportation hub. This can also be promoted through an overall marketing strategy and enhancements for the Central Business District. It is this type of thinking that must be pursued and leveraged while the county rebrands the study area as something other than a declining manufacturing base with a skilled workforce without a place to work.

D. Define the Commercial and Industrial Business Corridors as a center for sustainable practices, products, and services related to community anchors

A recommendation to complement the rebranding effort outlined above, this suggestion grows out of innovations currently taking place in other parts of New York State and a number of initiatives launched by both Governor Cuomo and the Finger Lakes Regional Economic Development Council (FLREDC). It is a primary strategy of the FLREDC to encourage companies to expand and relocate to the region through the development of shovel-ready sites and other incentives; create the resources and infrastructure that will

accelerate research and development and commercialization of new energy technologies. This is also pursuant to and in support of the market research and documentation summarized in Section 3.3 of this Study. The Dansville Industrial Park is a prime example is this initiative as it is a viable land asset that is a certified shovel-ready site pursuant to State standards. In addition, the Exit 4 property, with the exception of sewers on site, is another asset that must be marketed and branded accordingly.

The proposed Commercial and Industrial Business Corridor district can play a significant role relative to FLREDC's goal to become a more sustainable region within Upstate New York and can contribute significantly to the State's intelligent energy innovation strategies. First and foremost, Livingston County is uniquely positioned for smart growth due to its geographic location, proximity to the Rochester MSA and public transit, existing utility infrastructure, and potential for adaptive re-use, infill, and redevelopment in addition to the Dansville targeted development areas.

6.2 Land Use Enhancements

The physical location and relationships between the various land uses within the proposed Commercial and Industrial Business Corridor can have a lasting impact on the Study area's fundamental ability to attract future development. Dansville should seek an appropriate distribution of land-uses that could help facilitate and attract jobs by avoiding unnecessary conflicts and fostering the types of spatial relationships between businesses and non-business uses within the target economic clusters identified in the market research completed as part of this project.

A. Change the zoning on the Exit 4 Property from Agricultural to Business or Planned Unit Development Districts.

The rezoning could be accomplished as part of creating a Planned Unit District (PUD) on the Exit 4 property. This planning tool, described in the Town's Zoning Code, is used to create a master approval for development on a site which could then allow streamlined staff approval of individual site plans within the PUD. The resulting time and cost savings to landowners would further incentivize locating at the Exit 4 property. This PUD should coincide with the properties that have the greatest potential to catalyze new investment elsewhere.

B. Continue to prioritize both the Industrial Park and the Exit 4 Property as catalytic development sites within the County.

Within Dansville, individual properties stand out as development opportunities that can stimulate additional investment in the corridor, particularly the Dansville Industrial Park and the Exit 4 property. Development of these catalyst sites can build a noticeable critical mass because of their visible location, size, and proximity to current the central business district and a regional highway network. A common strategic and successful method for development suggests that grouping catalyst projects close together will make a stronger positive statement. This hub of new activity in Dansville can change perceptions, invite new businesses, create market confidence, and build demand for additional property in the proposed Commercial and Industrial Business Corridor. In this way, multiple short-term investments in close proximity can leverage even greater future investment.

C. Pursue economic revitalization through optimizing commercial and industrial infill opportunities along primary corridors.

While the focus of this study is on initial development sites such as the Industrial Park and Exit 4 properties, over time there may be others that are located along the Commercial and Industrial Corridor's primary roadways including the Auto Dealership on Maple Street, or even the northern portion of the airport. Vacant parcels could become infill development sites for new uses. It will be important to create an inventory of available property for redevelopment along the primary roadways and monitor their tax or business status as the County and Dansville community seek to attract new business or developers looking for smaller land assets closer to the central business district.

6.3 Transportation Enhancements

One of the most critical components to any successful community is the interface between its land use characteristics and its transportation infrastructure. The two are inherently related and one can easily compromise the other. A strong and smart land use mix on the ground is only possible when supported by the necessary transportation network. In the case of Dansville, the proposed routing alternatives as illustrated in Alternative 7 suggests that by upgrading paving conditions along its primary roadways and improving access to targeted development properties, the groundwork for business attraction and job creation will be put into place. But first, the intent of these improvements is not the "build it and they will come" approach. Those initial improvements are intended to serve the community base that is already in place, and residents and business such as LMC, alike. Those improvements are an investment in Dansville's future by taking care of the employment and residential base that is in place today. Then, with an eye towards future growth and expansion, the following actions can efficiently improve mobility and remove barriers to future job growth:

A. Establish an improved near-term connection from I-390 to the Dansville Industrial Park.

The most intuitive route that is also least consequential to residential neighborhoods is to follow SR 36 to Maple Street, then utilize a rebuilt Forbes Street to Shay Road, which connects traffic to SR 63 without having to send trucks through the central business district or past the High School. This same route works in reverse but in the near-term would require signage upgrades to guide truck traffic. Also in the near-term, Forbes Street and Shay Road would have to rebuilt and connected via a new intersection adjacent to the airport in order to bypass the central business district and school. Eventually Forbes Street would become a more substantial traffic collector and feed into Maple Street which is currently suitable to handle anticipated traffic types from future development in the area.

B. Phase the proposed circuitous corridor linkage enhancements as illustrated in the preferred alternative # 7.

Connecting SR 36 to Zerfass Road via a proposed bridge crossing over Canaseraga Creek as illustrated in the preferred alternative would create a continuous link through the proposed Commercial and Industrial Business Corridor. This would provide improved access to legacy companies such as LMC as well as make the Industrial Park a viable business attraction. Truck traffic, transit services, and commuters would no longer have to negotiate the current local residential roadways and awkward geometry of Meter Road and Zerfass Road or navigate through the central business district to access the Industrial Park. This connection would be realized by realigning Forbes Street, and creating a new

intersection at Shay Road as part of Phase I, Zerfass Road as part of Phase II.

C. Improve pedestrian connectivity between the proposed Dansville Commercial and Industrial Business Corridor to the central business district, residential areas, and park.

Stronger pedestrian linkages between the central business district, the Industrial Park, and adjacent residential areas will benefit both the residents of the community and existing and future businesses and help support retail/commercial development within the southern portion of the Industrial Park. The most efficient means of making this connection is to extend sidewalks from the central business district down SR 63 to the High School and to the Park. This can also be accomplished by connecting the existing sidewalks along Maple Street and building new linkages along a rebuilt Forbes Street, Shay Road and out to SR 63.

D. Alleviate conflicts with adjacent properties by building roadway improvements within the existing ROW to the extent practicable.

Fortunately, almost all of the proposed roadway improvements recommended within the preferred alternative can be built without the need to acquire additional ROW in order to squeeze in infrastructure and utilities. As mentioned previously, Forbes Street is the exception where an approximately 15-foot wide bandwidth would be needed along the western side of the current Forbes Street. Phase II to this recommendations would require an approximately 40-foot wide ROW to be extended beyond Shay Road to the north and parallel to the existing railroad bed to ultimately link up to Meter Road.

6.4 Public Realm Enhancements

As streetscape enhancements, signage, street furniture, branding art, etc., play a key role in defining an area's sense of place, public ROW improvements not directly associated with roadway conditions have an impact beyond simply improving the visual appeal. Currently, several of the key corridors within the Study area exhibit deteriorated sidewalks, lack street trees, and have inhospitable open spaces, which can contribute to perceptions that Dansville is a forgotten place. Strategic investments towards simple enhancements within the public realm (ROW) can contribute to an increased interest in locating future businesses within the study area, and attracting more jobs.

A. Create pedestrian friendly streetscapes along the proposed Dansville Commercial and Industrial Business Corridor district and other priority areas that can be directly linked to the Village's central business district.

Much like the Central Business District within downtown Dansville, a streetscape plan should be development for SR 36, Maple Street, and Forbes Street at minimum. A streetscape plan which focuses on both pedestrian and vehicular improvements such that mobility of all modes can be integrated into the fabric of the community.

7.0 IMPLEMENTATION

Livingston County must rely on a realistic implementation strategy over time in order to bring priority projects and recommendations outlined in Chapter 6 to fruition. The underlying principles provided in this Chapter will guide the various stakeholders, including the County, Town of North Dansville, Village of Dansville and others to ensure that recommendations are implemented in a logical, feasible and strategic manner.

Building on local and regional initiatives such as the impending upgrades to the existing rail line from Dansville to Mt. Morris and the expansion of LMC Industrial Contractors and their successful integration of new business partners in the local market, this implementation strategy will provide a framework for near and long-term investment in in transportation infrastructure and economic development, as well as the appropriate policy actions for the Dansville community.

Guiding principles on which implementation will be based include:

- Identifying Priorities;
- Connecting Recommendations to Stakeholder Responsibilities and the Finger Lakes Regional Economic Development Council Strategies;
- Connecting Design to Priority Development

7.1 Identifying Priorities

Priority projects and their specific locations within the study area are primarily predicated upon the return on their investment and the long-term physical and quality of life value they provide to the proposed Commercial and Industrial Corridor's operation as an economic development district or hub. The success of the implementation strategy falls on the future build-out of the Dansville Industrial Park and the support infrastructure the Park relies on to ensure its long-term viability and marketability. Identifying priorities is the first step to ensuring a successful implementation strategy.

First Investment Priority

The impetus for this study from the outset was to define necessary transportation infrastructure enhancements that would better link the I-390 corridor with the Dansville Industrial Park without compromising the integrity of adjacent residences and neighborhoods between the two.

The roadway enhancements identified as integral to facilitate the efficient and safe connection between I-390 and the Industrial Park would also benefit existing anchor businesses such as LMC Industrial Contractors, the Dansville Municipal Airport, and local retailers that rely on a connected and well-identified road network for visibility, accessibility, and distribution. The proposed reconstruction of Forbes Street and future extension forges a valuable connection to LMC, the Airport and the Industrial Park, setting the stage for future investment in the study area. Additionally, improvements along Forbes Street and Shay Road, in addition to SR 36 and Maple Street will be highly visible and hold significant value in changing perceptions and inducing business opportunity in Dansville.

Second Investment Priority

As the core transportation enhancements for the first phase of the proposed alternative are completed along SR 36, Maple Street, and Forbes Street, the second priority phase of implementation should focus on completing enhancements to Hartman and Meter Roads. Upgrades to Hartman and Meter Roads would provide a fully connected and circuitous transportation network linking I-390 to anchor

businesses and vacant development sites within the study area.

Third Investment Priority

The last priority investment phase would focus primarily on the County-owned Exit 4 property to strengthen the connection between it and the central business district, the proposed Commercial and Industrial Corridor and its tenants.

7.2 Connecting Recommendations to the Genesee/Finger Lakes Comprehensive Economic Development Strategy and the Finger Lakes Regional Economic Development Council Strategies

It is not unusual for several recommendations and priority projects to be advanced simultaneously. Typically, economies of scale and cost savings can be achieved by doing so. However, progressing multiple projects or policy initiatives at one time also requires multi-agency coordination and strict adherence to assigned responsibilities by all involved agencies and stakeholders.

In this day when funding and resources are scarce and the emphasis on ready-build projects is paramount, it has become increasingly important to align local priorities and recommended projects with that of the larger economy and marketplace. More so than ever, funding agencies want to trust that their funds are being directed to communities who are in the most need and to those who have clearly demonstrated a strategic plan and strategy for implementation. Therefore, it is critical to ensure there is a correlation between recommendations outlined in Chapter 6 and regional strategies set forth in the Genesee/Finger Lakes Comprehensive Economic Development Strategy (CEDS) and the Finger Lakes Regional Economic Development Council's annual Economic Development Plan. The recommendations summarized in Chapter 6 and implementation strategies outlines in Chapter 7 should be reviewed each year and updated accordingly to guarantee their compatibility with new regional initiatives and priorities. Table 17 in Chapter 7 is an Implementation Action matrix which identifies the priority recommendations from Chapter 6, the issues they address or mitigate, the recommended lead agency and support agencies, estimated cost level based on the cost summary below, potential funding sources, timeframes, and the strategies identified by the FLREDC to which the recommendations are correlated.

Livingston County
Economic Development Brochure

7.3 Prepare an update to Dansville's Intermunicipal Comprehensive Plan and Zoning Regulations

New York State, under Village Law §7-722 and Town Law §272-a, provides guidance for communities to prepare and adopt, by local law or ordinance, a Comprehensive Plan. Important to note, New York State law identifies two important aspects of adopting a Comprehensive Plan:

- All zoning and land use regulatory controls must be in accordance with a Comprehensive Plan adopted pursuant to State Law, and
- Capital improvement projects or any other plans of another governmental agency on land included within the municipal boundary, must take into account strategies and recommendations set forth in the Comprehensive Plan.

These are two critically important statutes for the Town and Village of Dansville, particularly with regard to identifying a common vision for community and economic development, and for further prioritizing and linking important capital improvement projects with potential funding sources. While the Dansville Industrial and Transportation Access Study begins to do just that, the focus of this study is solely on developing near and long-term strategies for improving the connection between priority developments sites such as the Dansville Industrial Park with I-390. This idea was an implicit strategy of the 2005 Comprehensive Plan and fostered through Livingston County's Transportation Connectivity Plan and the County IDA's long-term economic development goals.

Even though this plan tries to draw a connection from the study area to other critical parts of the Town and Village for the sake of continuity and because road reconstruction projects, for example, could impact an area greater than the specific corridors within which construction is being done, it is not the intent of this study to identify the wide range of goals and strategies Town and Village-wide for the Dansville Community that a Comprehensive Plan achieve.

Further, it's vitally important that the Town and Village's zoning regulations are not only continually updated to ensure conformity and continuity to each other, but also so that they provide the mechanisms and tools to achieve priority strategies identified in this study and to foster the larger economic development objectives of the County and region. While specific actions relating to zoning controls for zoning districts that apply to the industrial park or Exit 4 properties are identified in Table 17, a thorough review of the Town and Village's zoning code as it relates to areas in the Town and Village outside of the study area was not within the scope of the Dansville Industrial and Transportation Access Study. Thus, it is important to make this recommended action not only part of the implementation strategy for this Plan, but also for the overall long-term viability and sustainability of the Dansville community in general.

7.4 Connecting Design to Priority Developments

A key policy tool to be used to facilitate implementation of priority recommendations includes the establishment of Design Guidelines for commercial and industrial developments outside of the Village's central business district. Similar to the concept for the Façade Renovation Guidelines used in the CBD, a clear and unique set of design standards and a transparent and predictable local building approval process would help in the promotion, marketing and branding of existing community assets and future buildout of targeted development sites. Only the actual standards themselves would deviate from those

that apply to the downtown area, taking on a buildout typology more associated with industrial parks and highway commercial areas. While typically associated with historic districts or central business districts in cities and villages, this recommendation applies strictly to the types of development the Town and Village of Dansville would support and promote outside of the downtown area.

Design Guidelines

Design Guidelines are intended to provide a basis for architects, engineers, landscape architects, developers, Town and Village Planning Board members, residents and officials to address site development issues on targeted development sites outside of the CBD in the Dansville community. These guidelines would typically provide suggested approaches and criteria for design to assist developers, the Village, and Town as they design and review projects that include: architecture; site development; vehicular; bicycle and pedestrian circulation; parking; streetscape improvements; signage; and lighting.

Specifically, Design Guidelines for the Village and Town of Dansville would be intended to:

- Delineate the targeted sites for which these regulations would be utilized;
- Provide clarification of the community's objectives in concert with existing zoning laws; and, to add consistency and predictability to the permit review process;
- Stimulate rehabilitation and improvements to existing structures and encourage new infill development along key transportation corridors;
- Improve the visual appearance of State Routes 36 and 63, creating individual and civic pride and renewed interest and vitality to the hub of the Dansville community;
- Provide a consistent methodology for review of proposed projects within the Dansville Industrial Park and on the Exit 4 property;
- Inspire creativity and quality in the design for all new structures and in site development, and
- Foster an exchange of ideas among developers, Village and Town officials and residents in an effort to improve the quality of design in all projects, public and private.

Design Guidelines would supplement the Town and Village's site plan review regulations and zoning code. While design guidelines are not typically intended to address every aspect of design relative to all projects, they should establish site and building façade design criteria to be applied to projects on targeted development sites. The Town and Village's zoning ordinance sets specific use and dimensional requirements for property. Unlike the requirements of the zoning ordinance, the Design Guidelines are typically not mandated but strongly suggested for use in the development of future projects and are stressed as site plan reviews advance. A review of the Guidelines by project owners, developers and review boards will enable all parties to determine when additional or specialized professional design assistance is required for appropriate decision making to progress and/or to secure the requisite permits and approvals. Interpretation of these Guidelines would be the responsibility of the Village of Dansville.

Generally, the utilization of Design Guidelines by the Village of Dansville will preserve and enhance

the quality and character of the Central Business District in the downtown area. Also, these Guidelines will establish criterion to ensure consistent, quality site and architectural design for rehabilitation and infill projects in that area, enhance property values, spur economic development on vacant land, and protect the investment of current property owners and entrepreneurs.

A formal Design Guideline document would provide a tool that the Town and Village can use to foster a visual identify within the context of Livingston County and the greater Finger Lakes region. The cumulative benefit to the community as a whole will increase over time as more projects adhere to these guidelines and design practices and a sense of character outside of the business district begins to establish itself.

7.5 Implementation Matrix

When Livingston County, the Village of Dansville, County Industrial Development Agency, the Town of North Dansville, or others are considering implementing a specific action or project, there are many factors that must be considered. Table 17 summarizes a myriad of implementation details associated with each proposed action or project, identifies lead agency to progress implementation of each task, and summarizes cost ranges, potential funding sources, and implementation timeframes. The actions are organized according to high, medium, and low priority.

Where detailed costs for a particular action or strategy were not available or could not be adequately derived through quantifiable means at this time, estimated price ranges were considered for each action or project. Specific costs for transportation projects are provided in Section 5.3.

The levels for such cost ranges are as follows:

- **Low**: cost is estimated to be below $10,000
- **Medium**: cost is estimated to be between 10,000 and 100,000
- **High**: cost is estimated to be over 100,000

For the purposes of this implementation plan, timeframes are provided for each action or project. Typically, smaller projects that are locally funded are easier to advance, and therefore, usually have shorter timeframes. On the other hand more complicated projects or action strategies which may involve state or federal funding applications, agency reviews, etc., often take three to five years or longer to complete. Timeframe ranges for each action or project are defined as follows:

- **Short:** anticipated completion within 1-2 years
- **Moderate:** anticipated completion between 2 and 10 years
- **Long:** anticipated completion greater than 10 years
- **On-going:** project involves continued coordination or effort by lead agency

Table 18 summarizes the action strategies by identifying prior studies to which each strategy is aligned either through similar objectives or projects that were recommended as part of those prior studies.

