



Lakeville Corridor Strategic Plan Appendix

Genesee Transportation Council
Town of Livonia, Hamlet of Lakeville

Prepared for:

GTC
City Place
50 West Main Street, Suite 5131
Rochester, NY 14614

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



February 2024

Public Outreach Round 1

Lakeville Corridor Strategic Plan PUBLIC MEETING

Join us to tell us about conditions and needs for pedestrians, bicyclists, motorists, stormwater, and improvements along Big Tree Road in the Hamlet of Lakeville.

5:30 PM

T U E S D A Y

March 28, 2023

Nature Center Building -
Vitale Park

5828 Big Tree Road,
Lakeville, NY 14480

Unable to give feedback in person? Join us on Zoom
March 29th @ 12:00 PM. Register by clicking [here](#)



We want to hear from you! Take the online survey by clicking [here](#)

Lakeville Corridor Strategic Plan Public Information Meeting
Tuesday, March 28th, 2023 - 5:30 PM

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Lakeville Corridor Strategic Plan Public Information Meeting
Tuesday, March 28th, 2023 - 5:30 PM

Name	Affiliation	Phone	Email address
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Welcome

Thanks for joining us for the
Lakeville Corridor Strategic Plan
Public Meeting!

We will begin the presentation at
5:40 pm.

1

Lakeville Corridor Strategic Plan



Public Meeting
March 28, 2023

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Introductions

- ♦ Steering Committee
 - Julie Holtje
 - Megan Crowe
 - Noelle Van Deursen
 - Ted Sotir
- ♦ Consultant Team (C&S and Molly Vendura)
 - Kelsey Wessel
 - Emma Phillips
- ♦ GTC
 - Joe Bovenzi, Project Manager

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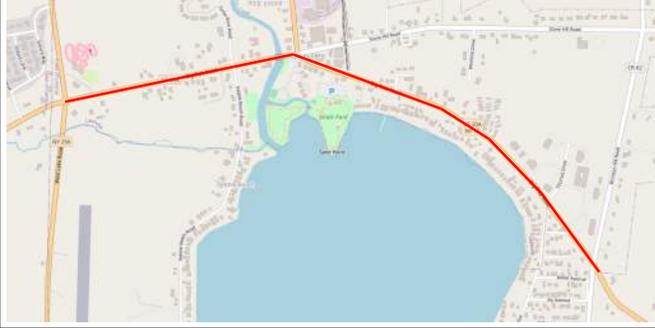
Our Agenda Today

- ♦ Project Background
 - Project Location
 - Project Purpose
 - Project Schedule
- ♦ Project Outcomes
- ♦ Questions and Discussion
- ♦ Activities

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Background - Project Location

- NYS Route 20A from West Lake Road to Bronson Hill Road
- Length is approximately 1.3 miles



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Project Purpose

Study Big Tree Road (NYS Route 20A) and provide recommendations to promote resiliency, livability, and economic vitality



Protect Lake

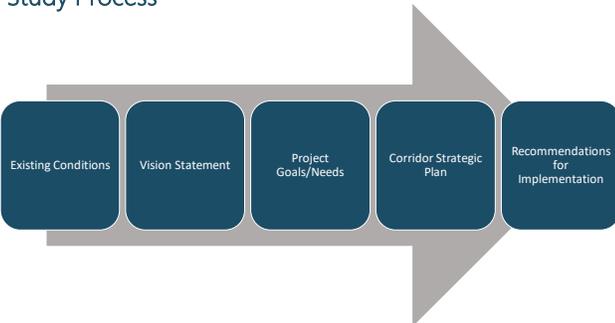
Transform Streetscape

Promote Lakeville

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Project Purpose

Study Process



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Project Purpose

Transform Streetscape *"Great Places Are Made of Great Streets" Starts with the Public Realm*

- Complete Streets Concepts (People-First Road Design)
 - Safety for all users is paramount
 - Encourage alternative modes such as bicycling, walking, using transit
 - Create a better public space

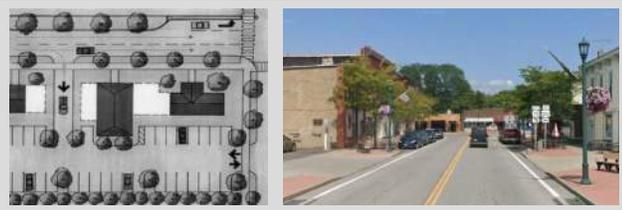


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Project Purpose

Transform Streetscape

- ♦ Access Management
 - Defined ingress/egress for driveways
 - Reduces conflict points
 - Opportunity to reduce impervious surface
 - Aesthetically pleasing allowing for more green space or color



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Project Purpose

Protect the Lake

- ♦ Stormwater Management:
 - Preserve and protect Conesus Lake
 - Drinking water source, improve water quality
 - Reduce stormwater runoff, reduce water quantity



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Project Purpose

Promote Lakeville

- ♦ Economic Development
 - Transportation infrastructure to strengthen economic vitality
 - Environmental factors to promote tourism and business



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Project Outcomes



Capital Projects

- Build multi-modal infrastructure (sidewalks)
- Intersection Improvements
- Green Infrastructure

Services/Programs

- Education
- Wayfinding
- Art program
- Traffic Calming

Policy/Planning

- Active Transportation Plan
- Stormwater Mitigation Policy
- Share the Road

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Project Benefits

- ♦ Resiliency/Sustainability
- ♦ Vision
- ♦ Sense of Place
- ♦ Community Character
- ♦ Investment/Pride/Ownership



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Project Schedule

April 2023	• Draft Corridor Strategic Plan
May/June 2023	• Public Outreach Event #2 • Feedback on Draft Corridor Strategic Plan
August 2023	• Draft Report
August/September 2023	• Public Outreach Event #3 • Feedback on Draft Report – Recommendations and Design Alternatives
October 2023	• Final Report

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Public Meeting Objectives

- ♦ Find out what is important to the public
- ♦ What improvements would you like to see as a:
 - Pedestrian
 - Bicyclist
 - Motorist
 - User of public transit
- ♦ What has your experience been along the corridor as a:
 - Resident
 - Visitor
 - Business Owner

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Today's Activities



- ♦ Project Boards: Each board has a project area. Please share your observations, deficiencies, strengths, area needs:
 - Existing Map of Big Tree Road
 - Vision Statement
 - Project Goals
- ♦ Fill out the survey (tablet, laptop, at home, paper)
- ♦ Stay connected with the project



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LAKEVILLE STRATEGIC CORRIDOR PLAN

STUDY AREA



Big Tree Road - between W Lake Road and E Lake Road

SCHEDULE

- Project Kickoff → December 2022
- Inventory and Needs Assessment → January 2023
- Public Engagement Round 1 → March 2023
- Corridor Strategic Plan → April 2023
- Public Engagement Round 2 → May 2023
- Draft Report → June/July 2023
- Public Engagement Round 3 → August 2023
- Final Report → October 2023

WANT TO STAY INVOLVED?

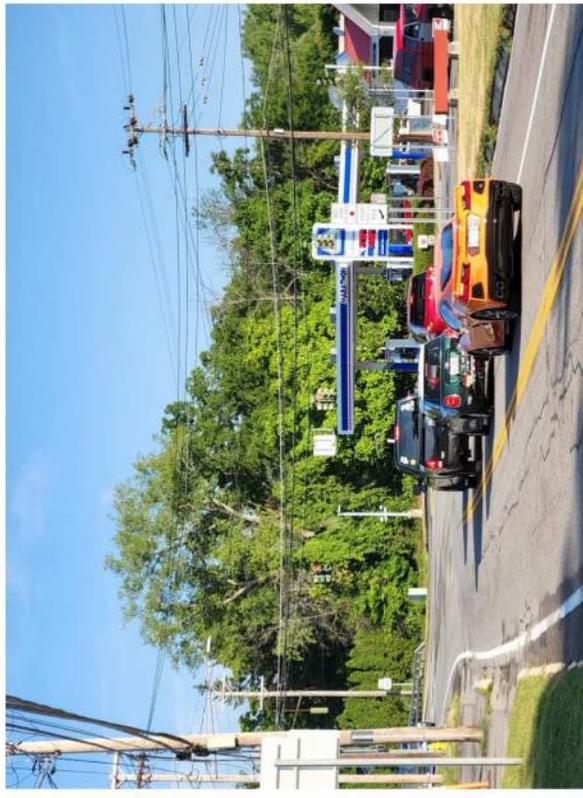


Visit the website for updates and provide your input through the online survey:

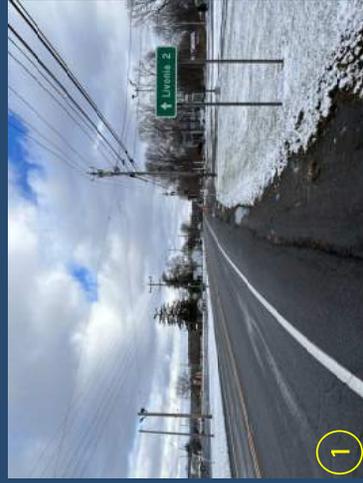


PROJECT PURPOSE

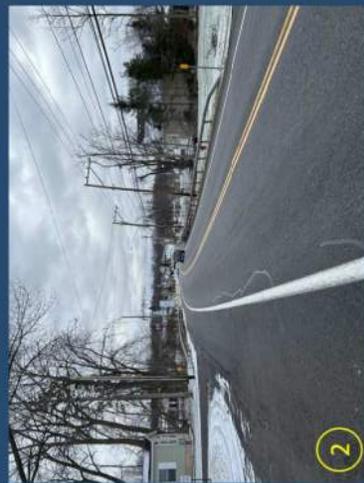
- 1) Complete Streets
- 2) Stormwater Management
- 3) Access Management
- 4) Economic Development



LAKEVILLE CORRIDOR STRATEGIC PLAN



LAKEVILLE CORRIDOR STRATEGIC PLAN



LAKEVILLE STRATEGIC CORRIDOR PLAN

Project Goals/Needs Assessment

1) Protect and Promote Conesus Lake

Resiliency
Stormwater Management
Visual and Physical Connection to the Lake



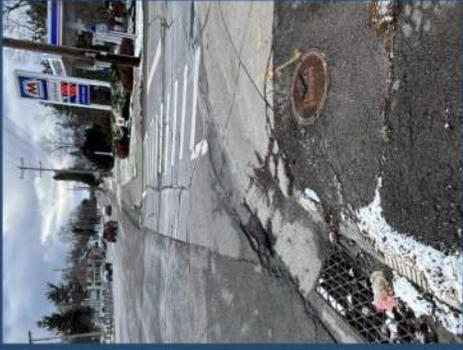
2) Provide Multi-Modal Accommodations

Pedestrian Accommodations:
Sidewalks
Bicycle Accommodations:
Roadway Improvements
Bike Racks



3) Enhance Intersection Function and Safety

Pedestrian Upgrades:
crosswalks, signals, and timers
Improved channelization of vehicles



4) Create a sense of place

Implement Placemaking Techniques:
Wayfinding Signage
Gateways
Lighting
Landscaping
Street Furniture



5) Implement Access Management

Standardize Driveway Widths
Improve Driveway Ingress/Egress
Decrease Impervious Pavement



WANT TO STAY INVOLVED?



Visit the website for updates and provide your input through the online survey:



LAKEVILLE CORRIDOR STRATEGIC PLAN

Proposed Vision Statement (let us know your thoughts!):

“Create a safe, attractive, and multi-modal corridor focused on Conesus Lake. A corridor that is a destination for visitors, and a community connection for businesses and residents .”

**WANT TO STAY
INVOLVED?**



Visit the website for updates and
provide your input through the online
survey:



Lakeville Corridor Strategic Plan

Project Engagement

VIEWS

714

RESPONSES

1,224

SUBSCRIBERS

4

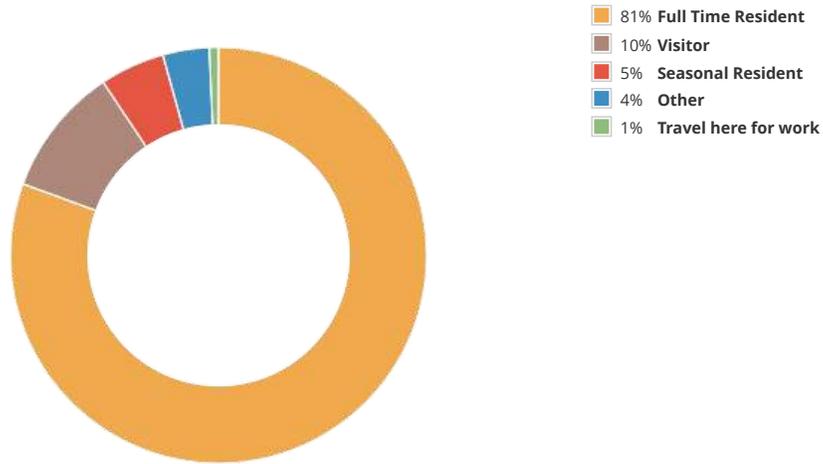
PARTICIPANTS

167

COMMENTS

251

What is your primary connection to the corridor?



139 respondents

Sidewalks would make the area safer for pedestrians. The flooding of the highway should be addressed also.

19 days ago

Improvements to the north end of the lake are definitely needed. I agree with the comments supporting sidewalks bike paths and making the north end more pedestrian friendly. We owe it to the small business owners and residents to increase connectivity to the park and restaurants. But while also maintaining the right scale for the size of the area. Equally important is drainage and making other improvements to support the health of the lake at the north end. Rotting algae and weeds tend to migrate to the north end and hurt the aesthetics and recreational use of the lake, especially in August and September. The water quality needs to remain a key focus of the plan. After all, it's the lake that makes the area a destination.

19 days ago

This is a long time coming. The drainage and lack of walkways have been lacking for many years.

26 days ago

I am a resident but over the years have owned and leased two buildings in the corridor. Galene's and Little Lakes Brewing now occupy these spots.

27 days ago

Poll Questions 'Other' Responses:

Business Owner

27 days ago

No data to display...

If you are a visitor, why do you visit the corridor?

I commute through here via bicycle all the time.

12 days ago

post office, pharmacy, hardware store, Vitale Park

25 days ago

I request the restaurants, park, and other businesses as well as pass through the corridor almost daily.

27 days ago

Usually dining or the park

27 days ago

When visiting: dining establishments, public park amenities, or lake access.

28 days ago

Vitale Park

one month ago

I'm not onboard with sidewalks but there is a need for sure to get storm water runoff problem fixed

one month ago

Yes, storm run off and drainage is a must. East of vitale here, lakeside, we've been having more drainage issues lately.

28 days ago

what is a visitor? i have lived in area for 60+years and it is necessary to get to Geneseo, north to Rochester.Its a main route from the east to get west.

one month ago

Shopping and tecreation

one month ago

Travel through Lakeville almost every day

one month ago

Visit family in lakeville

one month ago

Visit family who is full time resident

one month ago

Visiting family almost weekly

one month ago

Visit friends, businesses or to travel to East Lake or Livonia

one month ago

What modes of transportation do you use along the corridor? Check all that apply.

95%	Personal Vehicle	84 ✓
47%	Walk	41 ✓
33%	Bike	29 ✓
5%	Other	4 ✓
3%	Transit	3 ✓
0%	Personal Mobility Device (electric scooter, wheelchair)	0 ✓

88 Respondents

Need a better solution for walkers and bikers and crosswalks.

24 days ago

We do not need sidewalks. A wider shoulder would solve the problem

29 days ago

This whole area is dangerous no matter what mode is used.

one month ago

I use my truck or car for transportation along the corridor daily. Too dangerous for anything else.

one month ago

Currently dangerous to ride a bicycle or walk anywhere around the lake

one month ago

If you walk, bike, or use a mobility device, what has your experience been like, and what would you improve?

For cycling — sharing the road is difficult because the shoulder is constantly filled w/ debris. The ideal situation would be separated pedestrian and cycling infrastructure, adjacent to the road. Paint is not protection.

12 days ago

We bike and walk, but not as often as we'd like because both are hazardous. I'd love to walk or bike downtown with the grandkids but I don't feel safe because of the traffic. Sidewalks , bike lane and slower traffic would certainly help!

21 days ago

I've tried walking but found it dangerous because you can't traverse the corridor in any safe way. Access needs to be improved for walkers, runners and bikers. Crosswalks should be added.

24 days ago

Biking is frightening, and walking not much better. Sidewalks, a bike lane and a way to slow traffic would be great. So few of the businesses have actual driveways, it's hard to tell where cars are going to pull in. Designated well marked cross walks would be helpful

25 days ago

I would like to walk but I find it too dangerous.

27 days ago

I witnessed a hit and run car vs bicycle on South side of road in front of diner in Summer 2022. Designated bike lane might help, sidewalk is great idea

27 days ago

a safe way to walk to businesses and the park to enjoy the area

27 days ago

When biking east on Big Tree Road turning right on East Lake Road, I like to cut through the Camp Run street to avoid the intersection, light and hill. I would like to see the bike trail head off down to shoreline street to continue to accommodate this especially since this project ends at East Lake Road.

28 days ago

Drivers don't see bicycles or yield to bicycles making left hand turn in particular.

28 days ago

The area is unsafe for most traffic other than a vehicle. There should be a bike lane and sidewalks for runners, walkers, etc with crosswalks. NYS conducted Cycling Census in February 2022. Will there be a collaboration with those findings? I personally avoid the area on a bike or on foot due to motor vehicle driver distraction or lack of skill. But, we should still be considering the benefits of attracting non-vehicular traffic in a lake/waterfront area.

28 days ago

A wide shoulder would solve a lot of problems

29 days ago

Walk daily all year. Winter is dangerous with having to walk on the road due to sidewalks not being maintained, flooding at the corner of Pebble Beach constantly during rain.

one month ago

If sidewalks are a must they need to be maintained. In winter you have to walk on the side of road as residents do not maintain their sidewalks.

one month ago

I gave up walking this area due to traffic and the risks you take. There should be a separate bike lane.

one month ago

The sidewalk from W. Lake to Quiklees has been fairly well maintained. I don't believe they need that much work to keep them nice. The 20A-15-Stonehill intersection can be a nightmare for vehicle traffic, let alone pedestrians. More/better marked crosswalks would help. Flashing crossing signs would be helpful for all concerned. Some form of walkway from the intersection to W Lake Rd is much needed for better pedestrian safety.

one month ago

Bike lane would be nice if people in the area would respect a bike lane

one month ago

Roadsides are narrow and uneven

one month ago

Too dangerous to walk or buke.

one month ago

I don't bike or walk. Too dangerous

one month ago

Very dangerous with traffic. Need designated sidewalks from Leisures to Minnehans along with well marked pedestrian crosswalks accessible for pedestrians with disabilities, including blind and hearing impaired. Also need garbage and dog waste cans along the path. Sidewalks need to be wide enough to accommodate two way bike traffic.

one month ago

Dangerous for walking or biking

one month ago

Too dangerous to walk or bike as the shoulder is minimal and cars tend to speed. Would like to see the area more people friendly.

one month ago

Road shoulders are narrow and in poor condition. If feasible install a Shared Use Path on north side of road. if not widen and improve shoulders to accommodate dedicated bike/pedestrian lane.

one month ago

sidewalks as a minimum. a clearly marked bicycle lane is desirable.

one month ago

Walking anywhere east of the outlet bridge on 20a is dangerous as there are no sidewalks.

one month ago

We live on East Lake Rd and the speed limit is no obeyed. It is not safe to walk done the road.

one month ago

Agreed. But with the slope of the lots, and some of the houses practically in the road and taking up the whole lot, connecting sidewalks may not be an option on the lake side. Perhaps the county could buy right of way on the north side of the road and put sidewalks there, since the houses don't seem to be that close to the road on that side. Right now, East Lake Road is a three-rod road, and the county doesn't own the right of way or extra land to even widen the road or put sidewalks on the north side, even if they could do it with all the slopes and parking spaces on that side too.

one month ago

Lots of motor vehicle traffic

one month ago

Sidewalks and bike lanes. including plowing of those to safely commute to the park and businesses.
Cross walk improvements.

one month ago

Improve sidewalk and cross walks

one month ago

Definitely need crosswalks!

one month ago

Dedicated bike & pedestrian lanes would be beneficial. Crossing over intersection of 15 & 20A is
difficult & dangerous

one month ago

crosswalks are needed at the intersections

one month ago

If you use a personal vehicle, what has your experience been like, and what would you improve?

24 days ago

Hazardous turning in and pulling out of businesses and residences. The thing I wish would improve most is other peoples driving skills!

25 days ago

Foot traffic around Vitale Park, especially in the summer, is an issue for motorists. A designated walkway/bike path would be a great way to improve safety.

26 days ago

The flow can be busy but not unlike other lakefront areas. The real problem is the safety of pedestrians.

27 days ago

Please improve the access to each business so that it's not cars driving everywhere!

27 days ago

It's very congested at certain points like the East Lake Rd. intersection and near the light at the Fire hall. Turning lanes and well-lit crosswalks would be nice so that accessing local businesses was safer and more appealing. Open another access point to Stone Hill from near the lumber yard.

28 days ago

You have to stay alert because vehicles are entering the roadway from all directions, you must install curbing with enter/exit curb cuts.

one month ago

Too busy

one month ago

I try to keep to the speed limit as I travel through this corridor. On a couple of occasions I have been Closely Tailgated and then when I turned into the diner I was passed on the right-hand side with the vehicle splashing through the grass and mud. Another time, when driving East and turning onto ELR I was 'honked at' as the driver accelerated and drove on in anger. I would like to see the area slowed-down by frequent monitoring by our County Sheriff's Dept. as well as medians and sidewalks etc. installed. Lakeville doesn't need another gas station. It needs parking and playground. If the proposed sidewalks are installed on the North side of Big Tree it would be great to have a parking/park-like area in that spot with benches and trees. There could be bike racks, swings and a walking "health trail" with workout stations as I have seen in other towns. If the medians are installed, then maybe change the business entrances to an In and Out area designated in one spot. As it is now vehicles are able to turn around and exit anywhere on the business property and results in vehicles backing-up and turning every which way.

one month ago

somehow eliminate number of cuts to highway from businesses combine entrance and exits. Develop the vacant lot east of Genesee lumber with Kwikfill and the post office combine exit and entrance with neighbors. not much room to do alot of change . Less disruption to current business during construction.

one month ago

Traffic at intersection of big tree (20A) and 15 (Rochester road) - there is no bike lane on 20a Yet 2 lanes for vehicles going both directions.

one month ago

It is sometimes difficult to egress onto Big Tree.

one month ago

Walkers and bikers share a very busy roadway.

one month ago

Put a light at Vital Park so people can safely make a left hand turn when exiting. Reduce parking spaces at lumber yard...move to other side of building. Too many vehicles in the area...not safe to walk. Maybe a traffic circle be installed. Widen the roads.

one month ago

Too many people speeding through....long waits at lights,unsafe for pedestrians or bikes

one month ago

Several businesses have parking in front of establishment which creates safety hazard by vehicles backing into the travel lanes.

one month ago

the traffic light near Minnehan's could use a different sequence. most of the time, in my experience, there is more traffic going east- west bound then north-south yet the light often creates a line of traffic waiting for virtually or no traffic going north-south and vice versa.

one month ago

Many people walking on shoulders of roadway especially around vitale park during summer months.

one month ago

Pele walking close to or in the road wearing dark clothing.

one month ago

Hard to pull out of blind driveways because of the speed people travel down East Lake rd. Also people parking illegal down the road make it hard to pull in our own driveway

one month ago

Main intersection is 5way this is confusing

one month ago

Speed limit

one month ago

Definitely need bike lanes and crosswalks

one month ago

When you drive down through there, you have to be very careful because all the people walking and biking. Sidewalks would be so helpful for safety!

one month ago

No issues when driving

one month ago

No data to display...

No data to display...

Rank the following potential improvements in order of priority.

100%	A. Sidewalks	Rank: 1.27	59 ✓
100%	B. Bicycle Facilities	Rank: 2.75	59 ✓
98%	D. Streetside Landscape/Greenspace Buffer	Rank: 2.78	58 ✓
100%	C. Parking	Rank: 3.19	59 ✓

59 Respondents

Making this area accessible to the public is import

27 days ago

Not exactly sure what greenspace buffer is when implemented, but I do feel it would make our town look better with fixing up the way it currently looks.

27 days ago

Sidewalks are a must but all choices are needed badly. The state and town should have done this 40 years ago.

one month ago

Because I see people walking on the side of the road for leisure and to get to their job all the time in the summer, I believe sidewalks are number one.

one month ago

I dislike ranking like this. For me, sidewalks, bicycle lanes, and the landscape/Greenspan buffer are all #1

one month ago

With your cursor, click and drag the blue dot left or right to indicate how much consideration do you feel should be given to improving the **visual connection to Conesus Lake?**



The lake is already very visible for those who use the park. There just needs to be connectivity between the park and other venues

19 days ago

For years, the planning board has allowed the lake view to be obliterated by all the ugly huge loft garages and giant Air B & B's. Too late to change that now, and actually, drivers in that area need to keep their eyes on the road, not the lake. Make the other side of the road impressive with sidewalks, lights, nice-looking buildings. It's too late for the lake side, and there really isn't room for sidewalks, nor do those privately-owned homes want people walking on sidewalks across their property. Sidewalks belong on the business side, and that's where you want people to look (if you have a business), or at the road.

one month ago

Purchase the properties behind Pizza Paul s to open up the view of our beautiful lake.

one month ago

I have heard that Conesus translates to "Always Beautiful" in the Native American language. I don't see how it can be that way if the towns keep allowing oversized Loft Garages to be built and allowing houses to be built that Fill Up the size of the lot. The Lake should be Beautiful for All and it won't be if there is a Wall of houses around it.

one month ago

The lake is the star of this area. Visual connections are key.

one month ago

Using your cursor click and drag the blue dot left or right to indicate how much consideration do you feel should be given to **improving public access to Conesus Lake?**

Average



A little consideration.