Table 17 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions by Priority								
Action #	Proposed Action	Issue Requiring Proposed Action	Lead Agency	Support Agencies	Estimated Cost Level	Potential Funding Sources	Implementation Timeframe	Targeted Development (new or existing)
A.	High Priority Actions							
1	Continue to push construction schedule from recently awarded railroad funding for railroad improvements between Mt. Morris and Dansville.	Weight restrictions on bridge crossings, outdated road crossing safety mechanisms, speed restrictions on main line	NYSDOT (Rochester & Southern RR)	Livingston County	Low	Funding already allocated from NYSDOT	Short	Existing
2	Continue coordination and planning level discussions with LMC Industrial Contractors to ensure their operational and future expansion needs can be met.	Lack of business growth opportunities	Town of North Dansville	Livingston County	Low	None Specified	On-going	New, Existing
3	Update the Town and Village of Dansville Intermunicipal Comprehensive Plan to confirm community vision and ensure conformity to local and regional planning initiatives in order to leverage future funding opportunities.	Outdated community plan	Town of North Dansville, Village of Dansville	Livingston County	Medium	CFA, NYSERDA	On-going	New, Existing
4	Recognize the Dansville Commercial and Industrial Business Corridor to include SR36, SR63, Maple Street, Forbes Street, Shay Road, Zerfass Road, and Zerfass Road Extension	Lack of physical identification, marketing, branding, and business development promotional ventures	Town of North Dansville, Village of Dansville	Livingston County	Low	None Specified	Short	New
5	Develop site and architectural design standards for the Dansville community that take advantage of site characteristics, architectural history and heritage but do not create hardships or increase costs on existing and new businesses.	Lack of uniform building and public space design and development	Town of North Dansville, Village of Dansville	Livingston County, Genesee Transportation Council	Medium	Empire State Development, CFA, NYSDERDA	On-going	New, Existing
6	Work with consultants to establish a new brand identity for the proposed Commercial and Industrial Business Corridor in order to market as a shovel-ready business area Define the Corridor as a center for sustainable practices, products, and services related to community anchors such as LMC or the Airport	None	Livingston County	Town of North Dansville, Village of Dansville	Medium	None Specified	On-going	New, Existing
7	Building off Priority Action # 6, work with the Livingston County IDA to foster the preparation of an on-going marketing and promotional strategy for the Dansville Industrial Park and Exit 4 Properties.	Awareness and attention to benefits of the Dansville community and regional market	Livingston County	Town of North Dansville, Village of Dansville	Low	Empire State Development, CFA, NYSERDA, DOL	Short	New

Table 17 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions by Priority								
Action #	Proposed Action	Issue Requiring Proposed Action	Lead Agency	Support Agencies	Estimated Cost Level	Potential Funding Sources	Implementation Timeframe	Targeted Development (new or existing)
8	Identify and contact businesses looking to expand from the retail trade, health care, energy, or information industries to understand what would make Dansville a place they want to do business.	Business recruitment	Livingston County	Town of North Dansville, Village of Dansville	Low	None Specified	On-going	New
9	Change zoning district classification on County-owned Exit 4 property from Agricultural to Planned Unit Development or, at minimum, Business	Need for future zone change by developers	Town of North Dansville	Livingston County	Low	None Specified	Short	Existing
10	Work with interested private companies or developers to construct a rail spur into the Dansville Industrial Park for future business operations and growth.	Lack of siding to facilitate distribution of goods to and from the Industrial Park	(Rochester & Southern RR)	Livingston County	High	CFA, Private Sources	Short	New, Existing
11	Prepare a park master plan for Cumminsville Park to optimize usership and active and passive parks amenities are coherently integrated to adjacent proposed transportation enhancements	Degradation of Town Park lands	Town of North Dansville	None	Medium	CFA, OPRHP	Short	Existing
12	Prepare an Active Transportation Plan for the Village of Dansville and Town of North Dansville to investigate opportunities for Town/Village-wide multi-modal connectivity and safety, including a land use assessment adjacent properties	Lack of fully integrated, connected network of transportation links to community nodes and generators	Village of Dansville, Town of North Dansville	Livingston County, Genesee Transportation Council	Medium	NYSERDA, CFA, GTC UPWP	Short	New, Existing
13	Building off Action Priority Action # 12, seek funds to develop an annual sidewalk expansion and maintenance program to aid in developing a comprehensive linkage system of sidewalks, trails, and multi-modal corridors for pedestrians and bicyclists.	Lack of fully integrated, connected network of transportation links to community nodes and generators	Town of North Dansville, Village of Dansville	Livingston County, NYSDOT	Medium	CFA, Homes and Community Renewal, NYSDOT (TAP), EFC	On-going	New, Existing
14	Retain engineering/landscape architecture consultant to prepare “complete street” design plans for SR 36 and Maple Street to include urban design standards, gateway treatments at intersection of SR 36 and Maple Street, informational and wayfinding signage, period lighting, “green” stormwater practices, etc.	Lack of a community “gateway” along primary corridor which links I-390 to the Dansville CBD and provides access directly to the Airport	Livingston County	Town of North Dansville, Village of Dansville, Genesee Transportation Council	Medium	NYSDOT (TAP), FHWA (STIP), CFA, NYSERDA, DEC, EFC	Short	New, Existing

Table 17 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions by Priority								
Action #	Proposed Action	Issue Requiring Proposed Action	Lead Agency	Support Agencies	Estimated Cost Level	Potential Funding Sources	Implementation Timeframe	Targeted Development (new or existing)
B. Medium Priority Actions								
15	Right-of-way incidentals and acquisition of approximately 1-acre of land from the Dansville Municipal Airport along and parallel to Forbes Street up to Shay Road. (15' +/- wide for length of new roadway link)	Inadequate ROW width to reconstruct Forbes Street to Town standard and also include sidewalks, drainage provisions, etc.	Town of North Dansville	Livingston County, FAA	Medium	None Specified	Medium	New
16	Right-of-way incidentals and acquisition of private property west of Meter Road to facilitate construction of Zerfass Road Extension to Buck Road	Potential ROW needed to accommodate the construction of a new roadway	Town of North Dansville, Town of West Sparta	Livingston County, FAA	Medium	None Specified	Medium	New
17	Construct minor improvements along Maple Street and SR 36 such as signage installation, roadway striping, signalization upgrades at key intersections, and drainage (where necessary).	Lack of identifiable informational and wayfinding signage, district branding, signalization timing issues from future increase in traffic volumes, localized drainage issues	Village of Dansville, Town of North Dansville	NYSDOT, Livingston County	Medium	FHWA (STIP), CFA, Empire State Development	Medium	Existing
18	Extend sidewalks along Maple Street to eliminate gap in pedestrian connection in front of auto dealership.	Pedestrian safety hazard due to lack of identifiable sidewalk/pedesetrian zone across driveway entrances	Village of Dansville	Livingston County	Medium	NYSDOT (TAP), CFA, Empire State Development	Medium	Existing
19	Full depth reconstruction and realignment of Forbes Street to Shay Road, including intersection upgrades at Maple Street, sidewalks, drainage, lighting and signage.	Dead-end "paper" street with limited access, mobility and connectivity	Village of Dansville, Town of North Dansville	Livingston County	High	FHWA (STIP), CFA, NYSERDA, DEC, EFC	Medium	New, Existing
20	Full depth reconstruction of Shay Road to SR 63, including intersection upgrades at SR 63.	Dead-end "paper" street with limited access, mobility and connectivity	Village of Dansville, Town of North Dansville	Livingston County	Medium	FHWA (STIP), CFA, NYSERDA	Medium	Existing
21	Upgrade railroad crossing safety provisions at Zerfass Road	Outdated railroad crossing safety technology	NYSDOT (Rochester & Southern RR)	Livingston County, Town of North Dansville	Medium	Funding already allocated from NYSDOT	Medium	Existing

Table 17 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions by Priority								
Action #	Proposed Action	Issue Requiring Proposed Action	Lead Agency	Support Agencies	Estimated Cost Level	Potential Funding Sources	Implementation Timeframe	Targeted Development (new or existing)
22	Construct single-span bridge over Canaseraga Creek	Lack of connection over Creek and potential impacts to Creek	Town of North Dansville, Town of West Sparta	Livingston County	High	FHWA (STIP), CFA, NYSERDA, DEC, EFC	Medium	New
23	Construct new intersection where proposed Zerfass Road Street Extension connects to SR 36 via Buck Road	Circuitous roadway connectivity	Town of West Sparta	Livingston County, Village of Dansville	Medium	FHWA (STIP), CFA, NYSERDA	Medium	New, Existing
24	Develop an educational signage program and system to welcome, educate and orient visitors of Dansville community to its destination spots, history, and civic identity within the study area	Unawareness and disinterest	Town of North Dansville, Village of Dansville	Livingston County, Genesee-Finger Lakes Regional Planning Council	Medium	Empire State Development, NYS Council of the Arts, OPRHP, CFA, DEC	Medium	New, Existing
C. Low Priority Actions								
25	Construct 4' shoulders along Poags Hole Road	Town standard compliance and adequate safety provisions for motorists and pedestrians	Town of North Dansville	Livingston County, NYSDOT	Low	None Specified	Long	New, Existing
26	Upgrade intersection of SR 36 and Poags Hole Road with necessary roadway improvements dictated by future development proposals, i.e. turning lanes, traffic light, signalization, lighting, signage, etc.	Traffic level of service, turning movements	Town of North Dansville	NYSDOT, Livingston County	Medium	FHWA (STIP), CFA NYSERDA, DEC, EFC	Long	New, Existing

Key for Potential Funding Sources

ESD	Empire State Development	**OPHRP**	Office of Parks, Recreation and Historic Preservation
CFA	Consolidated Funding Application	**NYSERDA**	New York State Energy Research and Development Authority
DEC	Department of Environmental Conservation	**EFC**	Environmental Facilities Corporation
DOL	Department of Labor	**FHWA**	Federal Highway Administration

Table 18 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions Referenced in Prior Studies							
Action #	Proposed Action	Airport Layout Plan Update (2005)	Town of North Dansville/Village of Dansville Comprehensive Plan (2006)	Dansville Transportation Industrial Access Study (2007)	Genesee/Finger Lakes Comprehensive Economic Development Strategy (2012-2013)	Livingston County Transportation Connectivity Plan (2013)	Finger Lakes Regional Economic Development Strategy (2013)
A. High Priority Actions							
1	Continue to push construction schedule from recently awarded railroad funding for railroad improvements between Mt. Morris and Dansville.					√	√
2	Continue coordination and planning level discussions with LMC Industrial Contractors to ensure their operational and future expansion needs can be met.		√				
3	Update the Town and Village of Dansville Intermunicipal Comprehensive Plan to confirm community vision and ensure conformity to local and regional planning initiatives in order to leverage future funding opportunities.		√			√	√
4	Recognize the Dansville Commercial and Industrial Business Corridor to include Hartman, Meter, Shay and Zerfass Roads; SR 36, SR 63, Forbes and Maple Streets						
5	Develop site and architectural design standards for the Dansville community that take advantage of site characteristics, architectural history and heritage but do not create hardships or increase costs on existing and new businesses.		√		√		√
6	Work with consultants to establish a new brand identity for the proposed Commercial and Industrial Business Corridor in order to market as a shovel-ready business area Define the Corridor as a center for sustainable practices, products, and services related to community anchors such as LMC or the Airport		√		√	√	√
7	Building off Priority Action # 6, work with the Livingston County IDA to foster the preparation of an on-going marketing and promotional strategy for the Dansville Industrial Park and Exit 4 Properties.		√		√	√	√
8	Identify and contact businesses looking to expand from the retail trade, health care, energy, or information industries to understand what would make Dansville a place they want to do business.				√		√

Table 18 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions Referenced in Prior Studies							
Action #	Proposed Action	Airport Layout Plan Update (2005)	Town of North Dansville/Village of Dansville Comprehensive Plan (2006)	Dansville Transportation Industrial Access Study (2007)	Genesee/Finger Lakes Comprehensive Economic Development Strategy (2012-2013)	Livingston County Transportation Connectivity Plan (2013)	Finger Lakes Regional Economic Development Strategy (2013)
9	Change zoning district classification on County-owned Exit 4 property from Agricultural to Planned Unit Development or Business		√	√			
10	Work with interested private companies or developers to construct a rail spur into the Dansville Industrial Park for future business operations and growth.		√		√	√	
11	Prepare a park master plan for Cumminsville Park to optimize usership and active and passive parks amenities are coherently integrated to adjacent proposed transportation enhancements		√				
12	Prepare an Active Transportation Plan for the Village of Dansville and Town of North Dansville to investigate opportunities for Town/Village-wide multi-modal connectivity and safety, including a land use assessment adjacent properties				√	√	√
13	Building off Action Priority Action # 12, seek funds to develop an annual sidewalk expansion and maintenance program to aid in developing a comprehensive linkage system of sidewalks, trails, and multi-modal corridors for pedestrians and bicyclists.		√			√	
14	Retain engineering/landscape architecture consultant to prepare “complete street” design plans for SR 36 and Maple Street to include urban design standards, gateway treatments at intersection of SR 36 and Maple Street, informational and wayfinding signage, period lighting, “green” stormwater practices, etc.		√		√	√	√
B. Medium Priority Actions							
15	Right-of-way incidentals and acquisition of approximately 1-acre of land from the Dansville Municipal Airport parallel to Forbes Street up to Shay Road. (15’ +/- wide for length of new roadway link)		√				
16	Right-of-way incidentals and acquisition of private property west of Meter Road to facilitate construction of Zerfass Road Extension to Buck Road	√					

Table 18 – Dansville Transportation and Industrial and Commercial Access Study Implementation Actions Referenced in Prior Studies							
Action #	Proposed Action	Airport Layout Plan Update (2005)	Town of North Dansville/Village of Dansville Comprehensive Plan (2006)	Dansville Transportation Industrial Access Study (2007)	Genesee/Finger Lakes Comprehensive Economic Development Strategy (2012-2013)	Livingston County Transportation Connectivity Plan (2013)	Finger Lakes Regional Economic Development Strategy (2013)
17	Construct minor improvements along Maple Street and SR 36 such as signage installation, roadway striping, signalization upgrades at key intersections, and drainage (where necessary).		√				√
18	Extend sidewalks along Maple Street to eliminate gap in pedestrian connection in front of auto dealership.		√				
19	Full depth reconstruction and realignment of Forbes Street to Shay Road, including intersection upgrades at Maple Street, sidewalks, drainage, lighting and signage.						
20	Full depth reconstruction of Shay Road to SR 63, including intersection upgrades at SR 63.						
21	Upgrade railroad crossing safety provisions at Zerfass Road		√			√	
22	Construct single-span bridge over Canaseraga Creek						
23	Construct new intersection where proposed Zerfass Road Street Extension connects to SR 36 via Buck Road						
24	Develop an educational signage program and system to welcome, educate and orient visitors of Dansville community to its destination spots, history, and civic identify within the study area		√		√	√	√
C.	Low Priority Actions						
25	Construct 4' shoulders along Poags Hole Road		√				
26	Upgrade intersection of SR 36 and Poags Hole Road with necessary roadway improvements dictated by future development proposals, i.e. turning lanes, traffic light, signalization, lighting, signage, etc.		√		√	√	

APPENDIX A – PUBLIC ENGAGEMENT

Dansville Transportation and Industrial and Commercial Access Study
Public Participation Plan

January 9, 2014 Draft

I. Introduction & Purpose

The purpose of this project is to create a transportation and industrial and commercial access study that:

1. Enhances regional competitiveness and promotes long-term economic development in the Dansville area.

2. Identifies needed transportation (road, rail, air) investments to help Dansville revitalize, expand, and upgrade their physical infrastructure to retain existing businesses, attract new industry, encourage business expansion, diversify the local economy, and generate or retain long-term private sector jobs and investment.

The study area includes a portion of the Village of Dansville, Town of North Dansville, and Town of Sparta. Major land uses include the Dansville Industrial Park, LMC Industrial Contractors, Inc., Noyes Memorial Hospital, Genesee Community College, and 4 retail/business plazas. Major transportation features include Interstate 390 (Exits 4 and 5), Genesee & Wyoming Railroad, Dansville Municipal Airport, State Routes 63 and 36.

The purpose of this document is to outline the public participation process during the course of the project. This document is a starting point developed in January 2014, at the beginning of the study. Other opportunities for public engagement, not identified in this plan, may be implemented at later stages of the project.

II. Project Background

Dansville's nature as a transportation crossroads fosters a broad range of commercial and industrial traffic patterns, with car, truck, rail, and air transportation all having roles in support of the region's manufacturing, retail and service sector activities. As future development becomes a possibility, the increased potential exists for conflict between the transportation operations and residential areas; in addition, long-established transportation networks and other existing land uses can present barriers to optimal circulation for commercial vehicles. Thus, there is on the one hand the need to harmonize the relationship between transportation and land use but, on the other hand, the need to ensure that the transportation system plays a facilitative rather than limiting role in economic development.

The study area is in a part of Livingston County in which the manufacturing and

industrial sector has been in decline, consistent with the broader local and national trend toward service sector dominance of the economy. That said, given the continued importance of the manufacturing sector to the area and in recognition of the varied skills of area residents, the project partners have mobilized to prepare a strategy aimed at renewing commercial and manufacturing development in Dansville. Revitalization can only be achieved if the transportation resources are used in a facilitative manner.

Primary transportation issues to be addressed:

1. Genesee and Wyoming Railroad (GWRR)/Interstate 390, Exit 5/New York State Route 36. The section of rail line between Mount Morris and Dansville that serves LMC, Inc., in Dansville is in need of major repair and upgrade. The condition of the line impacts LMC's current operations (limited speed and weight) and limits the ability of the company to expand operations. The GWRR, LMC, Dansville, North Dansville, and Livingston County are currently working on possible funding solutions to address the major repairs and upgrades needed in the short term. In moving forward, it also makes sense to determine the future potential for adding new railroad customers, either at the existing location or at other property in the vicinity, such as the Dansville Industrial Park. Immediate access to I390, Exit 5, and New York State Route 36 contribute to the marketability of the area.

2. Interstate 390, Exit 4/New York State Route 36. The County owns vacant property adjacent to I390, Exit 4, and New York State Route 36. This project provides an opportunity to identify the various development options that make best use of the location and the existing transportation network.

3. Dansville Industrial Park/Zerfass Road/New York State Route 36. The road network between the Dansville Industrial Park and State Route 36 is disjointed, not constructed to handle heavy truck or vehicle traffic, and directs vehicles through a well-established low-income residential area. The project will identify alternatives for better connecting the Industrial Park with access to I390 and to the commercial and industrial properties located on New York State Route 36. The Livingston County Industrial Development Agency (LCIDA) is in the beginning stages of developing a new marketing strategy for the industrial park. This project will inform the LCIDA's efforts and help determine how the transportation network can be improved and leveraged to help market and develop the Park.

III. **Partners**

This section of the Public Participation Plan describes the specific roles for each partner. There are several categories of partners who are necessary to make this study successful. Each partner will have different roles and responsibilities. The focus of this section is to understand relationships and how each group will be involved.

a. **Livingston County** is the project administrator. The Planning Department will manage this project and have the contractual relationship with the consultant team. Planning Department staff will be involved in the study development. The public meetings will be advertised on the project website and the final product will be posted there as well.

b. The **Project Steering Committee** will provide input to the overall vision of the plan and its recommendations. A list of the Steering Committee members is included as Appendix A.

c. **The Public** will have an opportunity to provide valuable input into the transportation improvements at two (2) public meetings, dates for which will be identified at a later date.

IV. Public Engagement Methods

The methods used in the study will be aimed at developing and maintaining project communication, identifying participants, maximizing participant exchange and providing an accurate and timely record and reports.

The study process will include **two public meetings** during the course of the project.

d. The first public meeting will present a site inventory and existing conditions. The focus of the meeting will be to gather input on and document issues and opportunities in the study area. Presentation materials will be designed to provide a comprehensive understanding of the project.

e. A second public meeting will present transportation access and site development alternatives and recommendations using input received during the first public meeting. Additional public feedback on the proposed alternatives will also be solicited at this meeting.

V. Stakeholder Outreach Tools

Several different tools will be employed to organize information, document input and evaluate the stakeholder participation process.

f. The consultant will develop a **stakeholder database** with the name, title, agency, address, phone number, and email address of each person or stakeholder involved in the development of the study. The municipality will provide initial information to populate the database, and additional information will be gathered through the outreach process. The database will track the involvement of each member and categorize stakeholders by their participation level. Some agencies will be in involved in multiple activities.

g. The **public meeting notices** will provide the study website address as well as contact information to enable access to more study information upon request. Public meeting advertisements will be in compliance with the New York State Open Meetings Law. Public meeting materials will consist of email invitations for the meeting, meeting agenda, and meeting summaries. The consultant will provide all of these materials to Livingston County in a timely manner for posting on the project website. Outreach materials for the public meeting will consist of media releases, renderings, graphics, and PowerPoint presentations. The meeting notices will provide the project website address as well as contact information to enable access to more study information upon request.

h. A **project web page** will be created for the project on the Livingston County Planning Department web site. The Town of North Dansville and the Village of Dansville will link to the County's page. The intent of the page will be to describe the project, provide the project schedule, advertise public meetings, post draft and final deliverables, and provide a project contact to the public. Web page content will be provided by the consultant team and posted by Livingston County at four points during the project (initial project information, information regarding public meeting #1, information regarding public meeting #2/draft report, final report).

i. The consultant will collect **verbal public comments** at the public meetings. **Written public comments** may also be submitted up to one week after each public meeting through email. The public engagement process will meet or exceed the Genesee Transportation Council's Public Involvement Policy.

VI. Project Schedule

Task	Date
Existing conditions/baseline analysis	Feb/Mar 2014
Needs assessment	March 2014
Public meeting #1	March 2014
Development scenarios, alternatives, and recommendations	April/May 2014
Public meeting #2	May 2014
Action plan and funding strategy	June/July 2014
Marketing plan development	July 2014=
Draft report submission and committee review/ comment	July 2014
Final report submission	August 2014

Appendix A: Dansville Transportation and Industrial and Commercial Access Study
Project Steering Committee Members

Name	Affiliation	Add1	Email	Phone
Dennis Mahus	Town of North Dansville	14 Clara Barton Street	dpmahus@frontiernet.net	585-335-2330
Peter Vogt	Village of Dansville	14 Clara Barton Street	prv@frontiernet.net	585-335-5330
Mark Schuster	Town of Sparta	6464 Liberty Pole Road	doublemsch@msn.com	585-669-2803
Julie Marshall	LC Economic Development/IDA	6 Court Street, Room 306	jmarshall@co.livingston.ny.us	585-243-7124
Angela Ellis	LC Planning Department	6 Court Street, Room 305	aellis@co.livingston.ny.us	585-243-7550
Jody Binnix	Genesee Transportation Council	50 West Main, Suite 8112	jbinnix@gtcmpo.org	
Dan Hallowell	NYS Department of Transportation	1530 Jefferson Road	dhallowell@dot.state.ny.us	585-272-3410
Ron Klein	Rochester & Southern Railroad	400 Meridian Centre, Suite 330	RKlein@gwrr.com	585-463-3302
Jeff Shaver	Dansville Municipal Airport	176 Franklin Street		
Jim Culbertson	Dansville Economic Development Corporation	6 Court Street, Room 201	jculbertson@co.livingston.ny.us	585-243-7010
Lawrence Mehlenbacher	LMC Industrial Contractors	2060 Lakeville Road	lmcic@frontier.net	585-226-6244
Amy Pollard	Noyes Memorial Hospital	111 Clara Barton Street		585-335-6001
Keith F. Ewald	Barton & Loguidice	290 Elwood Davis Road, Box 3107	KEwald@BartonandLoguidice.com	315-457-5200
Jeffrey K. Marshall	Jeffrey K. Marshall, P.E.	23 Health Street	marshalljk@aol.com	585-281-7118
Tanya Zwahlen	Highland Planning	17 Mulberry Street	Tanya@highland-planning.com	585-315-1834

STEERING COMMITTEE NOTES:

The experience to listen. The power to solve.℠

PROJECT KICKOFF MEETING

DANSVILLE TRANSPORTATION AND INDUSTRIAL AND COMMERCIAL ACCESS STUDY

Village of Dansville, Towns of North Dansville and Sparta

Livingston County
New York

First and foremost, thank you all for dedicating your time to this Study.
The intent of this project kickoff meeting is to assemble the steering committee, get acquainted with the consultant team, and get focused and organized on the project components, schedule, stakeholder roles and responsibilities.

Barton & Loguidice, D.P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects

highlandplanning

Thursday January 16, 2014

CONSULTANT TEAM:

Keith F. Ewald, RLA, AICP
Barton & Loguidice, P.C.
Project Manager
Senior Landscape Architect

Tanya Zwahlen, AICP
Highland Planning, LLC
Owner
Community Planner

Jeffrey Marshall, P.E.
Consultant
Railroad Engineer

PROJECT COMMITTEE:

Angela Ellis, County Planning Director

Julie Marshall, County IDA

Jody Binnix, Genesee Transp. Council

Peter Vogt, (V) Dansville

Dennis Mahus, (T) North Dansville

Mark Schuster, (T) Sparta

Dan Hallowell, NYS DOT

Ron Klein, Rochester & Southern Railroad

Jeff Shaver, Dansville Municipal Airport

Jim Culbertson, Dansville EDC

Lawrence Mehlenbacher, LMC Industrial

Amy Pollard, Noyes Memorial Hospital

PROJECT KICKOFF MEETING AGENDA

I. Introduction & Project Background (A. Ellis)

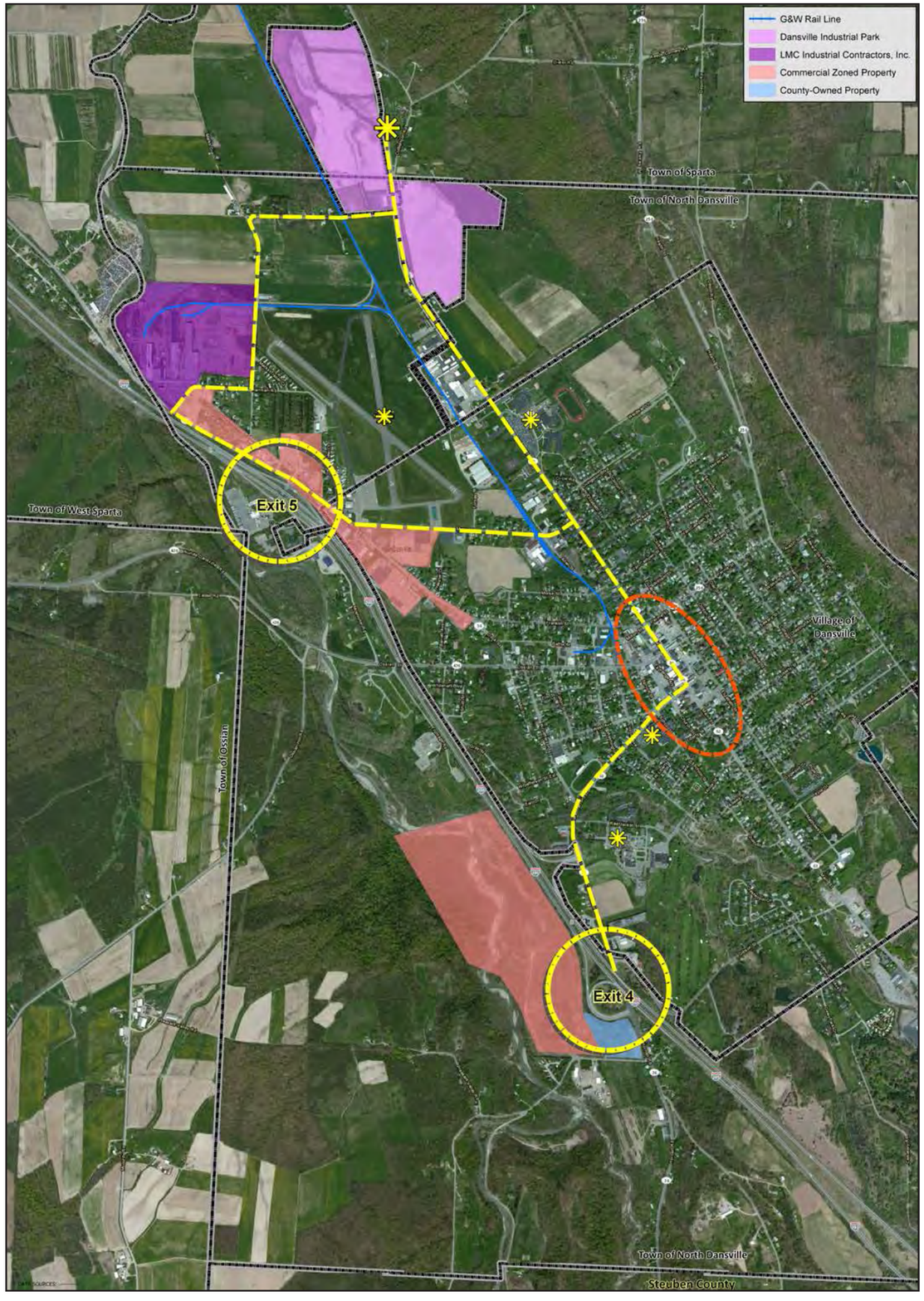
II. Project Scope of Work (K. Ewald & T. Zwahlen)

III. Schedule (K. Ewald)

IV. Committee Roles & Responsibilities (K. Ewald & T. Zwahlen)

V. Data distribution discussion (i.e. County GIS data request, prior studies, reports, plans, etc, that will enable the consultant team to review and document relevant info).

VI. Q & A / General Discussion



Livingston County
DANSVILLE TRANSPORTATION ACCESS STUDY
Project Committee Meeting
North Dansville Town Hall
10:00 am
March 26, 2014

AGENDA

I. Project Status Update by B&L

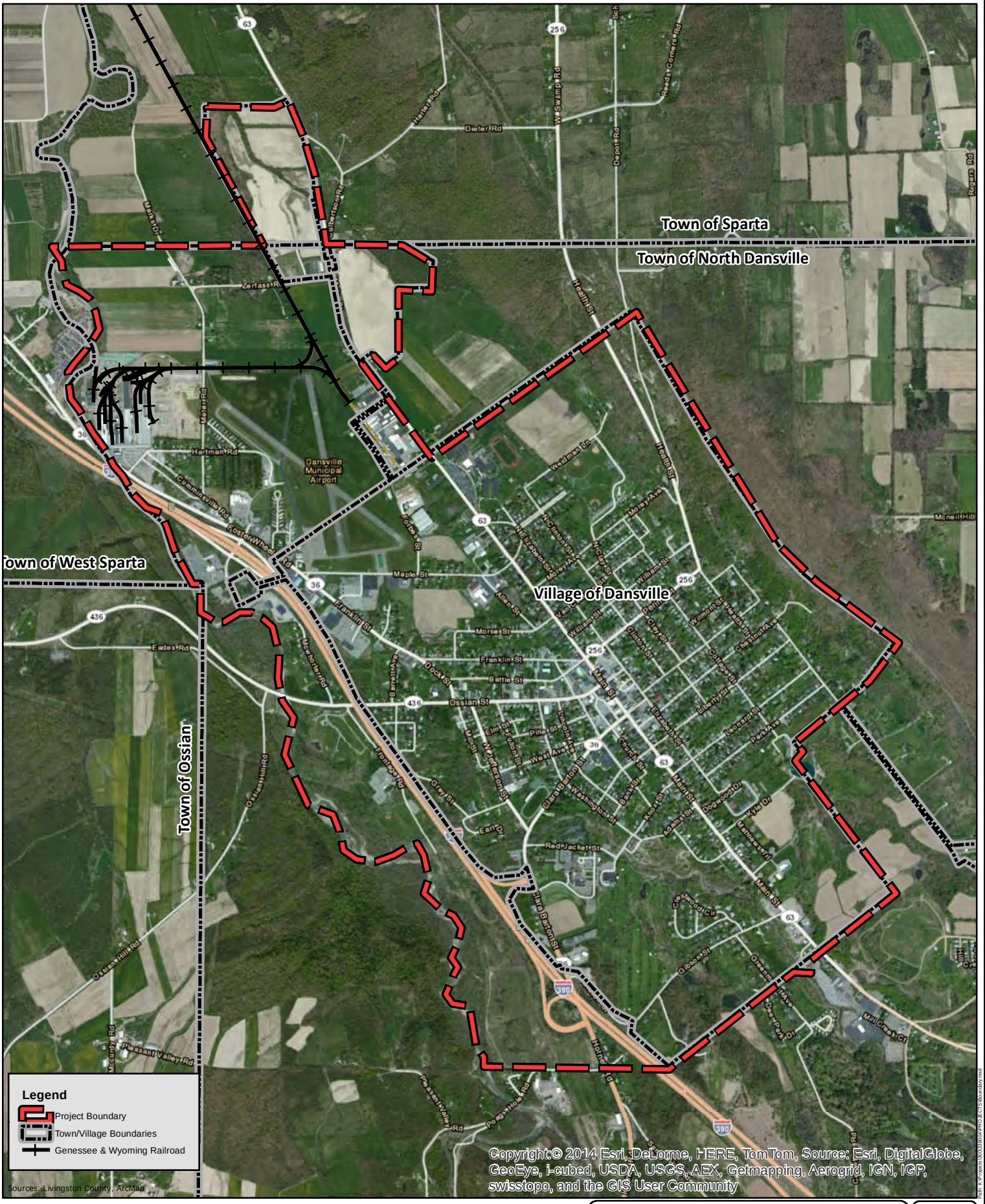
II. Review of Project Scope and Next Steps

III. Project Schedule

IV. April 3 Public Open House Discussion

a. Format – Open House with Study Topic Stations
b. Consultant Presentation Input
c. Roles and Responsibilities of Available Committee Members
d. Identification of up to 4 Study Topic Stations
    i. Railroad access, issues, and opportunities
    ii. Target Development Sites
    iii. Highway network accessibility issues and opportunities
    iv. Airport Issues and Opportunities