A lot of consideration.

Between Vitale Park, Long Point Park, the State Boat Launch, and the fact that the entire shoreline is fully developed residentially with dock laws basically allowing 3 or more motorized boats per residence, and hundreds of vrbos, Conesus Lake does not need any additional public access. If anything, with the prevalence of larger boats , faster boats, and loader boats on the lake, Conesus (an already small lake) has taken on a feeling of being a lot "smaller" and frankly is sometimes unusable due to the volume of motorized boat traffic.

Better public access management is needed.

I would also support improvements to the kayak launch at the north end or improving access for non-motorized boats - kayaks, sunfish, etc.

19 days ago

We have access points to the lake, using Vitale and Long point parks, and even the boat launch. Improve those by creating a more pleasing visually and functionally area. Remove the post office and possibly the barn to the left at Vitale park to open that area up and you can actually see the lake. Increase visibility near the basketball court near Vitale. I am not suggesting removing any houses unless the owner was willing to.

27 days ago

Vitale Park does offer a reasonable amount of public access, along with the small DEC launch site on Pebble Beach and the State boat launch on East Lake Rd. A possible public access improvement to Vitale Park may be an actual swimming beach like at Honeoye and Canandaigua lakes (understanding that there would be maintenance costs as well as lifeguard costs, which may be partially funded by day use fees).

one month ago

I am All In for improving the limited access that we have today to Conesus Lake. One access point that comes to mind is the Pizza Paul/ Vitale Park Entrance at the Rt. 15 and Big Tree Rd. intersection. Maybe some delineation between the entrance to the park and the pizza shop could be a first step. The first thing that travelers see coming South on Rt. 15 from Exit 9 is a large expanse of parking lot. Signage, again, medians and flowers and small trees to let the public know that there is a Park back there for the Public.

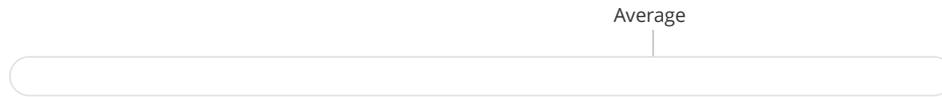
At Long Point, why not use that large area for the "HealthTrail" that I had mentioned earlier. That park has plenty of room to expand, instead of just mowing the grass.

one month ago

Where?

one month ago

Using your cursor, click and drag the blue dot left or right to indicate how much consideration you feel should be given to the **existing drainage system on Big Tree Road?**



A little. I don't notice water on the road impacting my ability to drive, walk, bike, use a wheelchair or park.

A lot. I see puddles that prevent the use of the road as intended.

I'm all for improved drainage if it will reduce sediment, chemical and nutrient runoff and improve the water quality of the lake.

19 days ago

Living in Lakeville, we frequently had to put dock sections over our flooded sidewalk to get to the garage. Thought that was just a fact of living on a low lying area. Let's do whatever is least harmful to the water quality ie salt, lawn chemicals and other hazardous runoff

25 days ago

The entire Big Tree Road has water issues, after a rainstorm there are many puddles and ponds along the entire corridor from West Lake to East Lake Roads.

one month ago

The drainage on Big Tree seems to have been going on for awhile. Now I see the ditch in front of the Pharmacy is full of water in addition to the water puddle by Genesee Lumber. I would think this should be corrected before summer heat and mosquitos settle in. Since Big Tree Road is a combination of State Routes within the Town of Livonia, couldn't these 2-agencies come together to find a solution and fix the drainage problem ? It is not only unsightly, but also a health hazard.

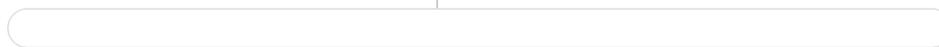
one month ago

There are frequent large puddles near lumber yard & railroad tracks - improved drainage would be beneficial.

one month ago

With your cursor, click and drag the blue dot left or right to indicate how much consideration you feel should be given to **Gateway Treatments/Wayfinding on Big Tree Road.**

Average



A little consideration.

A lot of consideration.

I don't know what this means.

19 days ago

We need to invest in making things look good. Making things look nicer would drive more attention / desire from people outside our community to come and enjoy the area for more then just 3rd of July. Resulting in increased demand for businesses, and then additional job opportunities for our local people.

Nothing crazy, but I would much rather drive through Canandaigua or even Mt Morris then other towns south of here. I would just rather have something to be proud of.

27 days ago

Lakeville needs to be inviting. We have a gem with the lake but the lakeside needs flowers, benches, and new businesses. Ice Cream parlor, bakery, and small craft stores.

one month ago

I believe a Lot of Consideration should be given to this subject because, as I have mentioned before, this area is a Resort Area. I would like to see some consistency rules as to the signage on the businesses along the corridor. I know that each business needs signs to advertise and give direction to their location, but we don't want so many of those signs and arrows that would clutter the entrance to our Lake. The County recently gave out Facade money to improve the 'fronts' of businesses. Isn't there a way to get some of this money to co-ordinate signage and new building 'fronts' along the corridor ? In this way, the area could have a pleasing and inviting atmosphere as one approaches Conesus Lake and the Big Tree Corridor.

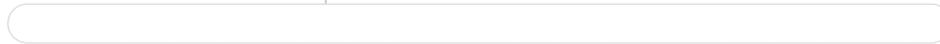
one month ago

No idea what this means

one month ago

With your cursor, click and drag the blue dot left or right to indicate the importance of addressing **on-street parking along Big Tree Road** in this corridor?

Average



A little consideration.

A lot of consideration.

I don't see on street parking as a significant importance. We should be facilitating more pedestrian and bike access. And I could envision some street parking and/or using Vitale as a parking area with connectivity to a sidewalk network along Big Tree.

19 days ago

I do not think on street parking would be safe. A parking lot would be better but still not high on the list of things to be done for this project. Money better spent making bike lane, making things look nicer, and adding signage.

27 days ago

Certainly more consideration should be given if businesses will lose their existing parking as a result of the decisions made for sidewalks, bike lanes, etc. for this project.

28 days ago

Off street parking with good one way access/exit points would be safer and still allow more room for sidewalks and/or a bike lane

one month ago

Parallel parking or on-street parking on such a busy road would be dangerous and slow traffic as people park; and would have even more people cutting into traffic as they pull out of a space. Not a good idea.

one month ago

In a word or phrase, describe your vision for the corridor?

Pedestrian-friendly, cyclist-friendly, separate dedicated infrastructure for active transit user that separates them from automobiles.

12 days ago

A pedestrian friendly, walkable area, responsibly developed in a manner that will preserve and improve the quality of the lake for future generations. The area is already intensively developed. We just need smarter infrastructure to support our current (and future) small business owners.

19 days ago

small town charm

26 days ago

Ha, I will go with calm as I see everyone else is... What that means to me is that I can drive through that area without incident or slowness, as I am a resident. Safe, that would depend on expanding the road to be wide enough for a bike / walk lane, appropriate markings including crosswalks and signage. Finally, beautify by making the area much more visually appealing with more visibility of the lake, access to the lake, and aesthetics (landscaping and lighting). Clean up a couple of the areas along the road like the old gas station and next to the train tracks.

26 days ago

In the space below, please describe any specific issues you have or opportunities you see with the transportation system in the project area.

Slow traffic, increase safety for bikers and pedestrians

25 days ago

If there was more availability to have biking / walking lanes then we don't need to further congest the 2 lane road with a trolley, scooters, or golf carts. There is not enough space to have a safely flowing traffic pattern, and introduce new features. I am all for bringing people into the area but I also don't want to make the top of the lake so frustrating for year round residents that they would rather move out because it is horrific to get to Wegmans in Geneseo or any of the businesses that are on this section of the road.