V. Miscellaneous Roundtable Discussion (B&L to provide mapping for discussion purposes)



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

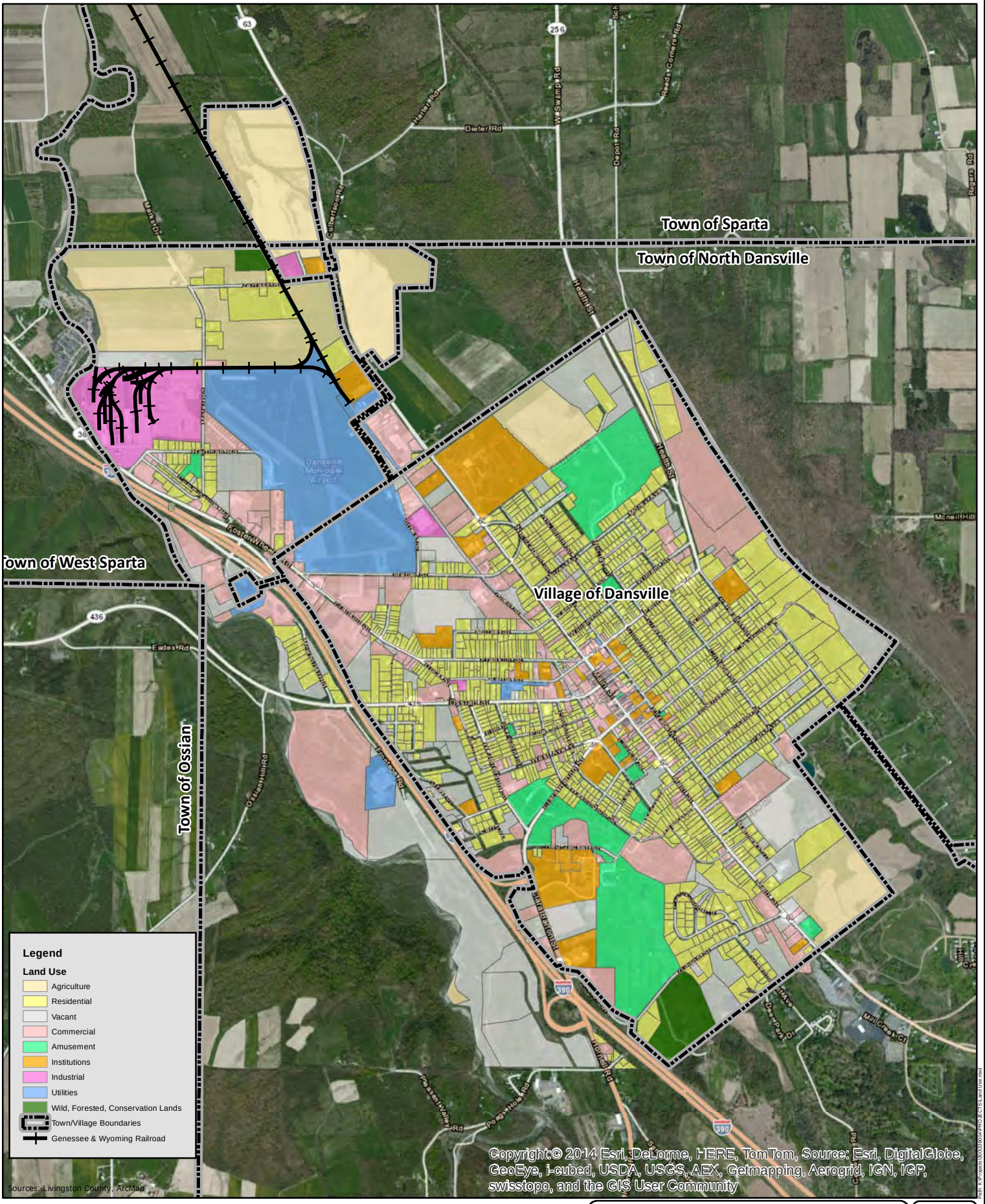
Dansville Transportation Access Study

Study Area Boundary Map

Livingston County February 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

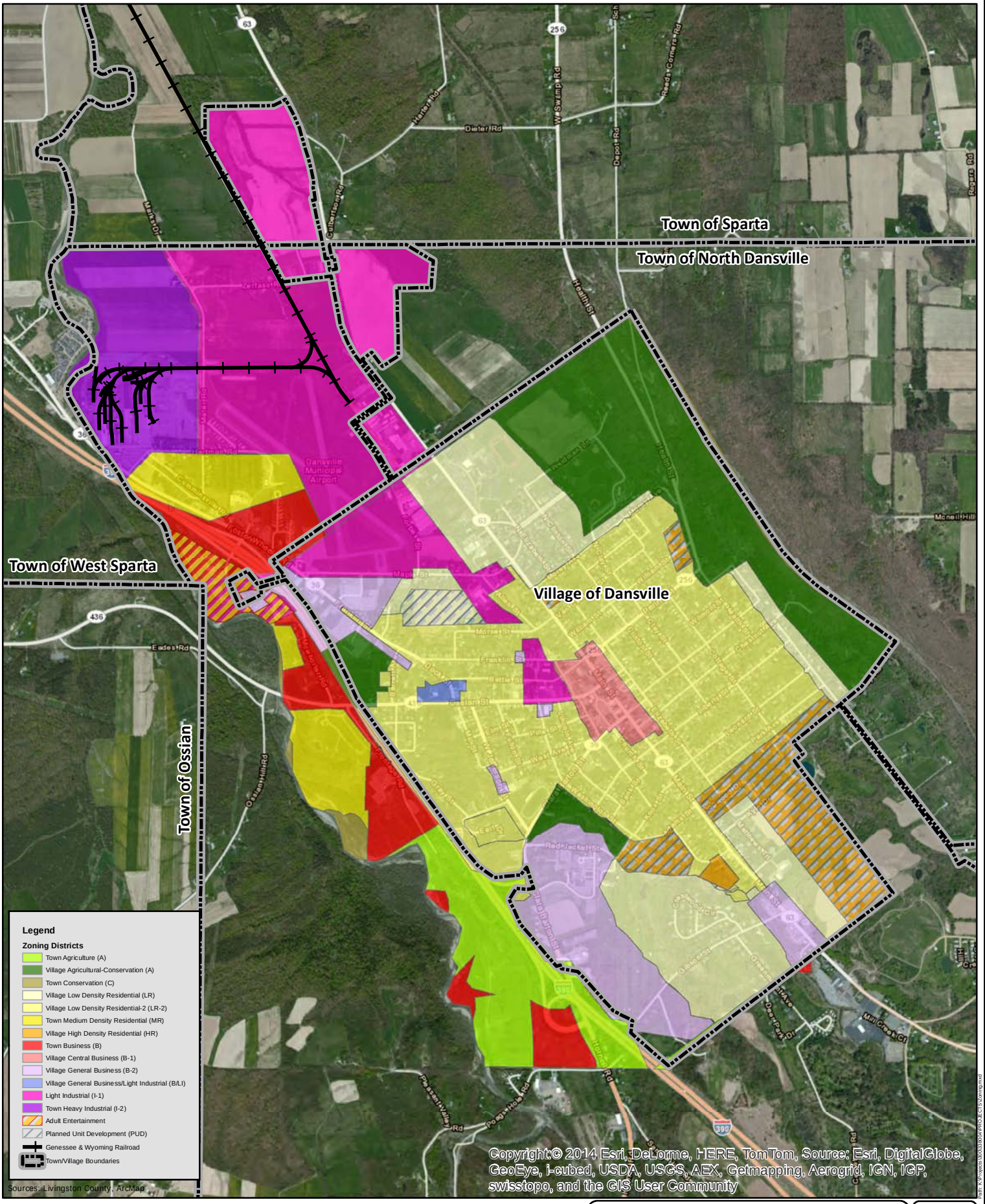
Dansville Transportation Access Study

Existing Land Use

Livingston County March 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

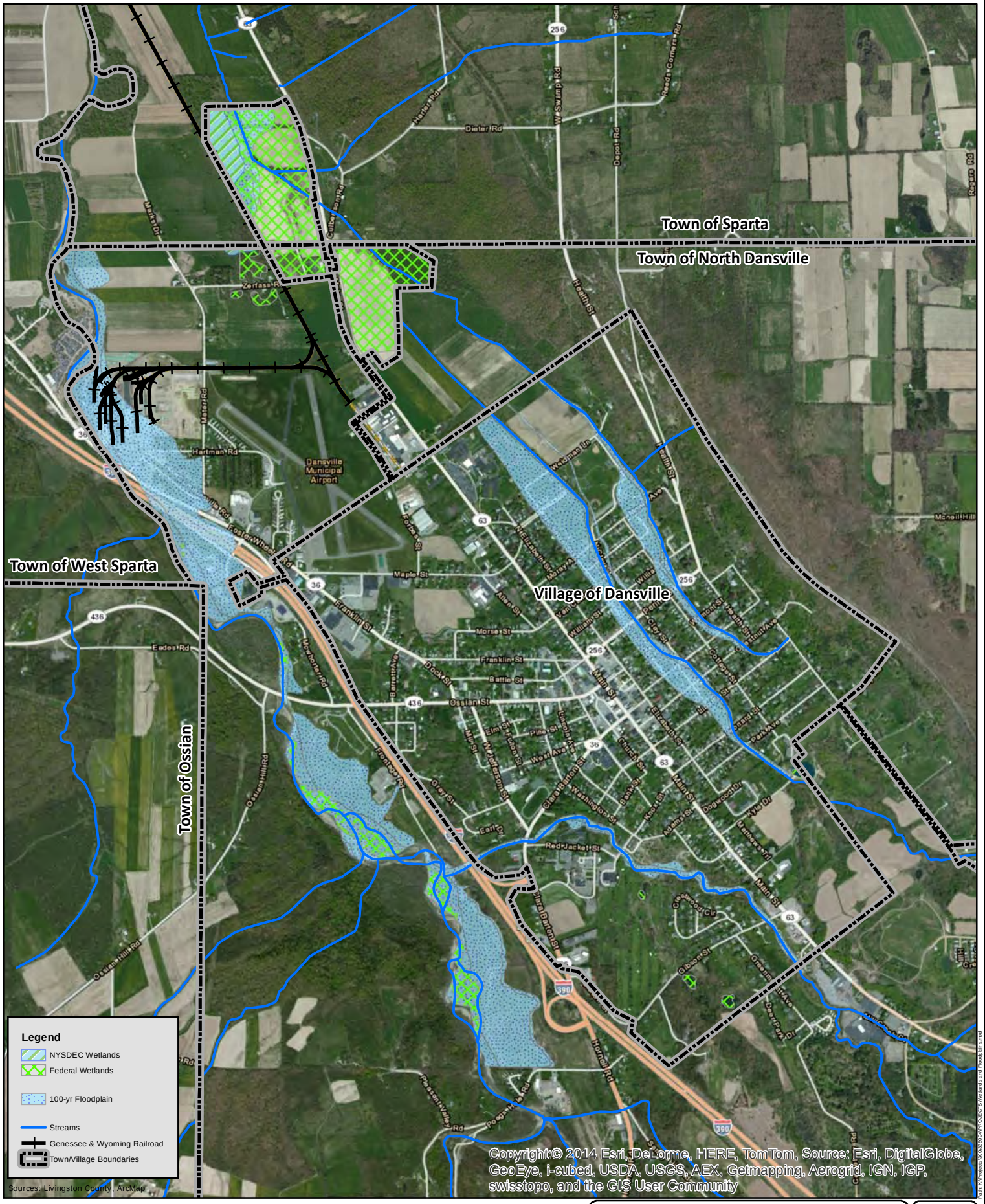
1 inch = 2,000 feet

Dansville Transportation Access Study

Existing Zoning Districts

Livingston County March 2014 New York

Figure ----- Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

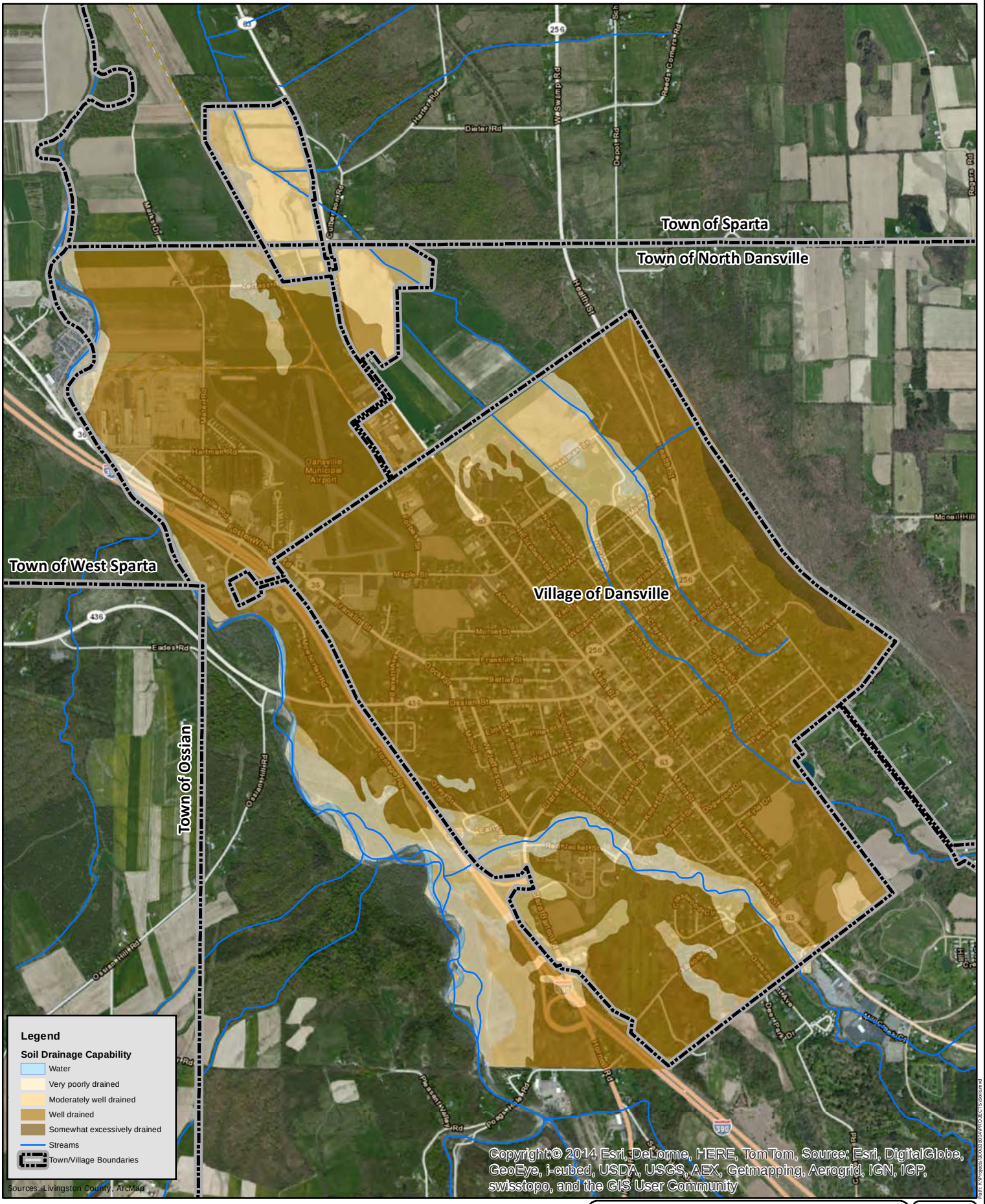
Dansville Transportation Access Study

Wetlands and Floodplains

Livingston County March 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

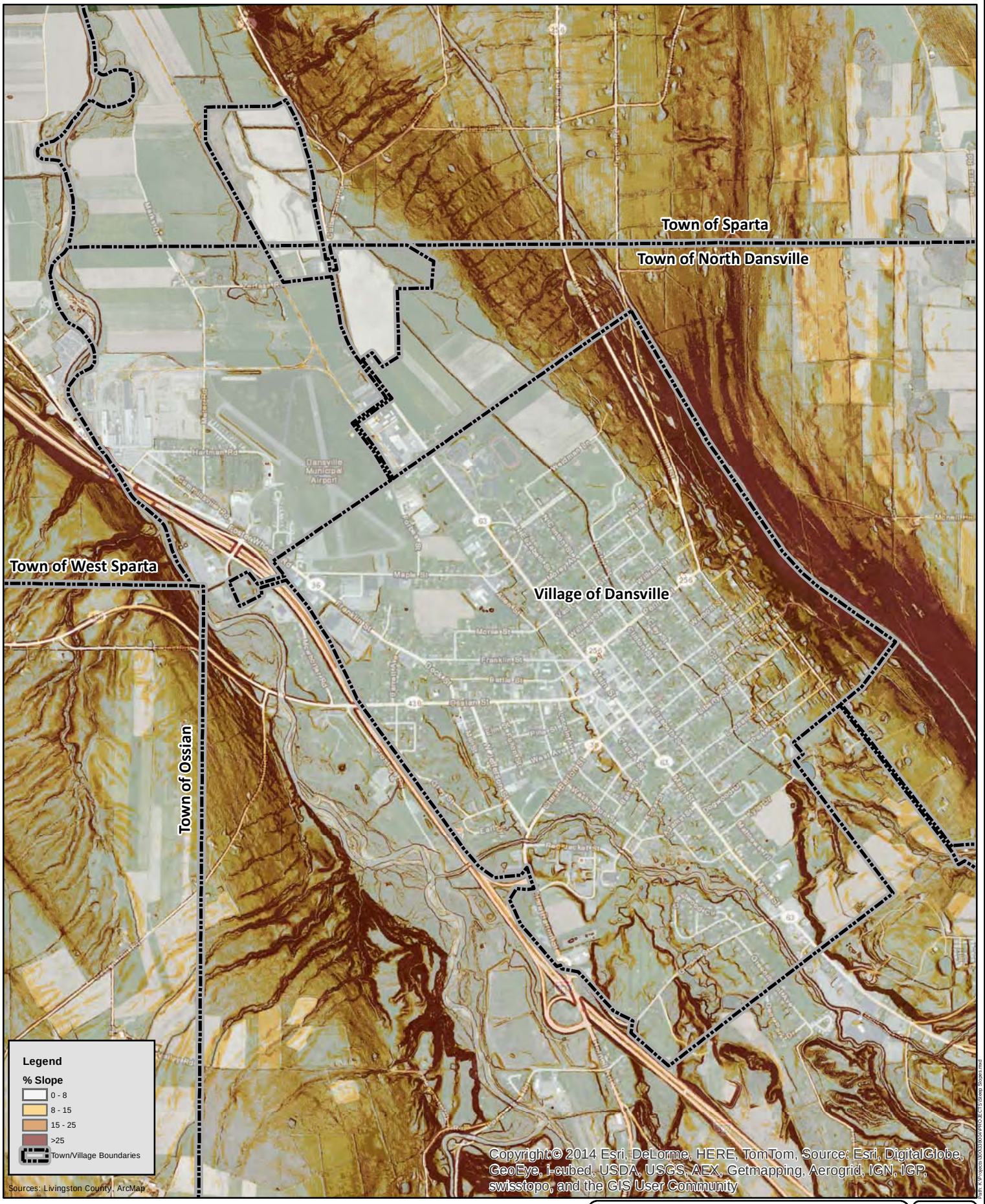
Dansville Transportation Access Study

Soils and Drainage Class

Livingston County March 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

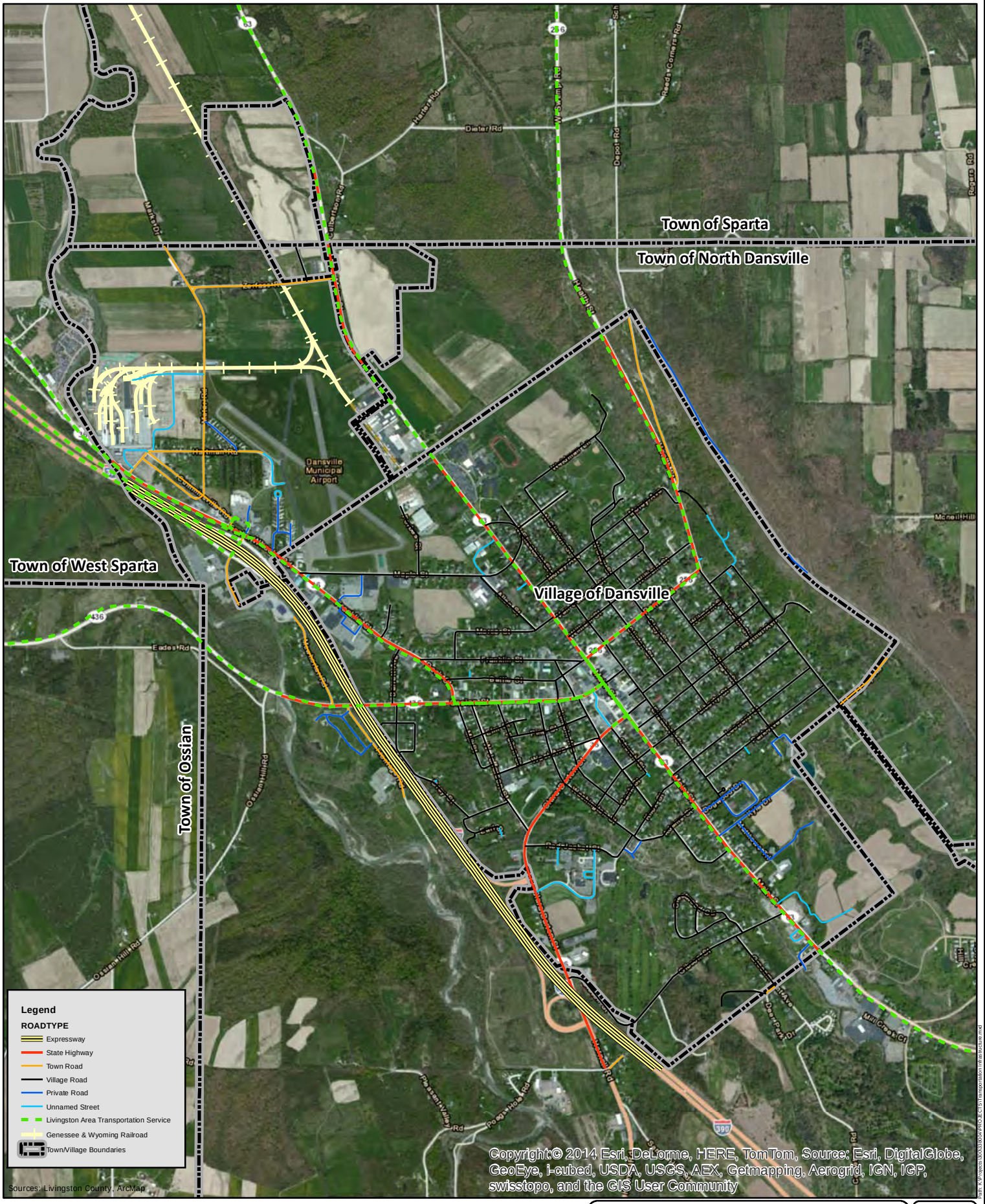
Dansville Transportation Access Study

Slope Percentages

Livingston County March 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

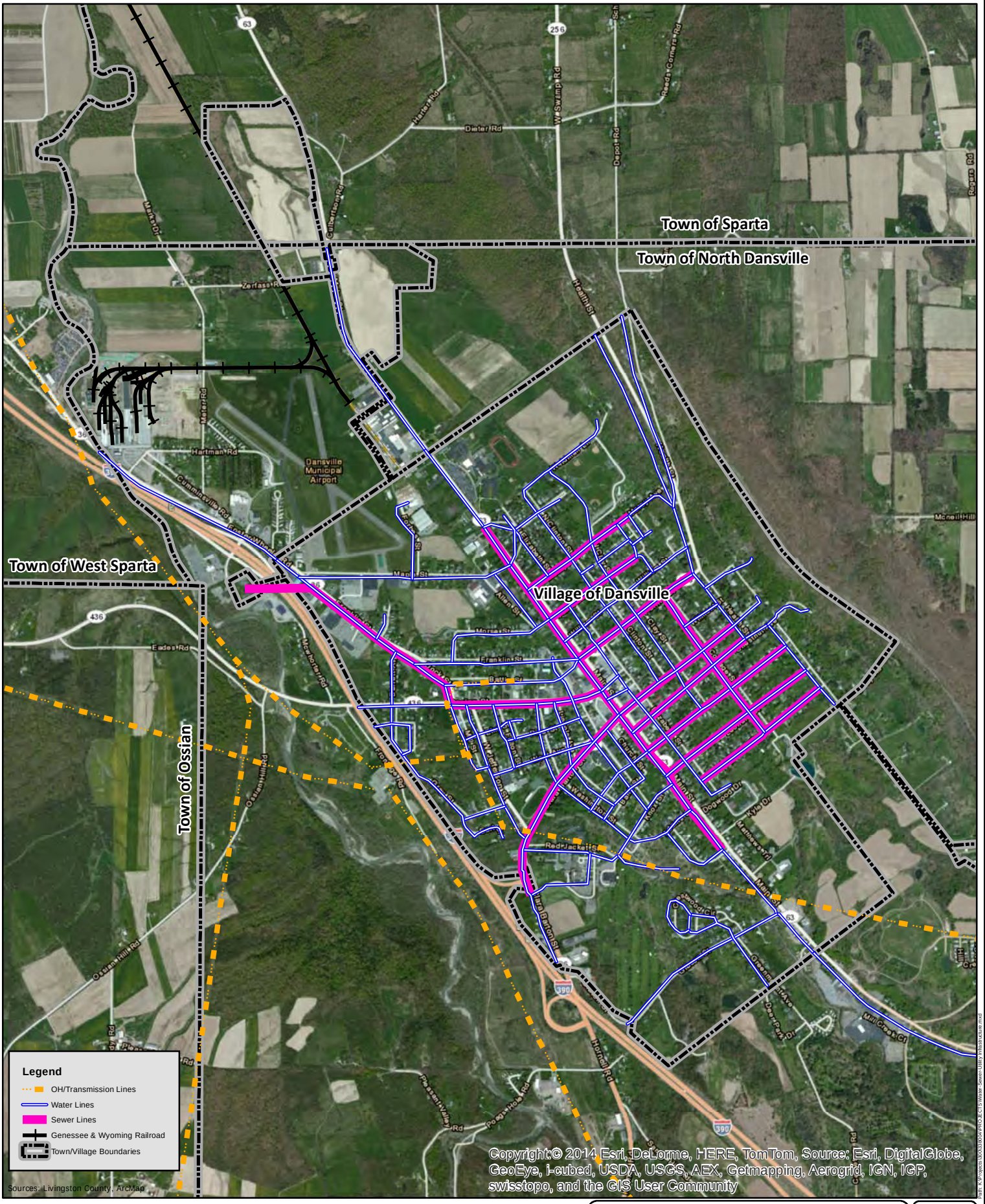
Dansville Transportation Access Study

Transportation Infrastructure

Livingston County March 2014 New York

Figure

Project No. 338.004



Barton & Loguidice, D.P.C.

1 inch = 2,000 feet

Dansville Transportation Access Study

Utility Infrastructure

Livingston County March 2014 New York

Figure

Project No. 338.004

Dansville Transportation Access Study

Promoting Industrial and Commercial Development in the Dansville Area

PROJECT COMMITTEE MEETING

North Dansville Town Hall
10:00am
March 26, 2014

Attendance	Phone	Email
Dennis Mahus, Town of North Dansville	(585) 335-2330	dpmahus@frontiernet.net
Peter Vogt, Village of Dansville	(585) 335-5330	prv@frontiernet.net
Angela Ellis, Livingston County	(585) 243-7550	aellis@co.livingston.ny.us
Maureen Wheeler, Livingston County IDA	(585) 243-7124	mwheeler@co.livingston.ny.us
Jody Binnix, Genesee Transportation Council	(585) 232-6240	jbinnix@gtcmpo.org
Dan Hallowell, NYSDOT	(585) 272-3410	dhallowell@dot.state.ny.us
Lora Barnhill, NYSDOT	(585) 272-3410	lbarnhill@dot.state.ny.us
Ron Klein, Rochester & Southern RR	(585) 463-3302	rklein@gwrr.com
Jeff Shaver, Dansville Municipal Airport		Kospelt@oswegocounty.com
Jim Culbertson, Dansville EDC	(585) 243-7010	jculbertson@co.livingston.ny.us
Tanya Mooza Zwahlen, Highland Planning	(585) 315-1834	tanya@highland-planning.com
Keith Ewald, Barton & Loguidice (B&L)	(315) 457-5200	kewald@bartonandloguidice.com

Purpose

To conduct a coordination meeting with the Project Committee and B&L to provide updates on project status, tasks complete to date, next steps, project schedule, and to discuss the format for the Public Open House scheduled for Thursday April 3, 2014 at Town Hall.

Introductions

Formal introductions were not given.

Points of Discussion

The primary discussion topics were project status to date and to prepare the committee for what to expect at the Public Open House as summarized below.

1. **Project Status – Existing Conditions and Baseline Analysis**
   - Keith Ewald summarized the existing conditions inventory and informed the committee that there were still some data gaps that B&L is continuing to gather including some market data, specific traffic data, as well as utility data.
   - Angela Ellis suggested that B&L not lose sight of the project area's regional competitiveness and to try and make the connection between the local economy to that of the regional economy. Keith Ewald ensured the committee that is one of the goals of the market assessment. Jody Binnix also suggested that the market assessment component take into account hydrofracking and its potential impacts to Route 63, Route 36, and Route 390.

- It was also suggested that recommendations for this plan should incorporate and tie into the Regional Economic Development Council's Plan for the region. Keith ensured the connection would be made to this study.
- Angela Ellis informed the committee that GFLRPC is in the beginning stages of a regional engagement study and that the study will analyze NAICS codes by County. Greg Albert is the contact. Keith Ewald committed to contacting Greg to inquire about additional information regarding industry clusters in the region.
- Keith Ewald illustrated on an aerial map where the areas of concern currently are with respect to possible roadway issues and how they impede accessibility to the industrial park.
- Dan Hallowell suggested that if recommendations propose changes to geometry of roadways to accommodate anticipated truck traffic associated with the future development of the industrial park to be sure to look at potential presence of cultural resources as they are frequent roadblocks to roadway improvement projects.
- Rich Perrin prepared a study for GFLRPC in the early 1990's that included some truck movement data that could help inform this project.
- Keith Ewald will continue to try to obtain utility data from Scott Tracey at the Town of North Dansville.
- Dennis Mahus will check on findings of the ACOE work regarding floodplain and fill material on the county-owned property adjacent to Exit 4.

2. Public Open House

- The committee agreed the format of the public open house will be as follows:
    - 5:30-7pm at the North Dansville Town Hall public meeting room.
    - The first 15 minutes will be an open house where the public can walk around and get oriented on the project.
    - The County and Consultants will give a brief 15 minute presentation on the goals of the project background, goals of the project, an update on the existing conditions analysis, and the intent of the public open house.
    - There will be four topic stations with visual displays that the public can mark up and leave comments on.
    - Comment cards will be provided for people to leave or mail in written comments.
    - Members of the committee will man the four stations to help provide input on the project to the public and answer any questions.

Next Steps

- B&L to provide meeting minutes and mapping prepared to date to Angela to upload to the project website.
- Angela Ellis will send a link for the project website to the committee.
- B&L and Highland Planning will prepare all project materials for the public open house.

Project Schedule

- Public Open House:	April 3, 2014
- Consultants to advance next steps:	April – May 2014
- Next Project Committee Meeting:	May 13, 2014
- 2nd Public Open House:	May 29, 2014
- Committee Meeting Follow up	TBD
- Draft and Final Report Prep and Review	Spring/Summer 2014

Dansville Transportation Access Study

Promoting Industrial and Commercial Development in the Dansville Area

PUBLIC OPEN HOUSE #1

North Dansville Town Hall
5:30-7PM
Thursday April 3, 2014

I. **Welcome & Introductions**

Angela Ellis (Livingston County Planning Department) welcomed the 25 meeting participants (listed in Appendix A) and thanked them for attending the meeting. Ms. Ellis introduced the Project Steering Committee and the consultant team.

II. **Purpose, Goals, Process & Outcome**

Keith Ewald (Barton & Loguidice) described the purpose of the project, which is to identify needed road, rail, and air transportation investments to support industrial and commercial development. The project goals are to help Dansville revitalize, expand, and upgrade its physical infrastructure; retain and encourage the expansion of existing businesses; diversify the local economy; and generate or retain long-term private sector jobs and investment. The study process will consist of the following:

- Public Outreach
- Collect Data/Understand Existing Conditions
- Conduct Needs Assessment
- Prepare Development Scenarios, Alternatives, and Action Strategies
- Develop Funding Strategy & Marketing Plans

This research sets the stage for defining best practices, costs and funding opportunities, and a marketing plan that can be used for a variety of audiences (business, government, community, private and public funders, etc). The project outcome will be the development of a technical design strategy for needed transportation infrastructure improvements supported by a funding strategy and marketing plan.

III. **Project Status Update**

Mr. Ewald updated the meeting participants on the study of existing conditions. The following topics were covered in his presentation:

- Study area
- Land use
- Environmental constraints
- Utilities
- Topographic conditions
- Soil development

- Existing transportation infrastructure
- Zoning

IV. **Public Meeting Purpose and Comments**

Tanya Zwahlen (Highland Planning) explained that the purpose of the public meeting was to gather personal insights and opinions about existing needs and opportunities. The meeting room was arranged into four study topic stations, including:

- Railroad Issues & Opportunities
- Airport Issues & Opportunities
- Highway Network Issues & Opportunities
- Target Sites for Future Development

Representives from the Steering Committee and/or consultant team answered questions and listened to comments and ideas. Comments made by meeting participants are included below:

Railroad Issues & Opportunities

- Should talk about realignment of the railroad beginning farther north and coming through the farmers' fields, so that the existing track that limits the airport could be removed. This may not feasible, since it is fertile farmland.

Airport Issues & Opportunities

- Traffic concern is tight turns
    - Traffic right of way might be easier to obtain for new route, if it came from airport property.

Highway Network Issues & Opportunities

- Remove the "proposed truck" route through the village due to conflicts with residential neighborhoods and the schools. Ideally, use the Meter Rd & Zerfass Rd (pending potential improvements to the road geometry).
- What is currently being proposed is a truck route through the village (Route 36). This is unsafe for vehicles and pedestrians alike. Look into using Jefferson Street. If you do explore this, the Dock/Ossain/Jefferson intersection would need to be examined and possibly realigned.
- Take walkability into account throughout the study area. Future workers at the industrial park should have access to sidewalks and trails to get exercise on their breaks and help attract businesses that value healthy communities. Walking along Route 63 (especially in the commercial district) is dangerous. The area lacks sidewalks/crosswalks/other pedestrian infrastructure, and this is a major safety issue. Walking and biking along Route 4 is also dangerous given the lack of pedestrian/bicycle infrastructure. Look for opportunities to add bike lanes.
- People generally drive on other streets around the school to avoid the traffic in that area, especially during morning and afternoon commute times.
- Exit 4 off of 390 needs a traffic light.
- More walking paths in Dansville are needed – a lot of people walk along Route 36 where there are no sidewalks or safe crossings. Safety is a concern in the area.
- Route 4 could also use sidewalks/bike paths for better walkability/connectivity for pedestrians/bicyclists.
- Zerfass Rd—a lot of morning and evening traffic on Route 63 due to school pick up and drop off. Could also have a similar issue for shift change at the industrial park.

Target Sites for Future Development

- Dansville is a small community; therefore, any new employment opportunities benefit the community.
- Before recommending that new infrastructure is built and/or improved, talk to businesses about why they decided to locate or/and not locate in Dansville. If we can understand what the businesses need re: infrastructure then we can make meaningful recommendations.
- Does Start-up NY limit how businesses are targeted?
    - Start-up NY applies to SUNY Geneseo and community colleges
    - Genesee Community College has some business space available
    - Qualifying businesses receive a tax reduction. The goal of the program is to use property that is already off the tax rolls and get a portion of it back
- People like the idea of the industrial complex being built up.
- In terms of commercial spaces – we could reach out to big box businesses (such as Lowes, Home Depot, etc.) and let them know about the study and improvements the area is planning on making. This might generate more interest and solidify plans with one of these businesses coming into the area.
- Sources of funding? Issues and needs help set the stage for funding. For example, if Home Depot decided to develop they may possibly help with road reconstruction in order to meet their needs.
- As projects arise, Barton & Loguidice can work with IDA and Livingston County to determine needs, find funding.
    - Barton and Loguidice is under contract for this study only.
- Also do a survey in order to get more public input instead of just using comments from those who attend the public meeting.
- Exit 4 would be a prime area for retail development—possibly a hotel or restaurant
- Get in contact with Lowes to gauge interest in subsidized Exit 4 site.
- Need to get county land on tax rolls
- Big businesses equal jobs and induce retail
- Needs
    - Vacant County Property
    - Home Depot, Lowes, Wal-Mart (small footprint)
    - Smaller Hotel, Complimentary Chain Restaurant
    - Could Split IDA (N. Commercial/industrial retail)

V. **Closing**

Meeting participants were thanked for their attendance and for taking the time to offer their comments and insight. Comment cards were distributed; any additional comments should be sent to Angela Ellis by mail, email or phone prior to April 17, 2014.

Appendix A

Lora Barnhill, NYSDOT
Lisa Beardsley, Livingston County Department of Health
Nancy Conklin, N. Dansville/Board
James Culbertson, Dansville, NY
Keith Ewald, Barton & Loguidice
Heather Ferrero, Livingston County Planning
Eric Goh, Livonia, NY
Don Higgins, Livingston County Highway
Anna Liisa Keller, Highland Planning
Dwight Knapp, Town of Ossian
Richard LeBar, Village of Dansville
David Leven, Town of Dansville
Nancy Leven, Town of Dansville
Julie Marshall, Livingston County IDA
Theresa Marshall
Dennis Mattus, N. Dansville
Greg Norr, North Dansville Town Board
Mark Schuster, Town of Sparta
Richard Schwenzer, Town of N. Dansville
Jeff Shawn, Dansville Airport
Bob Smith, Dansville, NY
Mary Underhill, Livingston County Planning
Peter Vogt, Village of Dansville
Tanya Zwahlen, Highland Planning

Livingston County
DANSVILLE TRANSPORTATION ACCESS STUDY
Project Committee Meeting
North Dansville Town Hall
10:00 am
Tuesday May 13, 2014

AGENDA

I. Project Status Update by B&L

II. SWOT Analysis Discussion/Input by Committee

III. Discussion on Preliminary Transportation Improvement Alternatives and Conceptual Site Layouts

IV. May 29th Public Open House Discussion

a. Format – Open House
b. Consultant Presentation
c. Roles and Responsibilities of Available Committee Members
d. Public Input Stations?

V. Miscellaneous Roundtable Discussion

a. Community Survey?
b. Schedule Update
c. Project Website

Dansville Transportation Access Study

Promoting Industrial and Commercial Development in the Dansville Area

PUBLIC MEETING SUMMARY
Thursday May 29, 2014
5:30 PM

I. Welcome & Introductions

Angela Ellis (Livingston County Planning Department) welcomed the meeting participants (listed in Appendix A) and thanked them for attending the meeting.

II. Purpose, Goals, Process & Outcome

Keith Ewald (Barton & Loguidice) described the purpose of the project, which is to identify needed road, rail, and air transportation investments to support industrial and commercial development. The project goals are to help Dansville revitalize, expand, and upgrade its physical infrastructure; retain and encourage the expansion of existing businesses; diversify the local economy; and generate or retain long-term private sector jobs and investment. The study process has consisted of the following:

- Public Outreach
- Study of Existing Conditions
- Needs Assessment
- Preparation of Development Scenarios, Alternatives, and Action Strategies

The purpose of today's meeting is to review the proposed development scenarios. The next step will be to develop a funding strategy and marketing plans for development sites, which will be used for a variety of audiences (business, government, community, private and public funders). The presentation from the public meeting is included as Appendix B.

III. Public Meeting Purpose and Proposed Alternatives

Mr. Ewald explained that Barton and Loguidice assessed the project needs and examined a variety of alternatives. After this review, the project team selected and developed five realistic alternatives. The purpose of the public meeting was to gather personal insights and opinions about the proposed alternatives.

Alternative 1: Exit I-390 via Hartman, Meter and Zerfass Road

This alternative directs traffic through a residential neighborhood, where additional traffic is not wanted. If this alternative is pursued, it would require landscaping, streetscape amenities (such as sidewalks) and improved roadway conditions. Additionally, multiple railroad crossings in this area would also need to be improved. This alternative requires ROW acquisition.

Alternative 2: Exit I-390 via Meter Road and Zerfass Road

Alternative 2 is a deviation of the first alternative, using more of Meter Road, which is more suitable for higher volumes of traffic. In order to accommodate additional traffic, the route would need shoulders, requiring some property acquisition.

Alternative 3: Extend Maple and Ford Streets

This alternative would require ROW acquisition to extend Forbest Street to Zerfass Road. The current intersection at Maple and Ford Street would need to be improved and the existing road network would require upgrades.

Alternative 4: Forbest Street Extension to Route 63

This alternative is similar to Alternative 3, except Forbes Street does not continue north, but rather cuts west and connects to the existing Route 63.

Alternative 5: Decommission portion of Dansville Airport

This alternative uses Shay Road as the connection between Forbes Street and Route 63. Shay Road currently functions as a driveway, so it would be necessary to upgrade existing infrastructure, signage and landscaping. Additionally, when the second runway is decommissioned, it may be possible to extend Shay Road to the east and connect to Meter Road across the airport land.

IV. Discussion of the Proposed Alternatives

Tanya Zwahlen (Highland Planning) facilitated a discussion with participants regarding the pros and cons of each alternative. Notes from this discussion are included as Appendix C. The consensus of the group was to develop a hybrid alternative comprised of the third and fifth alternatives. Barton and Loguidice will use this information to refine an alternative that avoids the downtown and residential neighborhoods, has the most direct route to the industrial park, has access to the airport, uses existing roads to lessen the ROW acquisition, and also creates connections to existing and growing businesses.

V. Closing

Keith Ewald thanked participants for their attendance and participation. Additional comments should be sent to Angela Ellis by mail, email or phone.

Appendix A

Lora Barnhill, NYSDOT
Lisa Beardsley, Livingston County Department of Health
Jody Binnix, Genesee Transportation Council
Angela Ellis, Livingston County Planning Department
Keith Ewald, Barton & Loguidice
Anna Liisa Keller, Highland Planning
Joel Kleinberg, NYSDOT
Richard LeBar, Dansville
David Leven, Dansville
Nancy Leven, Dansville
Jeff Marshall
Julie Marshall, Livingston County IDA
Dennis Mattus, N. Dansville
Mark Schuster, Sparta
Richard Schwenzer, N. Dansville
Peter Vogt, Dansville
Tanya Zwahlen, Highland Planning

Dansville Transportation Access Study

What have we been doing?

SWOT Analysis and critical needs identification

What have we been doing?

Collecting and analyzing existing conditions...

So, what does Dansville need to improve transportation access and induce economic development?

1) Work with local employers to ensure their retention/expansion

2) Continue to work with funding agencies to upgrade local/regional rail network - $4.63M rehab project from Caledonia to Dansville - 32.2 miles.

3) Capital projects to improve visibility/accessibility to local targeted growth areas, i.e. Dansville Industrial Park.

4) Continue to work with County IDA for marketing strategy to induce development of the Industrial Park and East 4 properties.

5) Prepare plan for decommissioning the crosswind runway (18-36) and make available for airport / industrial related service development.

Next Steps....

1) Review input from tonight, develop final alternatives and concepts.

2) Continue to work with County on preparing marketing strategy.

3) Prepare Draft Report for review (County, Town/Village, Public), will be posted on Project website.

4) Review period to allow for comment on Draft Report.

5) Finalize report and submit to County for approval.

6) Seek funding assistance.

7) Coordinated implementation of projects

Dansville Transportation Access Study

Promoting Industrial and Commercial Development in the Dansville Area

PUBLIC OPEN HOUSE #2

Prepared for:

Livingston County Planning Department

in partnership with

Genesee Transportation Council

Village of Dansville

Town of North Dansville

Livingston County Industrial Development Agency

Barton & Loguidice, D.P.C.

highlandplanning

Tonight's Meeting Agenda

- Consultant presentation
- Public Open House

Open Discussion / Questions

1) Transportation Improvement Alternatives
2) Industrial Park Buildout Scenario
3) Airport Business Buildout Scenario
4) Exit 4 Property Buildout Scenario

Purpose of this Study?