26 days ago

The utility poles have to be addressed as part of this project. Underground would be preferable.

27 days ago

Please make a safe crossing and way to get to local businesses and the park. The area should be walkable

27 days ago

So many opportunities! Take exemplars from other well-designed small waterfront communities. For example, hop-on and hop-off trolleys as another person has mentioned are a nice idea for visitors and locals alike. Please take your time and allocate the funding to do this well and with class, distinction, and sustainability.

28 days ago

Is there anything else you would like us to know about the corridor?

Eliminate the above ground utilities through the corridor, if feasible. That signify improves the aesthetics.

19 days ago

Overall cost, and tax burden to the area. This will be figured out after gathering of input and then coming up with a design. But once that is done I would like to know costs per improvement item by priority. It would be beneficial to know how much is being 'granted' by state / federal monies. Letting us know if this is more than what would normally be provided so we should take advantage of the window to make changes at a reduced cost then normal even it involves some tax increase.

26 days ago

Livonia has considered most of these improvement ideas in its comprehensive plans but it has never executed them. I think it is important to secure federal funds to make this happen. A plan is great but finding a source of funds so the plan can be executed is imperative. Otherwise, this is just another plan.

27 days ago

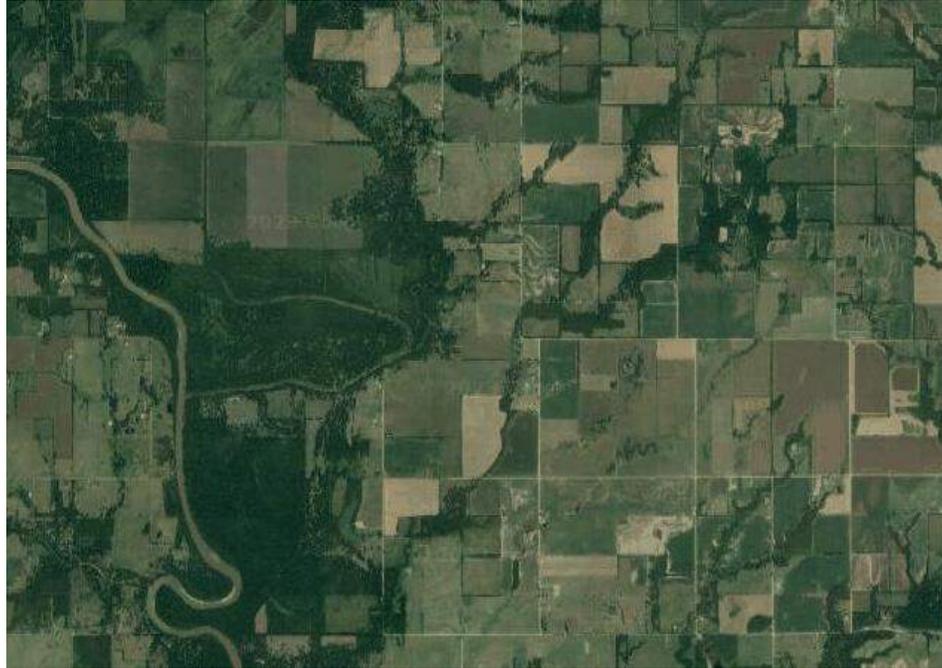
Consider lighting improvements

27 days ago

Na

one month ago

Interactive Map - Please zoom in on the map and **Add a Point** indicating where you think transportation improvements should be made within the project area, which is the space inside the thick red line. Please briefly explain your observations in the comment box.



wider roads and bike lanes

26 days ago

Put back the gas station. Should have been grandfathered back in. Too small to do anything with. Make it a small park dedicated to veterans or something.

26 days ago

This area has potential and is yuck right now.

26 days ago

Get rid or move this post office. Open up / widen view of a great park and lake. Get rid of the barn too if lumber store will allow

26 days ago

More visibility to lake. Not to force people out of houses though.

26 days ago

Toggle Clustering

What is your zip code?

Toggle Clustering

Bike Paths and Walkways would be great
How about removal of Ash trees and replacement by the DEC
Re-evaluation of the fish stocking in the lake
Improving the Park
Have the Highway fix the drainage ditches feeding the lake and exiting the lake
Thank-you Larry

28 days ago

Genesee Transportation Council MPO - Report Creation
Manually Connected Social Posts

No data to display...

You can have a chance to help shape the future of the "Lakeville Corridor" - the area of Big Tree Rd between East and West Lake Rds. - during a Tuesday evening gathering. The Genesee Transportation Council with the town of Livonia is developing a strategic plan for the area.

26 days ago 

"Join us to provide feedback regarding issues and opportunities along Big Tree Road! The first Public Meeting for the Lakeville Corridor Strategic Plan is scheduled for Tuesday, March 28th at 5:30 PM. The meeting will be held in the Nature Center Building at Vitale Park. If you can't make the 28th, a virtual meeting will be held at 12:00 PM on Wednesday the 29th (register here). The public survey is also open. To respond, please click here or scan the QR codes in the flyer. Hope to see you there!"

one month ago 

image of meeting flyer

one month ago 

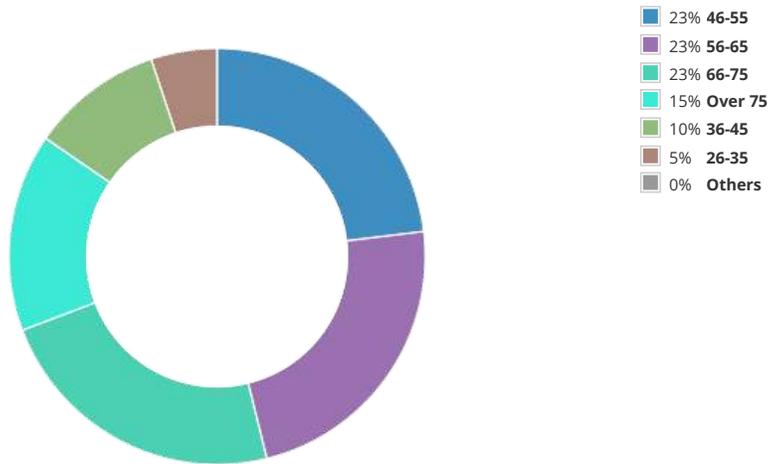
Glad to partner with Livingston County, New York on this transportation planning project to assess the Lakeville Corridor. Take the survey here. PublicInput.com/lakevillecorridor and attend a public meeting on March 28 to discuss it more.

one month ago 

Interesting in giving your input on the Lakeville Corridor? Here's your chance - a public meeting will be held at 5:30 p.m. on TUESDAY, MARCH 28 at the Nature Center Building in Vitale Park.

one month ago 

What is your age?



39 respondents

What is your gender?



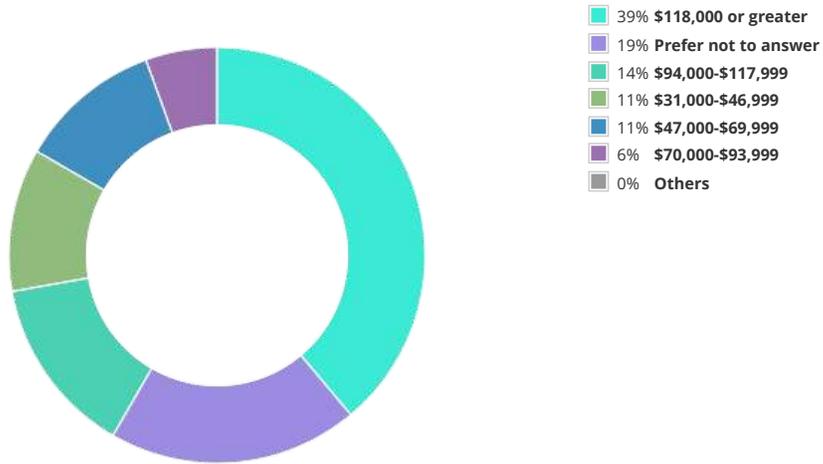
40 respondents

What is your race/ethnicity?