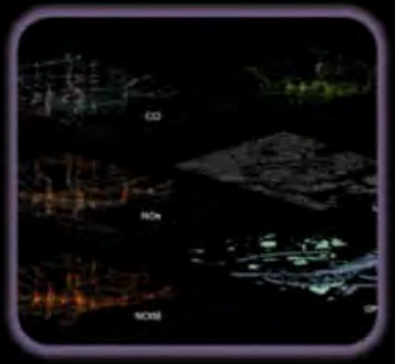
"...to identify needed road, rail, and air transportation investments to help Dansville revitalize, expand, and upgrade its physical infrastructure to retain existing businesses, attract new industry, encourage business expansion, diversify the local economy, and generate or retain long-term private sector jobs and investment"

Goals of the Project

1) Enhance regional competitiveness and promote long-term economic development in the Dansville area.

2) Help Dansville revitalize by expanding and upgrading its physical infrastructure to retain and encourage expansion of existing businesses, attract new business, and generate jobs and long-term investment.

Study Process



1

Public Outreach

2

Collect Data/ Understand Existing Conditions

3

Conduct Needs Assessment

4

Prepare Development Scenarios, Alternatives, and Action Strategies

5

Develop Funding Strategy & Marketing Plans

What have we been doing?

Collecting and analyzing existing conditions....

Identifying study area

Understanding environmental constraints

Studying soils for development scenarios

Evaluating land uses

Assessing existing transportation infrastructure

Confirming topographic conditions

What have we been doing?

SWOT Analysis and critical needs identification

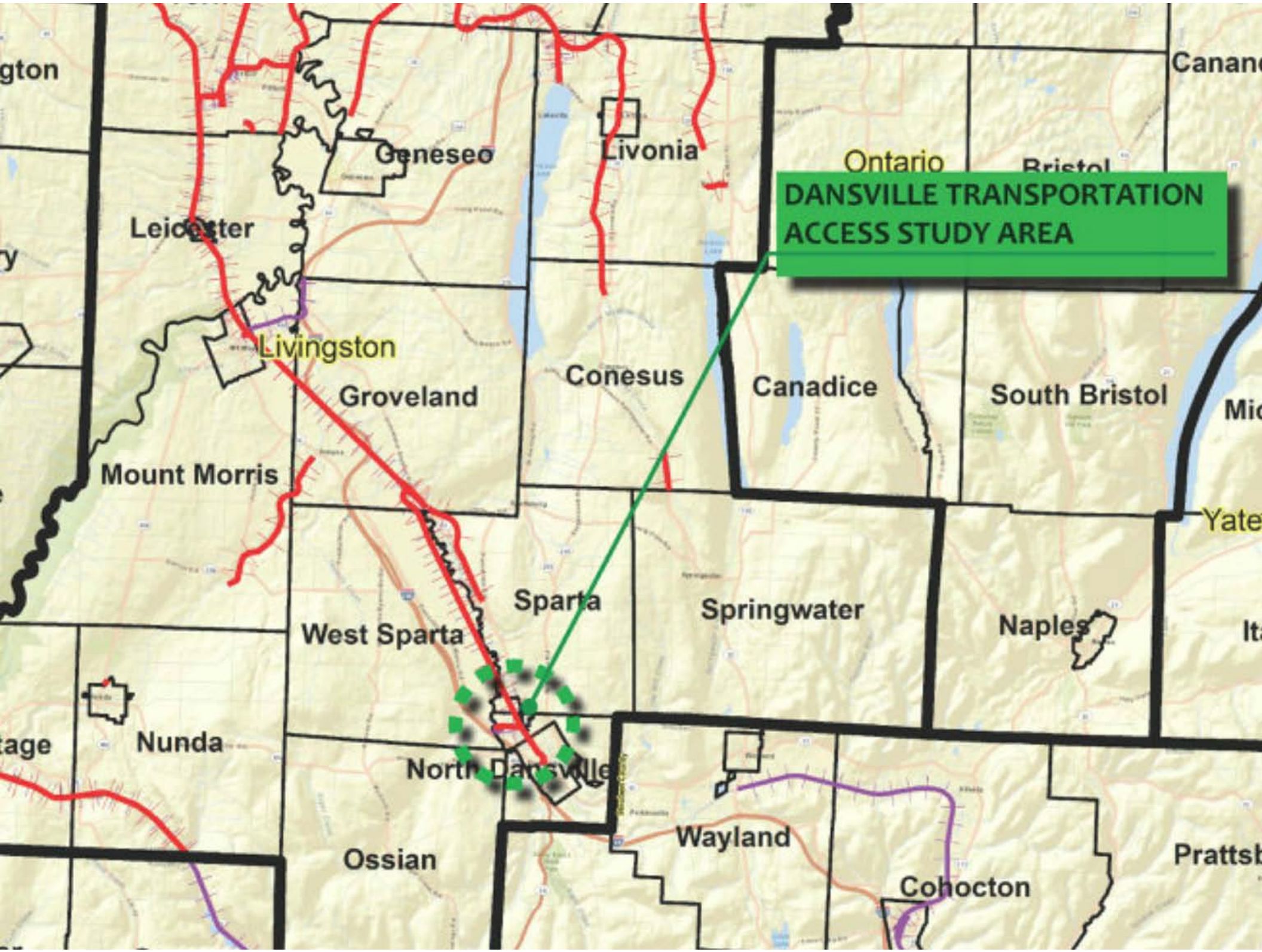
Commercial Rail Transport

Local Rail Infrastructure

Dansville Municipal Airport

Preliminary Target Sites for Future Development

Local Highway Network


DANSVILLE TRANSPORTATION
ACCESS STUDY AREA
Geneseo
Livonia
Ontario
Leicester
Livingston
Groveland
Conesus
Canadice
South Bristol
Mount Morris
Sparta
West Sparta
Springwater
Naples
Nunda
North Dansville
Wayland
Ossian
Cohocton

Local Rail Infrastructure

Dansville Municipal Airport

Preliminary Target Sites for Future Development

Local Highway Network

So, what does Dansville need to improve transportation access and induce economic development?

1) Work with local employers to ensure their retention/expansion.

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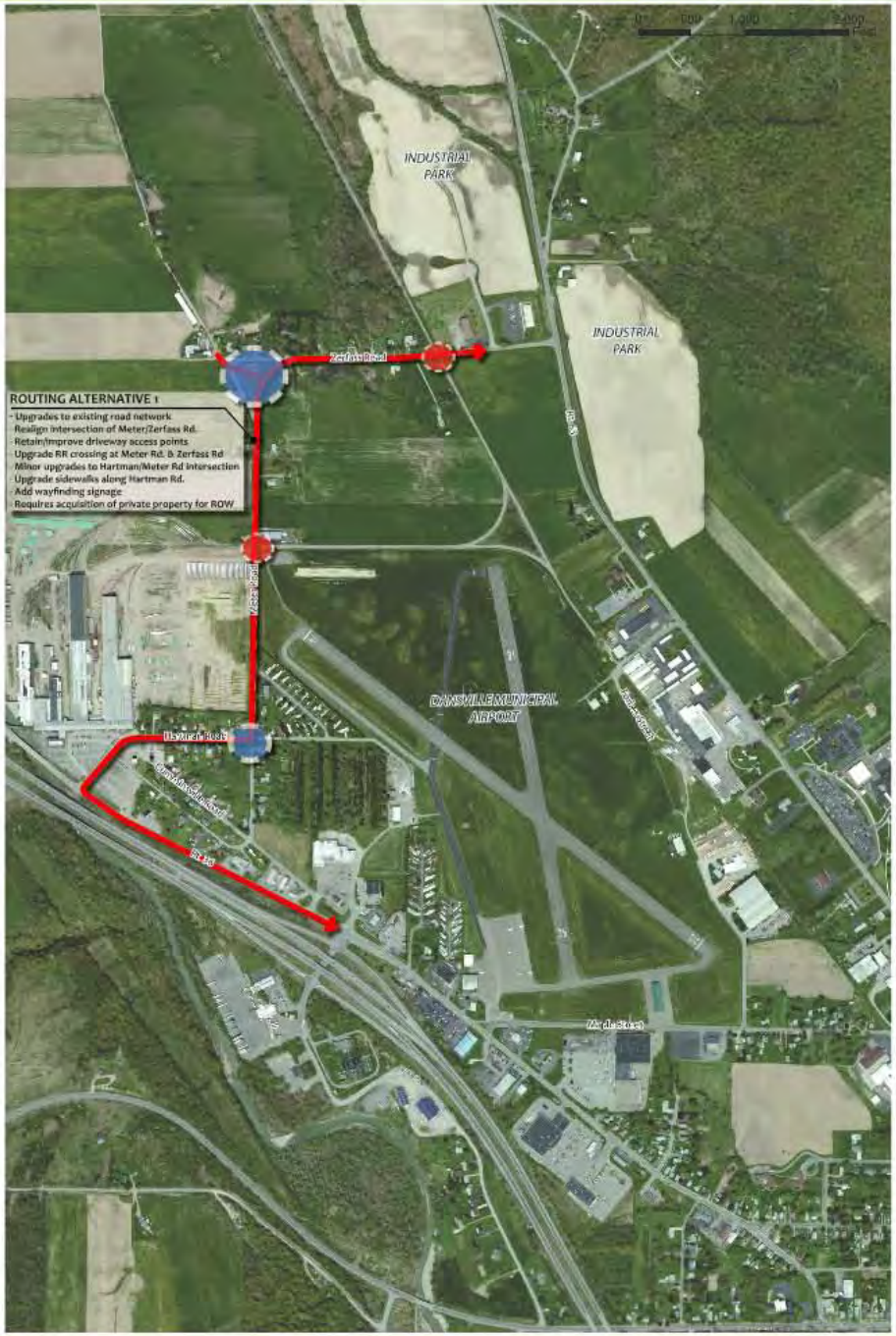
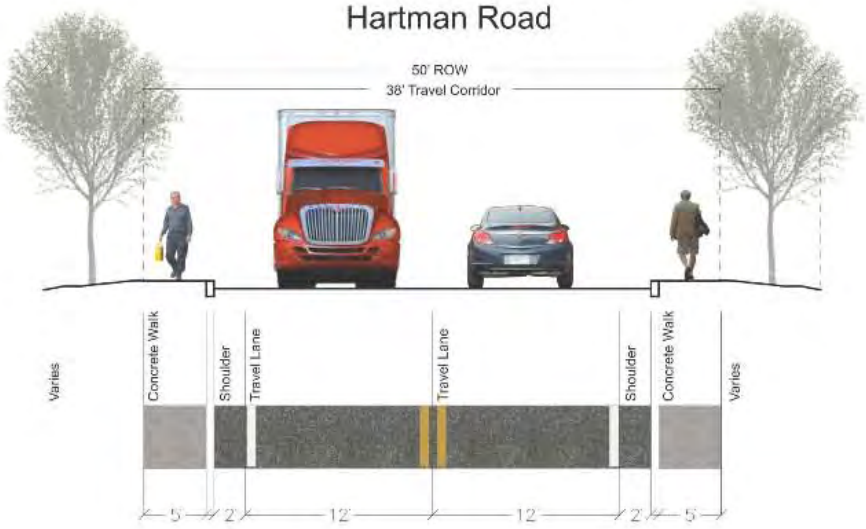
5) Prepare plan for decommissioning the crosswind runway (18-36) and make suitable for airport / industrial related service development.



LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 1

MAY 2014


Hartman Road
50' ROW
38' Travel Corridor
Varies
Concrete Walk
Shoulder
Travel Lane
Travel Lane
Shoulder
Concrete Walk
Varies
5'
2'
12'
12'
2'
5'

LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY

PRELIMINARY TRANSPORTATION IMPROVEMENTS

HARTMAN ROAD - INDUSTRIAL CHARACTER

MAY 2014

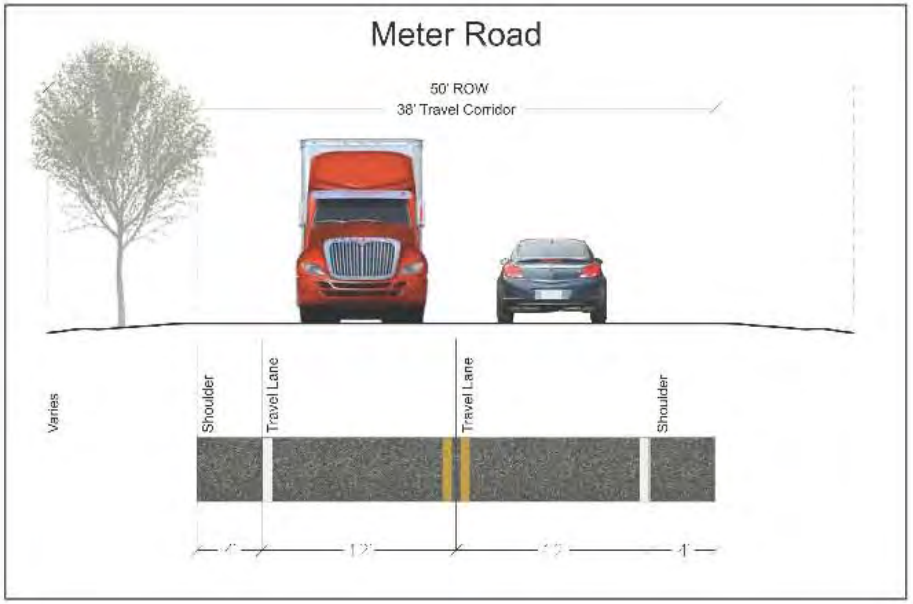
LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY

PRELIMINARY TRANSPORTATION IMPROVEMENTS

ALTERNATIVE 2

MAY 2014


Meter Road
50' ROW
38' Travel Corridor
Varies
Shoulder
Travel Lane
Travel Lane
Shoulder

LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 3

MAY 2014

LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 4

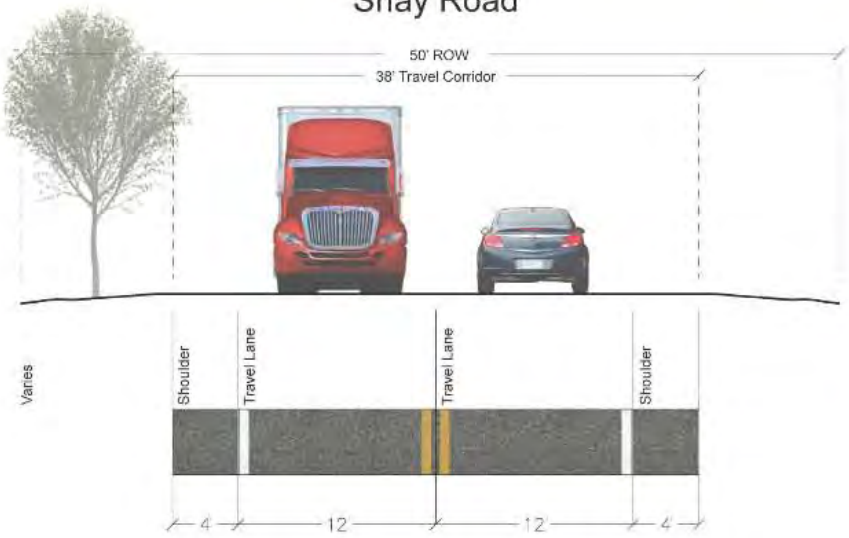
MAY 2014

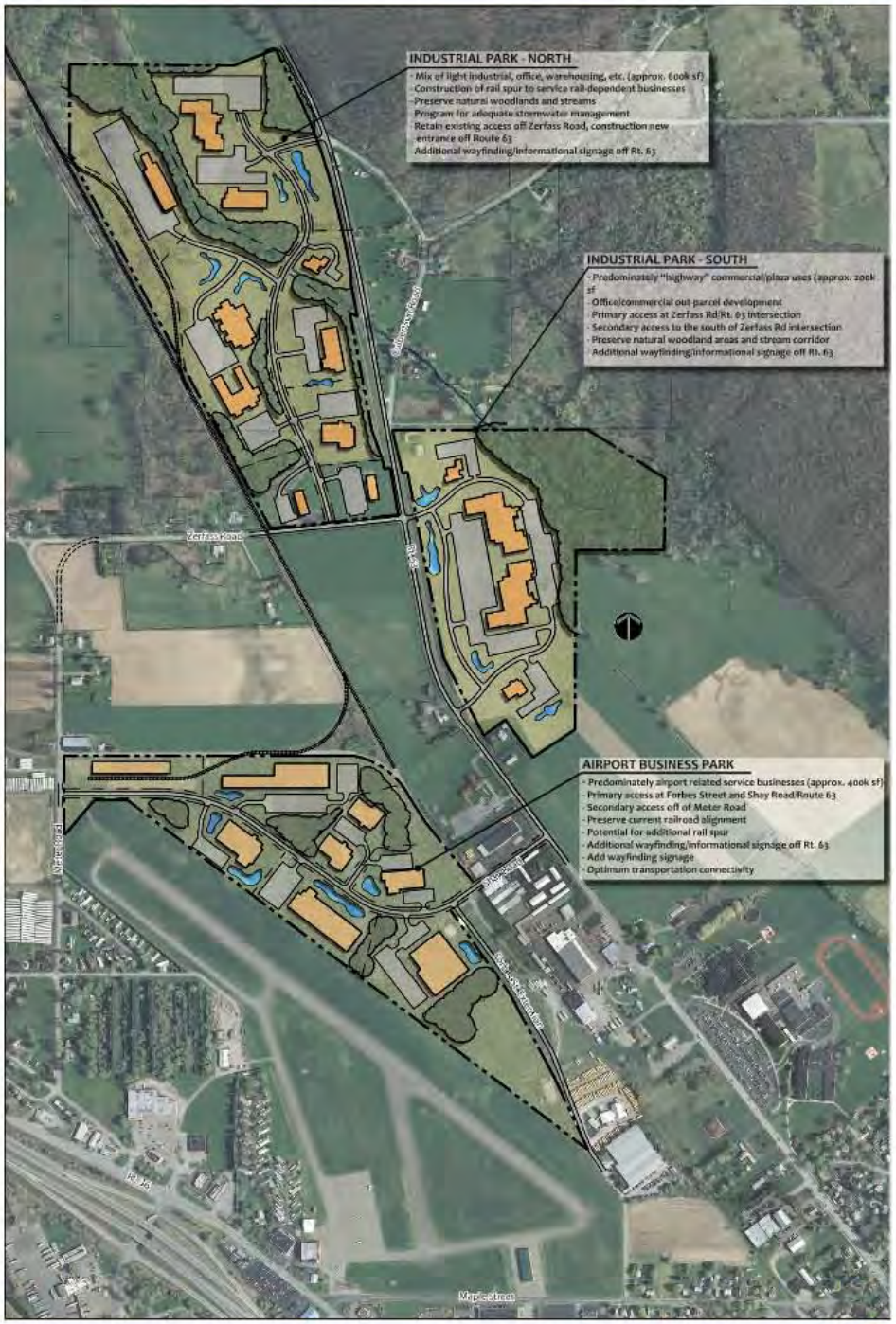
LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY
PRELIMINARY TRANSPORTATION IMPROVEMENTS
ALTERNATIVE 5

MAY 2014

Shay Road


50' ROW
38' Travel Corridor
Varies
Shoulder
Travel Lane
Travel Lane
Shoulder
4
12
12
4



LIVINGSTON COUNTY PLANNING DEPARTMENT

Barton & Loguidice, P.L.L.C.

DANSVILLE TRANSPORTATION ACCESS STUDY

CONCEPTUAL BUILDOUT PLAN

AIRPORT BUSINESS PARK

MAY 2014

LIVINGSTON COUNTY PLANNING DEPARTMENT

DANSVILLE TRANSPORTATION ACCESS STUDY

PRELIMINARY TRANSPORTATION IMPROVEMENTS

CONCEPTUAL BUILDOUT PLAN - EXIT 4 PROPERTIES

MAY 2014

Next Steps....