90%	White	35 ✓
10%	I prefer not to answer	4 ✓
0%	Black or African-American	0 ✓
0%	Hispanic, Latino, or Spanish	0 ✓
0%	Asian	0 ✓
0%	American Indian or Alaska Native	0 ✓
0%	Native Hawaiian or Other Pacific Islander	0 ✓
0%	Other	0 ✓

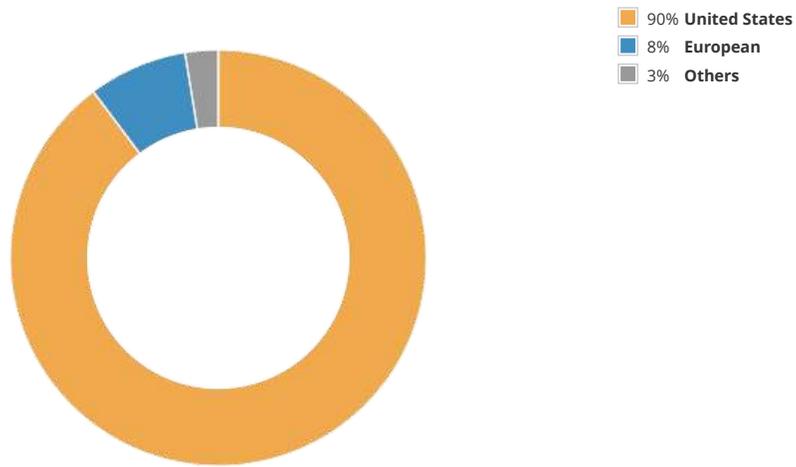
39 Respondents

Total household income:



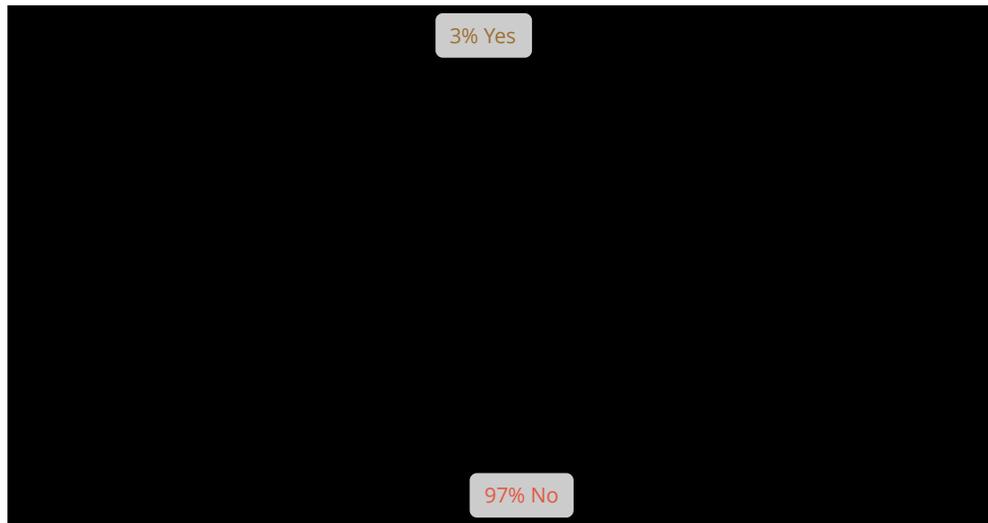
36 respondents

National Origin:



39 respondents

Do you have a disability?



39 respondents

What is your zip code?

Toggle Clustering

Comments: Lakeville Corridor Strategic Plan - In-person Public Meeting #1

Loading more report objects...

Lakeville Corridor Strategic Plan

Public Engagement Round 1 Summary

A public outreach program was developed to engage and gather feedback from the community on the Lakeville Corridor (NYS Route 20A). The first round of public outreach focused on educating the public on the project, while also gathering feedback on existing conditions and corridor needs. The responses and input gathered will be used to inform recommendations and reflect the needs of the community for appropriate transportation infrastructure improvements on the Lakeville Corridor and the surrounding study area.

The public meeting and online survey were promoted on social media through relevant Facebook pages and groups such as I Love Conesus Lake, Conesus Lake, etc., as well as Facebook and Instagram posts by GTC, Town of Livonia, and Livingston County. Other ways the survey was promoted includes the Town of Livonia website; flyers circulated to businesses along the corridor; and an announcement at the Conesus Lake Watershed Meeting.

Public Meeting

A public outreach event was held at 5:30pm on Tuesday, March 28th, 2023, at the Nature Center Building in Vitale Park. For those unable to give feedback in person, there was an additional meeting available over Zoom on March 29th at 12pm. The Tuesday meeting had approximately 38 people attend and consisted of a brief presentation covering the project overview, project goals, a question-and-answer session. After the presentation was an open house style format with boards displayed around the room of the existing corridor for attendees to provide their feedback on.



Online Survey

An online survey was developed as an additional means to engage with the community and document feedback. It was available for people to complete from March 10th to April 17th.

The survey had 167 participants and included both open ended and close ended questions. Incorporating both types of questions allow for further insight as well as providing an opportunity for participants to share additional thoughts and comments. A majority of those who completed the survey are full time residents, followed by visitors, then seasonal residents. Many respondents who visit the corridor come to visit Vitale Park, restaurants, other businesses and to visit family.

The most common mode of transportation along the corridor was the use of a personal vehicle with 95% of people choosing this option. Respondents could choose more than one option for this question, and other common transportation choices include walking at 47% of respondents and biking at 33% of respondents.

When asked if they choose to walk or bike, what their experience has been and what improvements they would like to see. There was clear indication that the corridor is perceived as dangerous if one chooses to walk or bike. The following are some key responses:

- ◆ "We bike and walk, but not as often as we'd like because both are hazardous. I'd love to walk or bike downtown with the grandkids, but I don't feel safe because of the traffic. Sidewalks, bike lane and slower traffic would certainly help!"
- ◆ "I gave up walking this area due to traffic and the risks you take. There should be a separate bike lane."
- ◆ "Too dangerous to walk or bike as the shoulder is minimal and cars tend to speed. Would like to see the area more people friendly."

The following questions asked if they choose to use a personal vehicle, what has their experience been and what improvements would they like to see. This question received a variety of different answers. Some common topics included pedestrian safety and fast vehicles. The following are some key responses:

- ◆ "Foot traffic around Vitale Park, especially in the summer, is an issue for motorists. A designated walkway/bike path would be a great way to improve safety."
- ◆ "Too many people speeding through.... long waits at lights, unsafe for pedestrians or bikes."
- ◆ "The flow can be busy but not unlike other lakefront areas. The real problem is the safety of pedestrians."
- ◆ "Walkers and bikers share a very busy roadway."
- ◆ "Many people walking on shoulders of roadway especially around Vitale Park during summer months."

The main priority when considering potential improvements indicated through the survey is the need for sidewalks. The next highest ranked was bicycle facilities, closely followed by streetside landscape/greenspace buffer. Finally, showing the least priority, parking. It is good to note, there were a couple of comments indicating that each option is needed along the corridor.

The participants were asked a series of questions they could answer by sliding a scale bar to indicate importance and consideration needed of different potential improvements. The highest averages were seen in the results for the visual connection to Conesus Lake and the existing drainage system on Big Tree Road. Importance of addressing public access was around the middle, gateway treatments and wayfinding on Big Tree Road were slightly less than the middle and the least prominent issue to address indicated by the survey was on-street parking.

Very Important

- ◆ Existing Drainage System
- ◆ Visual Connection to Conesus Lake

Important

- ◆ Public Access to Conesus Lake
- ◆ Gateway Treatments/ Wayfinding

Neutral/Not Important

- ◆ On-Street Parking

When asked to briefly describe their vision for the corridor, there was an emphasis on the desire for a pedestrian friendly, and safe corridor, as well as including some more personality and charm. The following are some of the recorded answers:

- ◆ "Pedestrian-friendly, cyclist-friendly, separate dedicated infrastructure for active transit user that separates them from automobiles."
- ◆ "A pedestrian friendly, walkable area, responsibly developed in a manner that will preserve and improve the quality of the lake for future generations. The area is already intensively developed. We just need smarter infrastructure to support our current (and future) small business owners."
- ◆ "Small town charm."

Outreach Themes

Comments from the public meeting as well as the online survey resulted in recurring themes of pedestrian and bicyclist safety, speed of traffic, infrastructure improvements and overall safety.

Public Outreach Round 2

Lakeville Corridor Strategic Plan Public Meeting #2

Join us at an open-house to review proposed draft transportation improvements along Big Tree Road in the Hamlet of Lakeville!

5 - 7 PM

WEDNESDAY

July 12, 2023

Little Lake Brewing
5857 Big Tree Rd,
Lakeville, NY 14480

Unable to give feedback in person?
Stay up to date at the project website:
<https://publicinput.com/lakevillecorridor>



Lakeville Corridor Strategic Plan Public Information Meeting 2

Thursday, July 12th, 2023 - 5:00 PM

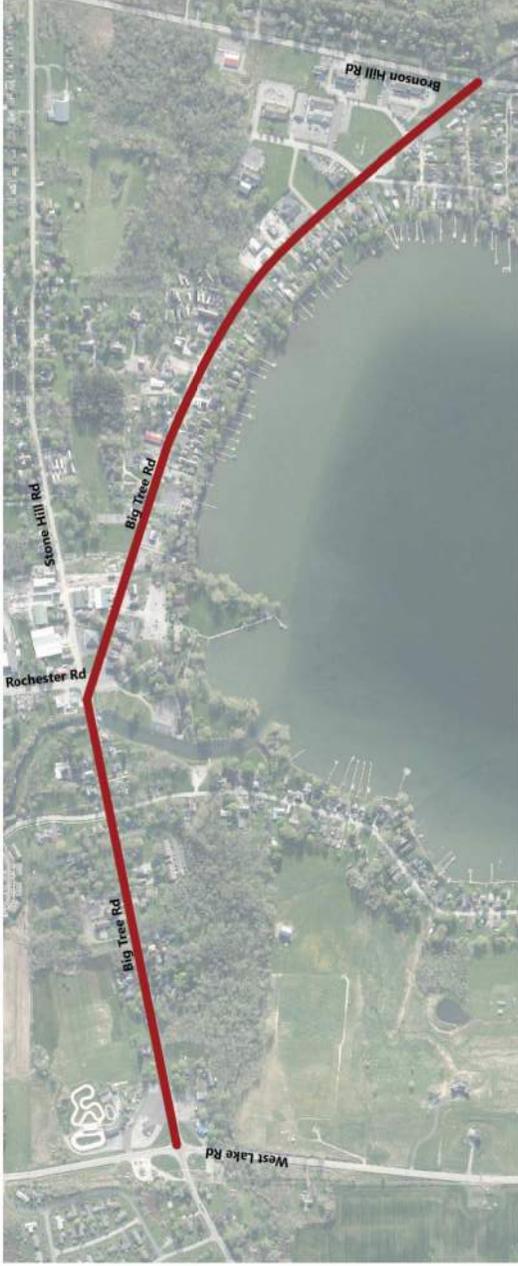
Name	Affiliation	Phone	Email address
Maria Peterson	resident	585-469-8881	mpeterson@ littlelakesny. 'ORG
Jusan Alanson	resident	585-346-6931	sadamson007@gmail.com
Dore + Deb Stizdano	resident	585-519-5003	debajgiordan@gmail.com
Kim CALDWELL	resident	585 520 4773	
MARIE ROBERT	resident	520-250-6900	marie.robertspt22@gmail.com
Barb Dougherty	resident	585-346-0999	
Shirley Fraser	supt of resident		
Sandy Fraser	resident	585-449-8716	Sandyfraser22@gmail.com
TRACI SALLER	resident	585 820 4573	tsaller@me.com
Steve Bonacci	resident	585-307-0121	Steve.Bonaccid@att.net

Lakeville Corridor Strategic Plan Public Information Meeting 2
Thursday, July 12th, 2023 - 5:00 PM

Name	Affiliation	Phone	Email address
Richard Mistretta	Resident	321-403-1518	
Sharon Mistretta	"	321-403-4358	Shar55tb@gmail.com
MARGARET FERBER	ELR Consultant	585-455-6624	margaret.ferber@amaul.com
SARAH BERG	"	585-230-7625	
Eric Harrower	Business Owner	585-346-5705	eharrower@geneeet.com
Christine Millet	Resident		cmillet001@aol.com
Rawn Brennan	Resident	585-880-7784	DL05A59@gmail.com
Jay Swede	Resident	585-943-2907	jay@swedetfarmsllc.com
TODD KOZAKOWSKI	Business owner	585-346-9100	tk@frontier.net
Teresa Chichester	Business Owner	585-315-6661	PizzaPauls1993@gmail.com
Pam Waldren	Resident	585-721-8006	pamwaldren@yahoo.com
GENE BOLSTEG	RESIDENT	585-750-7632	6B2149@rockwell.com
Rhonda Brunner	Resident	585-472-5325	Rhonda.brunner@ychi.com
Julie Smith	Resident	585-503-8750	jgensmith@gmail.com
Nancy Horn	Resident	585-732-4003	nphorn@hotmail.com
Jean, Marlene Harner	resident	585-830-7805	
KATIE DOUGHERTY	Seasonal Resident	201-388-9180	kdougherty2000@yahoo.com
Dawn Fraser	Resident	804 512-7185	fraserd42@gmail.com
BRAID MANSITTA	RESIDENT		BRMANSITTA@OUTLOOK.COM
Paul Dinger	Resident +	585 451 1124	highway@lmon.com

LAKEVILLE CORRIDOR STUDY OVERVIEW

Study Area



Updated Schedule

Project Kickoff.....	December 2022
Inventory and Needs Assessment.....	January 2023
Public Engagement Round 1.....	March 2023
Corridor Strategic Plan.....	April 2023
Public Engagement Round 2.....	July 2023
Draft Report.....	August 2023
Public Engagement Round 3.....	September 2023
Final Report.....	October 2023

Vision Statement

“
 Create a safe, attractive, sustainable and multi-modal corridor focused on Conesus Lake. A corridor that is a community connection for residents and businesses, and a destination for visitors.”

Purpose

- 1. Complete Streets**
 - Pedestrian & Bicycle Infrastructure
 - Landscaping
- 2. Stormwater Management**
 - Drainage Improvements
 - Improve Stormwater Quality to Conesus Lake
- 3. Access Management**
 - Define Driveways
- 4. Economic Development**
 - Implement Infrastructure & Policies to Promote Economic vitality.

Outcomes



Capital Projects

- Intersection Improvements
- Drainage and stormwater management
- Access management



Services & Programs

- Wayfinding Signage
- Share the Road Education Campaign
- Active Transportation



Policy & Planning

- Municipal Planning Policies
- Zoning Regulations & Design Guidelines & Standards
- Green Infrastructure Design Guidelines
- Site Design Layout

LAKEVILLE CORRIDOR STRATEGIC PLAN KEY MAP



Big Tree Road (looking East)



Big Tree Road (looking West)