1) Review input from tonight; develop final alternatives and concepts.

2) Continue to work with County on preparing marketing strategy.

3) Prepare Draft Report for review (County, Town/Village, Public); will be posted on Project website.

4) Review period to allow for comment on Draft Report.

5) Finalize report and submit to County for approval.

---

6) Seek funding assistance.

7) Coordinated Implementation of projects

Appendix C

Alternative 1

Minus:

- Impact to residential area
- Traffic on the Rail crossings would be detrimental and unsafe (would need flashers and gates)

To do: Summarize traffic impacts

Alternative 2

Minus:

- Impact to business

Alternative 3

Plus:

- Avoids downtown and residential areas
- Most direct route to the industrial park

Minus:

- Property acquisition
- Loss of farmland
- Diverts employee traffic from downtown
- Traffic and congestion at the school

Alternative 4

Minus:

- Property needed for ROW

Alternative 5

Plus:

- Access to airport
- Avoids downtown
- Uses existing roads, no ROW takings
- Creates connection to existing and growing business (LMC)

Alternative 6

- Combine Alternative 3 and 5.
- Can it be phased?
- Can Forbes extend north along the railroad?

Livingston County
DANSVILLE TRANSPORTATION ACCESS STUDY
Project Meeting with Business Owners, Dansville Economic Development Corporation, and County IDA

North Dansville Town Hall Auditorium
1:30pm
Monday July 21, 2014

AGENDA

I. Introductions & Project Background (Angela Ellis)

II. Discussion on Preliminary Transportation Improvement Alternatives and Conceptual Buildout Scenarios (B&L)

III. Questions & Comments (Open Forum)

Dansville Transportation Access Study
July 21st Meetings

(1) Project Area Business Owners and Economic Development Representatives Meeting

General Comments

1. Concern was expressed about the impacts of increases in transportation of hazardous materials in the vicinity of the Dansville Central School - Paul Alioto, Superintendent, Dansville CSD
2. Associated air pollution and noise and light issues are also concerns
3. Runway extensions are almost certainly not an option
4. Runway 18-36 will be decommissioned due to a lack of funding - Dennis Mahus
5. Railroad facility upgrades are needed
6. There should be a concentration on rail improvements vs. trucking due to increased regulation and costs
7. Increased rail service access will require a culture change from existing truck dominated transportation (movement of goods)
8. LMC needs rail service improvements, including new rail spurs, in order to expand its operations
9. An east-west truck route from Cumminsville area to SR 36 is necessary
10. Development in the vicinity of Noyes Hospital and I-390, Exit 4 makes the most sense
11. Lack of sewer service is a limiting factor for potential development in the area of Exit 4
12. Development should be more retail-centric – Mr. Alioto
13. The type of business development should support the airport operations
14. Regarding property marketing, "If you build it, they will come", has not worked for the Industrial Park
15. Marketing needs to be focused on both Industrial Park and existing businesses
16. Infrastructure improvements for emerging technologies should be considered. We cannot just focus on fossil fuel based technologies – Mr. Alioto
17. Consider potential impacts on Balloon Festival ???

(2) Project Steering Committee Meeting

General Comments

1. The airport is an important asset to the community and Livingston County
2. The airport is underutilized – Rick Lafford
3. The proposed connector road constrains future airport development – Mr. Lafford
4. A connector road further to the north allows for future runway reconfiguration and expansion – Mr. Lafford
5. The orientation / length of the runway needs to be considered for future development impacts
6. Clearance / setbacks are a concern for the runways
7. The grass area adjacent to runway 14-32 is currently being utilized (Soaring Club)

8. Roads and/or buildings that are too close to runways will negatively impact on airport safety
9. Insurance and associated costs must be considered as it affects the type of aircraft that are permitted to land at the airport. Runway changes will affect insurance costs.
10. The current location of Forbes St. constricts the runway clearzone. The original planned alignment of Forbes St. was on the other side of the current businesses (to the east) – Louise Molyneux
11. Existing buildings affect runway threshold; including grassland runway area currently being used for Soaring Club – Ms. Molyneux
12. The Airport 20-Year Plan (C&S) calls for re-routing of Forbes St. and the construction of new hangars that may increase airport use.
13. Question: Is the airport an economic driver…or not?
14. Letters of intent to use the airport have been requested from local businesses by the Town of North Dansville and the Village of Dansville. None have been received – Mr. Mahus
15. Current hangars, including those that have been recently constructed, are underutilized - Mr. Mahus
16. The crane used by LMC infringes on airspace when it is in an upright operating position
17. Mr. Lafford and Ms. Molyneux favor a connector road that would parallel the rail line to the north of the airport
18. Any future runway expansion would have to be more north-south to avoid the hill to the west – Mr. Lafford
19. An increase in truck traffic on Forbes St. would most certainly impinge on runway use and safety of landing
20. Mr. John VanDerhoof was unable to attend the meeting and met separately with County Planning staff on July 24, 2014. His letter containing information on project area and airport history and his comments and recommendations regarding the proposed airport and transportation specific aspects of the Dansville Transportation Access Study is attached.

DANSVILLE PILOT ASSOCIATION, INC.
186 Franklin Street #42, Dansville, NY 14437

March 23, 2015

Ms. Angela L. Ellis
Livingston County Planning Department
6 Court St Rm 305
Geneseo NY 14454-1043

Dear Ms. Ellis:

Re: Dansville Transportation and Industrial and Commercial Access Study, Draft, rev. 2/16/2015

Thank you for the e-mail notice informing us the latest Study Draft is available for comment, and for allowing us to provide input. We are reviewing the document with great interest. It is apparent you have been very thorough in analyzing all previously existing studies and merging them into this plan. We support the committee choice of Alternative 7 as the preferred option. We especially like emphasis being focused on promoting the existing Industrial Park and Exit 4 property, rather than putting commercial buildings on the airport property.

Upon initial review of the Study Draft, we have formulated the following comments and questions:

- Under Section 3.2 Physical Inventory and Analysis
  - Under Air
    - Paragraph 3: We agree a high percentage of flight activity at Dansville Municipal Airport (DSV) uses Visual Flight Rules (VFR), however we believe the current wording of this paragraph is misleading. Based on the Federal Aviation Administration (FAA) definition of Instrument Flight Rules (IFR) conditions as "weather conditions below the minimum for flight under visual flight rules," use of VFR simply means most pilots choose to fly to Dansville in nicer weather. In fact it is important to note, while many General Aviation facilities have no IFR capabilities, the FAA maintains three instrument approaches to runways at DSV for flight operations in IFR conditions.

  - Paragraph 3: Given the FAA does not define "designated practice areas" for flight training, we believe the statement indicating DSV has no designated area is irrelevant and should be removed. Additionally, please know flight training is available at DSV through Finger Lakes Soaring, a not-for-profit flying school.
  - Paragraph 4: Incomplete sentence. Is there more to be included here?

- Under Section 5.1 Description of Alternatives
  - Under Alternatives 3 - 7: Where approximately 15-foot width of ROW from the eastern Airport boundary to rebuild Forbes Street is required, has the impact to the Finger Lakes Soaring hanger facility been determined/defined?
  - Under Alternative 7: As we understand it, the 2005 Airport Study calls for not simply an extension of the northwestern end of Runway 14, but a **shift** of Runway 14/32. Thus a new runway is to be built with a different compass orientation and thus different numbers. Hence, if implemented as proposed the new/extended runway will not be quite as depicted in the Alternative 7 – Preferred Alternative diagram after page 48.

- General
  - Safety
    - We wish to stay on record with our desire to keep Runway 18/36 maintained and operating on a daily basis as a safe alternative to Runway 14/32 as needed in the event of strong cross-wind. It is also one of the instrument approaches.
    - To maintain air safety and airport runway protection zones, removal of previously identified buildings near the ends of Runway 14/32 should be considered, especially with a proposed full depth reconstruction of Forbes Street.
    - We consider no building on the north end of the airport property the safest option. However, if development is unavoidable, for safety's sake a residential airpark should be considered rather than additional commercial/industrial development. We believe this option may provide better return for the county, town and village.
  - Business Development
    - The study did not mention Genesee Community College is part of SUNY so businesses could start up here and qualify for Governor Cuomo's plan Start-Up NY, www.ny.gov/business.

All members of the Dansville Pilots Association (DPA) stand ready to assist the county, town and village to promote Dansville and the airport. Given a friendly welcoming face, we have a lot to offer the aviation community. Not only are many fast food options within walking distance of the airport, but Rite Aid, Tractor Supply, Big Lots, Tops and other local businesses are also available. Having a more upscale restaurant with an upstairs observation deck near by would be a great addition.

Also, the Study Draft observes we are only 40 miles south of Rochester, however it is not mentioned hangar rent is much cheaper here. With proper advertising the Town could have a waiting list of tenants. Pilots are even willing to use the tie down area and ours is now paved and in perfect condition with lower fees than in Rochester. Another factor which could make Dansville more desirable to pilots is a FAA Rule change that takes effect January 1st, 2020. The new rule will require aircraft operating near larger airports (Rochester) to have Automatic

Dependent Surveillance Broadcast (ADS-B) avionics. Many General Aviation (GA) aircraft will require an upgrade of several thousand dollars that could be cost prohibitive. So some GA pilots may look for a new base of operations. Given our proximity and transportation infrastructure the time it takes to drive to Dansville and be airborne could actually be less than the time to get to the airport, clear security, get clearances from the tower, taxi and take-off in Rochester.

Also, although the NYS Festival of Balloons is mentioned in the Study Draft, there are other events that draw significant tourism dollars to the county, town and village:

- Dansville Dogwood Festival is the longest running annual community event of its kind in our area
- Finger Lakes Soaring hosts the Northeast Regional Soaring Contest every two years
- Finger Lakes Soaring hosts a local week-long competition the 2nd week of July annually
- Poags Hole motorcycle hill climb is a national event that draws competitors and a huge number of spectators from across the country every year
- Plus, we want you to know one of our members is evaluating the feasibility of hosting a Cessna-owners convention here in the future

Adequate accommodations, restaurant and alternative entertainment are vital to making Dansville a great place for these events. The motel at the truck stop closed in recent years. Rental cars are available from Dansville Auto Mart for pilots who fly in but there is no regular car rental business. All of which can translate to business development opportunities.

Thank you again for allowing us to share our comments. Please do not hesitate to connect us with any questions.

Sincerely,

DANSVILLE PILOT ASSOCIATION, INC.
dpa@rochester.rr.com

William C. Mackowiak
President

Jon W. VanDerhoof
P. O. Box 317
Dansville NY 14437
(585) 335-6541

July 24, 2014

Ms. Angela L. Ellis
Livingston County Planning Department
6 Court Street, Room 305
Geneseo NY 14454

Dear Ms. Ellis:

RE: DANSVILLE TRANSPORTATION AND INDUSTRIAL AND COMMERCIAL ACCESS STUDY

I am a lifelong resident of the Village and Town of North Dansville except for College at Syracuse University (BA, Business Economics) and military service in the United States Air Force and US Army National Guard. I am retired as a Department of the Army civilian and my wife and I are property owners and taxpayers of this Village and Town. I was first licensed as a pilot in 1956 and was a Commercial Pilot and Flight Instructor for 37 years and Master Pilot with a record of no accidents or incidents in 5,000 hours of flying time. I have constructive criticism and suggestions on how the Federal Government, New York State, Livingston County, and the Town and Village of Dansville can improve Dansville's economic standing and industrial and commercial transportation access.

First of all: I recognize the three posters placed in the lobby of the North Dansville Town Hall with a request for public comment to be a threat to safe flying operations and to existing aviation and manufacturing and business facilities here at KDSV, Dansville Municipal Airport-Pickard Field. Chopping up the Airport would be a disaster for this community as we will in the future lose the Airport entirely.

To provide clarity to this, let me provide some background. Since the Industrial Association of Machinists refused to make any concessions to the Management of the Foster Wheeler Corporation about twenty-five years ago and the Corporation closed the Works, the Town and Village of Dansville has been steadily deteriorating with few exceptions. The Village, Town, and the Chamber of Commerce have wanted to reverse this economic depression. They have been unsuccessful. Livingston County has grossly contributed to this poor economic state of affairs through the Livingston County Social Service Department practice of funneling and paying for released prisoners of Craig Correctional Facility to locate in Dansville and Mt. Morris where the rents are cheaper than Geneseo and Avon. This has created community stress through fires, plugged sewers, crime, and Emergency Room congestion. This state of affairs can only be changed by reversing State Senator Nozzolio's twenty-year old Legislation allowing released prisoners to be released into communities nearby their place of Incarceration instead of returning to their home of record or where they were convicted of the crime they committed.

Dansville used to be Livingston County's thriving manufacturing center because of the Foster Wheeler Boiler Works with its next door proximity to the Route 390 Expressway, rail, trucking, and a very good all-weather and approved ILS (Instrument Landing System) Airport. The Foster Wheeler facility is gone but thanks to its founders and with help from New York State's Empire Zone assistance, the 4M

Company has moved into and now in 2014 is succeeding at the Foster Wheeler Foundry and Manufacturing facility. But starting around year 2000 the Dansville Town politicians and the Livingston County politicians began eccentric daydreaming on how to make money from Dansville Airport with the cockamamie idea of extending RWY 32 to 5,000' for Jets and eliminating Runway 36-18 and putting stores on Maple Street. (Note: we live in a valley and the terrain is not suitable for nearly all business jets.) Dansville Airport is and has been home to roughly 8 to 10 passenger piston and Jet-prop business aircraft, a fine aircraft maintenance facility, charter service, and a flight school, and a large soaring (Glider and High-Performance Contest Sailplane) operation, as well as approximately 25 privately owned airplanes (at least two of which are corporate-operated high-performance business aircraft). Dansville's present-day Mayor Peter Vogt , then the Editor of the local newspaper, declared that "Perhaps the wisest thing to do is to leave the Airport Runways alone." That was and is the right idea!

Aircraft Maintenance is the proven moneymaker at the big Dansville hangar. Grass mowing is a lot of work. Town Supervisor Dennis Mahus claims the Airport costs the Town $50K per year. Our cheap but wealthy county should be providing the funds for mowing and snowplowing for the only all-weather paved airport in Livingston County that has seen Governors, politicians, and celebrities come and go from this Flying Field. A big reason Phillip Saunders and Bob Matthews came to Dansville and started up their multi-million dollar businesses is because of Dansville Airports 4,000' and 3,100' runways from which they operated their multi-engine high performance business aircraft. Even both runways have been stupidly shortened by the Town and should be lengthened again if the 4M Corporation needs to rush ship out a load of boiler tubes to anywhere by air freight.

By the way, Lynn Pickard (World War I pilot and 1927 founder of the airport) made the connections that saw the very successful Matthews Bus Company locate on the land next to the Forbes Plastics Company on Forbes Street. Those two buildings, along with the new FLSC Hangar, and the new now fully paid for (and income producing to the Town of North Dansville) eight-bay hangar on Maple Street are the closest any more buildings should be built to this flying field for safety reasons.

The second runway (RWY 36/18) is required to be available for landing by pilots in stiff crosswinds in case the active (most aligned to the prevailing wind) runway (RWY 14/32) is closed because of the 4M Corporation's crane which is in frequent use, or by a runway accident.

A blown tire on take-off or on touchdown or an engine failure on take-off of a multi-engine aircraft, or of a single main landing gear collapse, would swerve that high-performance aircraft into the buildings as drawn on one of Livingston County's Proposed Diagrams entitled AIRPORT BUSINESS PARK. That's the deadly poster that cuts the whole Northeast half of the Airport and 2/3 of the crosswind runway away from the national airspace system.

The politicians are not awake enough to realize that there are again (just like from the 1970's on) two multi-million dollar corporations that operate their high performance aircraft here at Dansville Municipal Airport-Pickard Field. These corporations not only operate them from Dansville, they are hangared here. The corporations safely and successfully operate their aircraft from this airport to wherever management wishes to travel.

I read the bid in the Pennysaver to tear up and rebuild Taxiway A and B which is for the purpose of taking out the slight uphill and downhill of Taxiway A –B which would leave Runway 36 too high to taxi onto and use. Talk about a sneaky way to close runway 36-18. THIS MUST NOT HAPPEN. Runway 36-18 (in existence since the Federal government built both runways to create an optimally safe airport)

should be resurfaced and maintained as it has in the past and with current funding from the federal aviation agency. The current (see *Democrat & Chronicle* Page 3A Sunday, June 8, 2014) FAA 1.1 million dollar grant funding should not be wasted on resurfacing the existing already too large (and in optimum condition) recently built aircraft parking ramp, and also, wasted on digging up and replacing the Taxiway between the ramp and Runway 36 and onto Runway 32. It should just be resurfaced as it has been for years. Replacing the rotating beacon is ridiculous as well.

WHAT SHOULD BE DONE TO IMPROVE INDUSTRIAL AND BUSINESS ACCESS AND LOCATION:

- I would like to suggest that a new wide street should be constructed on the old Dansville and Mt. Morris Railroad bed from Maple Street with both easy Eastbound and Westbound semi truck-trailer access and extending to Zerfass Road providing access to the Forbes Company, Matthews Bus Company, Finger Lakes Soaring Club, and to McCarthy Tire Company, the Dansville School Bus Garage, and beyond. This road was considered years ago, but not constructed which resulted in Forbes Street being built. Forbes Street should be torn up removing the Federal Aviation Agency restriction it has placed on the flight path to Airport Runway 32.
- The trees at the corner of Forbes and Maple Street must be trimmed and one house purchased and removed. This is a half-century plus longstanding matter which has seen only a few trees trimmed in past years with Federal funding.
- Businesses could locate next to this new wide street on the west and east sides as it connects to Zerfass Road and the existing Industrial Park. Meter /Zerfass Roads also could be widened and the 90 degree turn made less severe for truck access.
- The L&MM Railroad as it leaves the 4M Corporation must be rerouted to the west side of the existing Industrial Park (with existing Grant money).
- I would like to see the extensive auto Junkyard on Route 36 purchased or condemned and made into an Industrial Property due to its ready access to water, high tension lines, and the new modern sewer treatment facility, along with ideal highway, trucking facilities, and expressway access.
- The construction-ready Poags Hole Business Park, near Route 390 Exit 4, stands ready for a big box department store or for some other kind of entrepreneurial venture.

As a lifelong resident, property owner, and taxpayer of Dansville I would like to see quality improvements to my home town and village and a reversal of its economic decline. Feel free to call me at 585-335-6541. I hope you find this helpful.

Sincerely,

Jon W. VanDerhoof

Dansville Transportation Access Study

Promoting Industrial and Commercial Development in the Dansville Area

PROJECT COMMITTEE MEETING

Livingston County Governmental Complex
2:00 PM
November 20, 2014

Attendance	Phone	Email
Dennis Mahus, Town of North Dansville	(585) 335-2330	dpmahus@frontiernet.net
Peter Vogt, Village of Dansville	(585) 335-5330	prv@frontiernet.net
Angela Ellis, Livingston County	(585) 243-7550	aellis@co.livingston.ny.us
David Paoletta, Livingston County	(585) 243-7550	DPaoletta@co.livingston.ny.us
Julie Marshall, Livingston County IDA	(585) 243-7124	jmarshall@co.livingston.ny.us
Dan Hallowell, NYSDOT	(585) 272-3410	dhallowell@dot.state.ny.us
Lora Barnhill, NYSDOT	(585) 272-3410	lbarnhill@dot.state.ny.us
Ron Klein, Rochester & Southern RR	(585) 463-3302	rklein@gwrr.com
Jeff Shaver, Dansville Municipal Airport		
Keith Ewald, Barton & Loguidice (B&L)	(315) 457-5200	kewald@bartonandloguidice.com

Purpose

To conduct a coordination meeting with the Project Committee and B&L to discuss comments on the first draft of the report, particularly the project recommendations and implementation strategy.

Introductions

Formal introductions were not given.

Points of Discussion

The primary discussion topics were project status to date and to prepare the committee for what to expect at the Public Open House as summarized below.

1. Project Status – Draft Report Submission and Review

- Keith Ewald summarized the status of the report and informed the committee that there were still some minor details that needed to be flushed out, including potential modifications to the implementation matrix table in Chapter 7 of the report.
- Keith then opened up the dialogue to the committee to solicit comments on the draft report and/or to take ideas and suggestions.
- Angela Ellis suggested that we devise an implementation matrix/table whereby we clearly identify the "low hanging fruit" from the 26+/- recommended actions. This would allow the County and other readers to quickly identify which actions can be tackled sooner than later.
- It was also suggested that recommendations for this plan should incorporate and tie into not only the Regional Economic Development Council's Plan for the region, but also that of the County's Economic Development Strategy (CEDS) report. Keith ensured the connection would be made to this study and a

section would be written in the next draft of the report to help make the distinction and importance of conformity and continuity between various planning initiatives.

- Julie Marshall confirmed the County is currently updating the CEDS report.
- It was suggested that in order to simply the Implementation Matrix/Table, that we remove the REDC column and have a separate table that draws the connection between this study's recommendations and how it ties to the various previous planning studies prepared to date. The committee agreed this would be a better way to tie the various studies together and would prepare a separate table that tries to demonstrate this idea.
- It was also suggested that perhaps a separate table be made that organizes the recommended actions based on priority level (i.e. low, medium, high priority), instead of by recommendations type (i.e. land use, policy, transportation improvements, etc.).
- Dan Hallowell suggested that in the event that the airport does in fact decide to expand the runway across Meter Road, perhaps a fall-back alternative needs to be prepared that addressed what would then be in the best interest of the Village and Town's in order to accommodate a better vehicular connection between I-390 and the Dansville Industrial Park. All on the committee agreed this would be a good idea to provide a mitigation alternative to airport expansion, and B&L would add another alternative with associated costs. The alternative discussed was to extend Zerfass Road to the west, over Canaseraga Creek to make a direct connection and new intersection with SR 36.
- Keith Ewald asked whether the committee thought there should be a standalone economic impact study done that would evaluate the feasibility for airport expansion. Dennis thought the 2005 Airport Master Plan had some economic documentation in there regarding the benefits of expansion, etc. Keith's reservation about the Master Plan was that there didn't seem to be an economist involved in the study. No solid consensus was obtained on this item.
- Dan Hallowell suggested that the Branding ideas related to primary roadways/corridors within the study area should be subtle signage with logos, colors, and perhaps some surface material consistency that physically links the primary routes together, such as a pavement marking, or a street signs that are a separate standard than those found elsewhere in the town and village.

2. Next Steps

- B&L to update draft report per discussion and items outlined above.
- B&L to prepare an additional mitigation alternative should the Town/Airport decide to expand the runway in the future.
- B&L to prepare additional implementation tables that help identify and organize the various recommended action strategies.
- Angela Ellis will work with GTC to extend contract for the project.
- B&L will submit updated draft report to the County for initial review prior to going out to the Committee.
- Upon County review of updated draft and making applicable changes, B&L will send updated draft report to the committee.

APPENDIX B – SUPPORTING DOCUMENTATION

Subject	Allegany County, New York					Steuben County, New York				
	2000		2010		% Change	2000		2010		% Change
	Number	Percent	Number	Percent		Number	Percent	Number	Percent	
Total population	49,927	100.00%	48,946	100.00%	-2.0%	98,726	100.00%	98,990	100.00%	0.27%
Under 5 years	2,798	5.60%	2,667	5.45%	-0.16%	6,068	6.15%	5,793	5.85%	-0.29%
5 to 9 years	3,267	6.54%	2,895	5.91%	-0.63%	7,208	7.30%	6,276	6.34%	-0.96%
10 to 14 years	3,866	7.74%	3,048	6.23%	-1.52%	7,806	7.91%	6,707	6.78%	-1.13%
15 to 19 years	5,250	10.52%	4,953	10.12%	-0.40%	7,121	7.21%	6,851	6.92%	-0.29%
20 to 24 years	4,737	9.49%	4,761	9.73%	0.24%	4,837	4.90%	5,258	5.31%	0.41%
25 to 34 years	5,040	10.09%	4866	9.94%	-0.15%	11,489	11.64%	10944	11.06%	-0.58%
35 to 44 years	6,902	13.82%	5203	10.63%	-3.19%	15,328	15.53%	12364	12.49%	-3.04%
45 to 54 years	6,505	13.03%	6832	13.96%	0.93%	14,249	14.43%	15449	15.61%	1.17%
55 to 59 years	2,431	4.87%	3,295	6.73%	1.86%	5,224	5.29%	7,433	7.51%	2.22%
60 to 64 years	2,131	4.27%	2,983	6.09%	1.83%	4,425	4.48%	6,197	6.26%	1.78%
65 to 74 years	3,748	7.51%	3931	8.03%	0.52%	7,815	7.92%	8220	8.30%	0.39%
75 to 84 years	2,328	4.66%	2503	5.11%	0.45%	5,346	5.41%	5338	5.39%	-0.02%
85 years and over	924	1.85%	1,009	2.06%	0.21%	1,810	1.83%	2,160	2.18%	0.35%
18 years and over	37,733	75.58%	38,370	78.39%	2.82%	73,027	73.97%	75,792	76.57%	2.60%
Median age (years)	35.0	(X)	37.8	(X)	8.00%	38.2	(X)	41.4	(X)	8.38%

DP03: SELECTED ECONOMIC CHARACTERISTICS
2006-2010 American Community Survey 5-Year Estimates
Census 2000 Summary File 3 (SF 3)

	Allegany County, New York					Steuben County, New York			
Subject	2000		2010			2000		2010	
	Number	Percent	Estimate	Percent		Number	Percent	Estimate	Percent
EMPLOYMENT STATUS									
Population 16 years and over	39,335	100.0	39,792	39,792		76,162	100.0	78,020	78,020
In labor force	23,645	60.1	23,968	60.2%		47,488	62.4	47,821	61.3%
Civilian labor force	23,621	60.1	23,939	60.2%		47,452	62.3	47,741	61.2%
Employed	21,494	54.6	21,930	55.1%		44,141	58.0	43,918	56.3%
Unemployed	2,127	5.4	2,009	5.0%		3,311	4.3	3,823	4.9%
Armed Forces	24	0.1	29	0.1%		36	0.0	80	0.1%
Not in labor force	15,690	39.9	15,824	39.8%		28,674	37.6	30,199	38.7%
Civilian labor force	23,621	60.1	23,939	23,939		47,452	62.3	47,741	47,741
Percent Unemployed	9.0	(X)	(X)	8.4%		7.0	(X)	(X)	8.0%
Females 16 years and over	19,828	100.0	19,784	19,784		39,301	100.0	39,720	39,720
In labor force	10,797	54.5	10,792	54.5%		22,256	56.6	22,317	56.2%
Civilian labor force	10,792	54.4	10,785	54.5%		22,256	56.6	22,302	56.1%
Employed	9,974	50.3	10,062	50.9%		20,996	53.4	20,860	52.5%
Own children under 6 years	3,254	100.0	3,014	3,014		7,059	100.0	6,624	6,624
All parents in family in labor force	1,970	60.5	1,818	60.3%		4,644	65.8	4,449	67.2%
Own children 6 to 17 years			7,110	7,110				15,991	15,991
All parents in family in labor force			4,789	67.4%				12,151	76.0%
COMMUTING TO WORK									
Workers 16 years and over	21,021	100.0	21,157	21,157		43,108	100.0	42,951	42,951
Car, truck, or van -- drove alone	14,922	71.0	15,228	72.0%		33,358	77.4	34,299	79.9%
Car, truck, or van -- carpooled	2,461	11.7	2,302	10.9%		5,797	13.4	4,125	9.6%
Public transportation (excluding taxicab)	156	0.7	204	1.0%		233	0.5	294	0.7%
Walked	2,433	11.6	2,315	10.9%		1,686	3.9	1,801	4.2%
Other means	195	0.9	295	1.4%		333	0.8	666	1.6%
Worked at home	854	4.1	813	3.8%		1,701	3.9	1,766	4.1%
Mean travel time to work (minutes)	21.8	(X)	21.2	(X)		21.6	(X)	21.5	(X)
OCCUPATION									
Civilian employed population 16 years and over	21,494	100.0	21,930	21,930		44,141	100.0	43,918	43,918
Management, business, science, and arts occupations	6,727	31.3	6,996	31.9%		14,338	32.5	14,441	32.9%
Service occupations	3,778	17.6	4,169	19.0%		7,071	16.0	7,651	17.4%
Sales and office occupations	4,596	21.4	4,469	20.4%		9,286	21.0	9,562	21.8%
Natural resources, construction, and maintenance occupations	407	1.9	2,756	12.6%		603	1.4	5,075	11.6%
Production, transportation, and material moving occupations	2,112	9.8	3,540	16.1%		4,602	10.4	7,189	16.4%
	3,874	18.0				8,241	18.7		
INDUSTRY									
Civilian employed population 16 years and over	21,494	100.0	21,930	21,930		44,141	100.0	43,918	43,918
Agriculture, forestry, fishing and hunting, and mining	813	3.8	725	3.3%		1,570	3.6	1,365	3.1%
Construction	1,356	6.3	1,640	7.5%		2,547	5.8	3,227	7.3%
Manufacturing	3,588	16.7	3,593	16.4%		10,875	24.6	9,237	21.0%
Wholesale trade	510	2.4	273	1.2%		810	1.8	645	1.5%
Retail trade	2,176	10.1	2,210	10.1%		4,374	9.9	4,979	11.3%
Transportation and warehousing, and utilities	866	4.0	848	3.9%		1,677	3.8	1,849	4.2%
Information	461	2.1	308	1.4%		915	2.1	614	1.4%
Finance and insurance, and real estate and rental and leasing	505	2.3	475	2.2%		1,531	3.5	1,498	3.4%
Professional, scientific, and management, and administrative and waste management services	810	3.8	932	4.2%		2,208	5.0	2,451	5.6%
Educational services, and health care and social assistance	6,971	32.4	7,495	34.2%		10,779	24.4	11,510	26.2%

DP03: SELECTED ECONOMIC CHARACTERISTICS
2006-2010 American Community Survey 5-Year Estimates
Census 2000 Summary File 3 (SF 3)

	Allegany County, New York					Steuben County, New York			
Subject	2000		2010			2000		2010	
	Number	Percent	Estimate	Percent		Number	Percent	Estimate	Percent
Arts, entertainment, and recreation, and accommodation and food services	1,597	7.4	1,505	6.9%		2,841	6.4	3,096	7.0%
Other services, except public administration	1,064	5.0	995	4.5%		2,062	4.7	1,756	4.0%
Public administration	777	3.6	931	4.2%		1,952	4.4	1,691	3.9%
CLASS OF WORKER									
Civilian employed population 16 years and over	21,494	100.0	21,930	21,930		44,141	100.0	43,918	43,918
Private wage and salary workers	15,663	72.9	16,152	73.7%		32,798	74.3	32,126	73.1%
Government workers	3,960	18.4	4,082	18.6%		7,484	17.0	7,876	17.9%
Self-employed in own not incorporated business workers	1,749	8.1	1,652	7.5%		3,614	8.2	3,792	8.6%
Unpaid family workers	122	0.6	44	0.2%		245	0.6	124	0.3%
INCOME AND BENEFITS (IN 2010 INFLATION-ADJUSTED DOLLARS)									
Total households	18,056	100.0	18,987	18,987		39,093	100.0	40,558	40,558
Less than $10,000	2,190	12.1	1,616	8.5%		3,744	9.6	2,804	6.9%
$10,000 to $14,999	1,739	9.6	1,434	7.6%		3,247	8.3	2,723	6.7%
$15,000 to $24,999	3,118	17.3	2,619	13.8%		6,529	16.7	5,830	14.4%
$25,000 to $34,999	2,725	15.1	2,340	12.3%		5,763	14.7	4,818	11.9%
$35,000 to $49,999	3,380	18.7	3,510	18.5%		7,105	18.2	6,927	17.1%
$50,000 to $74,999	2,974	16.5	3,623	19.1%		7,080	18.1	7,695	19.0%
$75,000 to $99,999	1,177	6.5	1,970	10.4%		2,977	7.6	4,221	10.4%
$100,000 to $149,999	529	2.9	1,347	7.1%		1,760	4.5	3,877	9.6%
$150,000 to $199,999	79	0.4	361	1.9%		441	1.1	1,008	2.5%
$200,000 or more	145	0.8	167	0.9%		447	1.1	655	1.6%
Median household income (dollars)	32,106	(X)	41,305	(X)		35,479	(X)	43,867	(X)
Mean household income (dollars)			51,306	(X)				56,222	(X)
With earnings	13,569	75.1	13,962	73.5%		29,605	75.7	29,853	73.6%
Mean earnings (dollars)	39,113	(X)	51,579	(X)		45,809	(X)	57,718	(X)
With Social Security	5,942	32.9	6,498	34.2%		12,349	31.6	13,614	33.6%
Mean Social Security income (dollars)	11,284	(X)	15,110	(X)		11,585	(X)	15,530	(X)
With retirement income	3,983	22.1	4,310	22.7%		8,856	22.7	10,203	25.2%
Mean retirement income (dollars)	13,422	(X)	16,916	(X)		13,330	(X)	17,834	(X)
With Supplemental Security Income	1,098	6.1	1,222	6.4%		2,009	5.1	2,177	5.4%
Mean Supplemental Security Income (dollars)	6,709	(X)	8,229	(X)		6,394	(X)	8,145	(X)
With cash public assistance income	798	4.4	749	3.9%		1,196	3.1	984	2.4%
Mean cash public assistance income (dollars)	2,785	(X)	3,839	(X)		2,851	(X)	3,744	(X)
With Food Stamp/SNAP benefits in the past 12 months			2,631	13.9%				4,011	9.9%
Families	12,217	100.0	12,587	12,587		26,360	100.0	26,701	26,701
Less than $10,000	705	5.8	656	5.2%		1,592	6.0	1,051	3.9%
$10,000 to $14,999	864	7.1	437	3.5%		1,261	4.8	961	3.6%
$15,000 to $24,999	1,827	15.0	1,336	10.6%		3,598	13.6	2,673	10.0%
$25,000 to $34,999	1,975	16.2	1,504	11.9%		4,001	15.2	3,014	11.3%
$35,000 to $49,999	2,668	21.8	2,379	18.9%		5,346	20.3	4,752	17.8%
$50,000 to $74,999	2,512	20.6	2,919	23.2%		5,700	21.6	5,853	21.9%
$75,000 to $99,999	1,038	8.5	1,693	13.5%		2,567	9.7	3,560	13.3%
$100,000 to $149,999	460	3.8	1,204	9.6%		1,606	6.1	3,359	12.6%
$150,000 to $199,999	59	0.5	323	2.6%		337	1.3	908	3.4%
$200,000 or more	109	0.9	136	1.1%		352	1.3	570	2.1%
Median family income (dollars)	38,580	(X)	49,864	(X)		41,940	(X)	52,867	(X)
Mean family income (dollars)			59,933	(X)				66,330	(X)
Per capita income (dollars)	14,975	(X)	20,058	(X)		18,197	(X)	23,279	(X)
Nonfamily households			6,400	6,400				13,857	13,857
Median nonfamily income (dollars)			21,867	(X)				24,684	(X)

DP03: SELECTED ECONOMIC CHARACTERISTICS
2006-2010 American Community Survey 5-Year Estimates
Census 2000 Summary File 3 (SF 3)

	Allegany County, New York					Steuben County, New York			
Subject	2000		2010			2000		2010	
	Number	Percent	Estimate	Percent		Number	Percent	Estimate	Percent
Mean nonfamily income (dollars)			31,144	(X)				34,460	(X)
Median earnings for workers (dollars)			20,815	(X)				27,310	(X)
Median earnings for male full-time, year-round workers (dollars)	30,401	(X)	39,026	(X)		32,155	(X)	41,762	(X)
Median earnings for female full-time, year-round workers (dollars)	21,466	(X)	29,200	(X)		24,163	(X)	33,313	(X)
HEALTH INSURANCE COVERAGE									
Civilian noninstitutionalized population			(X)	(X)				(X)	(X)
With health insurance coverage			(X)	(X)				(X)	(X)
With private health insurance			(X)	(X)				(X)	(X)
With public coverage			(X)	(X)				(X)	(X)
No health insurance coverage			(X)	(X)				(X)	(X)
Civilian noninstitutionalized population under 18 years			(X)	(X)				(X)	(X)
No health insurance coverage			(X)	(X)				(X)	(X)
Civilian noninstitutionalized population 18 to 64 years			(X)	(X)				(X)	(X)
In labor force:			(X)	(X)				(X)	(X)
Employed:			(X)	(X)				(X)	(X)
With health insurance coverage			(X)	(X)				(X)	(X)
With private health insurance			(X)	(X)				(X)	(X)
With public coverage			(X)	(X)				(X)	(X)
No health insurance coverage			(X)	(X)				(X)	(X)
Unemployed:			(X)	(X)				(X)	(X)
With health insurance coverage			(X)	(X)				(X)	(X)
With private health insurance			(X)	(X)				(X)	(X)
With public coverage			(X)	(X)				(X)	(X)
No health insurance coverage			(X)	(X)				(X)	(X)
Not in labor force:			(X)	(X)				(X)	(X)
With health insurance coverage			(X)	(X)				(X)	(X)
With private health insurance			(X)	(X)				(X)	(X)
With public coverage			(X)	(X)				(X)	(X)
No health insurance coverage			(X)	(X)				(X)	(X)
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL									
All families	1,287	10.5	(X)	11.2%		2,607	9.9	(X)	9.5%
With related children under 18 years	1,020	17.2	(X)	18.7%		2,091	15.8	(X)	14.7%
With related children under 5 years only	462	23.0	(X)	19.7%		998	21.4	(X)	28.6%
Married couple families			(X)	6.2%				(X)	5.5%
With related children under 18 years			(X)	9.8%				(X)	8.3%
With related children under 5 years only			(X)	12.6%				(X)	17.6%
Families with female householder, no husband present	497	31.4	(X)	37.1%		1,183	29.6	(X)	25.8%
With related children under 18 years	459	44.1	(X)	47.0%		1,111	38.8	(X)	31.0%
With related children under 5 years only	205	59.8	(X)	48.3%		511	54.1	(X)	52.9%
All people	7,066	15.5	(X)	16.5%		12,817	13.2	(X)	13.5%
Under 18 years			(X)	23.2%				(X)	17.9%
Related children under 18 years	2,259	19.2	(X)	22.5%		4,603	18.7	(X)	17.3%
Related children under 5 years	1,583	17.6	(X)	25.9%		3,225	17.2	(X)	26.1%
Related children 5 to 17 years			(X)	21.4%				(X)	14.4%
18 years and over	4,679	13.9	(X)	14.4%		8,014	11.1	(X)	12.1%
18 to 64 years			(X)	15.7%				(X)	13.1%
65 years and over	504	7.5	(X)	9.2%		820	5.8	(X)	8.2%
People in families			(X)	13.1%				(X)	10.7%

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	Allegany County, New York					Steuben County, New York			
Subject	2000		2010			2000		2010	
	Number	Percent	Estimate	Percent		Number	Percent	Estimate	Percent
Unrelated individuals 15 years and over	2,673	31.7	(X)	30.9%		3,851	21.8	(X)	25.4%