West Lake Rd

Rochester Rd

Turtle Rock Rd

Stone Hill Rd

Pebble Beach Rd

Vitale Park

Bronson Hill Rd



West Lake Road Intersection



Big Tree Road Intersection



Vitale Park Entrance



Bronson Hill Rd/East Lake Road Intersection

1 Protect & Promote Conesus Lake

2 Provide Multi-Modal Accommodations

3 Improve Intersection Function & Safety

4 Implement Access Management

5 Create a Sense of Place

Conesus Lake

VITALE PARK ENTRANCE

Proposed



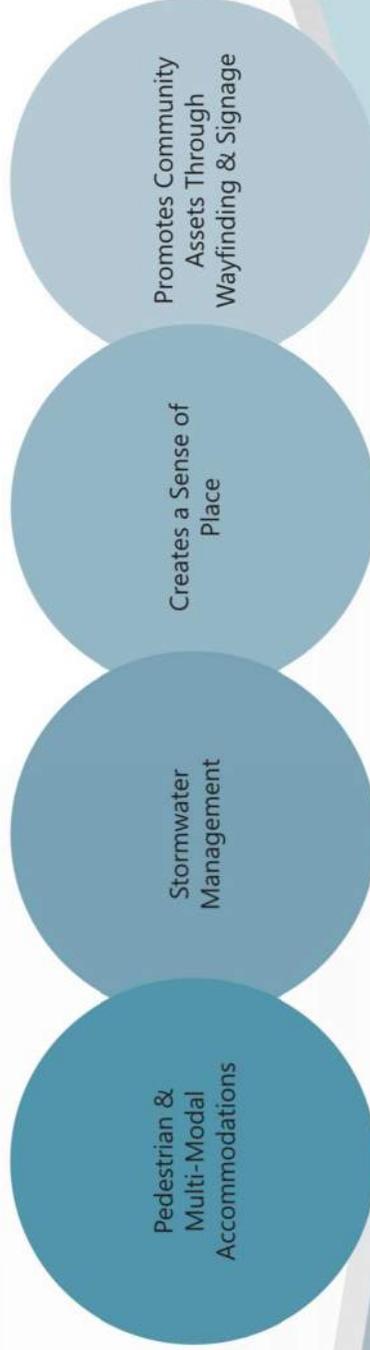
Cost: \$ - \$\$

Complexity: Easy

Existing

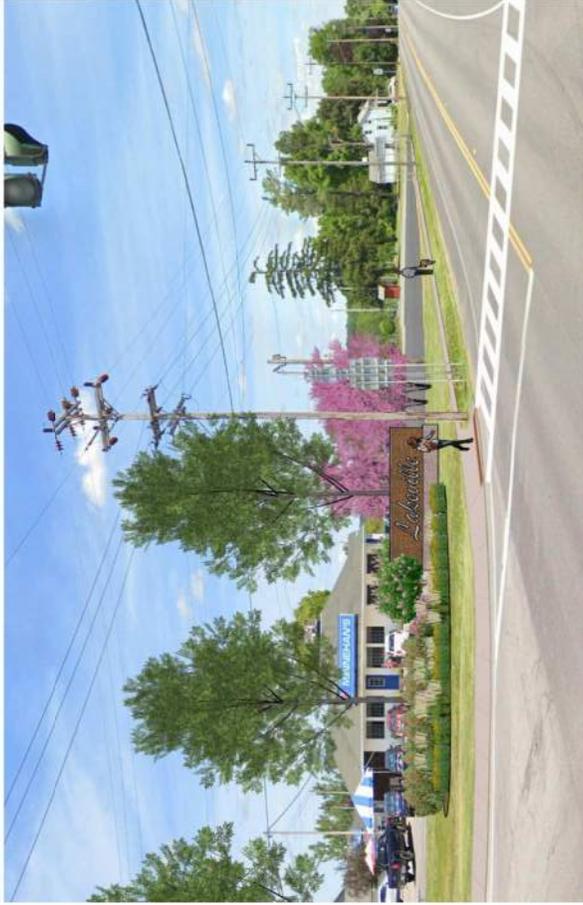


Improvements

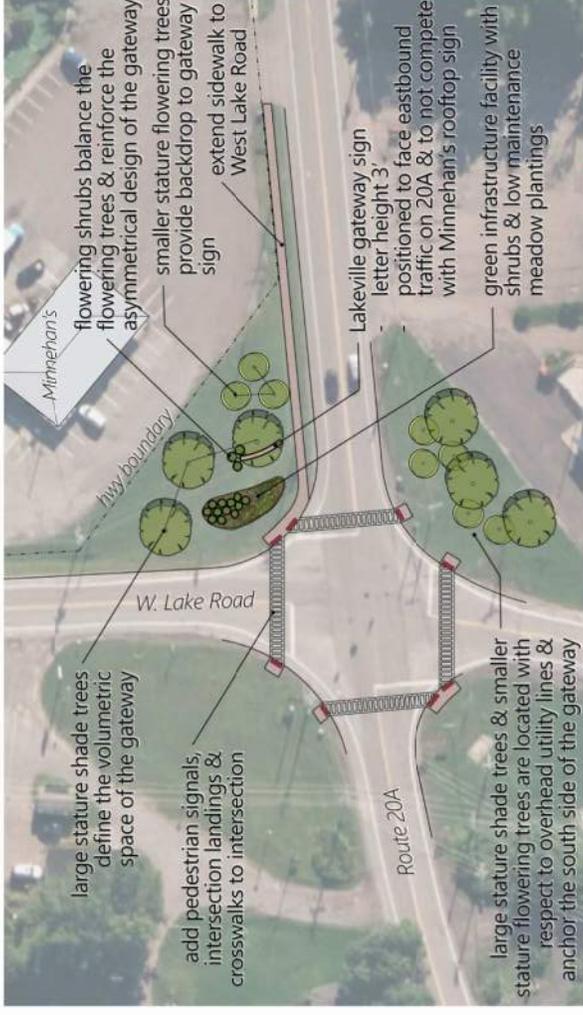


WEST LAKE ROAD INTERSECTION

Proposed



Existing



large stature shade trees define the volumetric space of the gateway

add pedestrian signals, intersection landings & crosswalks to intersection

flowering shrubs balance the flowering trees & reinforce the asymmetrical design of the gateway

smaller stature flowering trees provide backdrop to gateway sign

extend sidewalk to West Lake Road

Lakeville gateway sign letter height 3'

positioned to face eastbound traffic on 20A & to not compete with Minnehan's rooftop sign

green infrastructure facility with shrubs & low maintenance meadow plantings

large stature shade trees & smaller stature flowering trees are located with respect to overhead utility lines & anchor the south side of the gateway

Cost: \$ - \$\$

Complexity: Easy

Improvements

Pedestrian & Multi-Modal Accommodations

Enhance Intersection Functionality & Safety

Implement Access Management

Create a Sense of Place

Protect & Promote Conesus Lake and Community Assets



EAST LAKE ROAD/BRONSON HILL ROAD INTERSECTION

Option 1



Cost.....\$\$\$\$

Improvements

- Enhanced Safety with Turn Lanes
- Pedestrian Accommodations

Design, Permitting & Construction Complexity

Easy

Moderate

Complex

Option 2



Cost.....\$\$

Improvements

- Pedestrian Accommodations

Design, Permitting & Construction Complexity

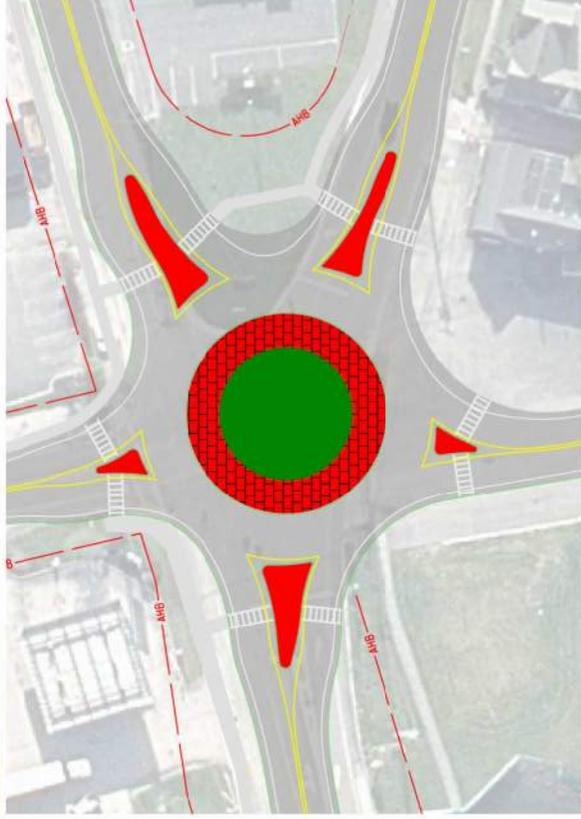
Easy

Moderate

Complex

ROCHESTER ROAD INTERSECTION

Option 1



Cost..... \$\$\$\$

Improvements

- Improved geometry & Circulation
- Improved Pedestrian Accommodations
- Gateway Opportunity
- Traffic Calming

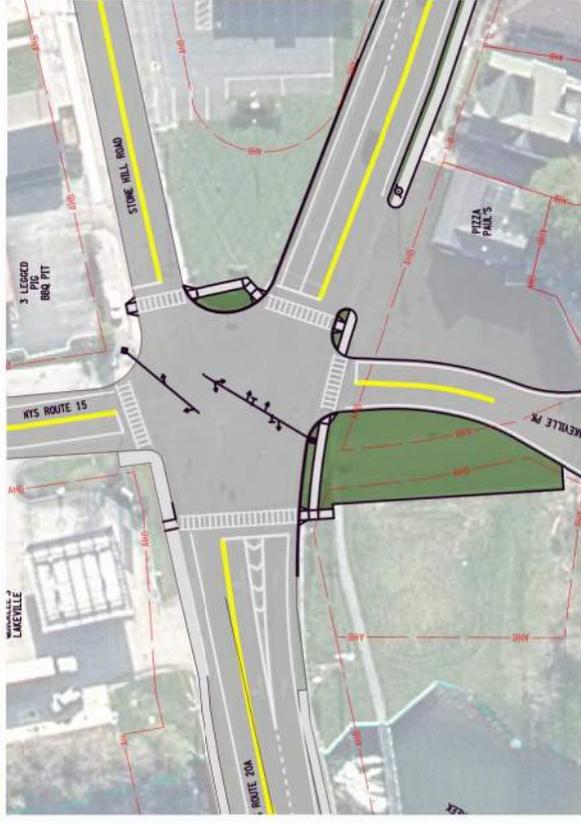
Design, Permitting & Construction Complexity

Easy

Moderate

Complex

Option 2



Cost..... \$\$

Improvements

- Improved Geometry & Circulation
- Improved Pedestrian Accommodations
- Improved Operations with Updated Signal Equipment

Design, Permitting & Construction Complexity

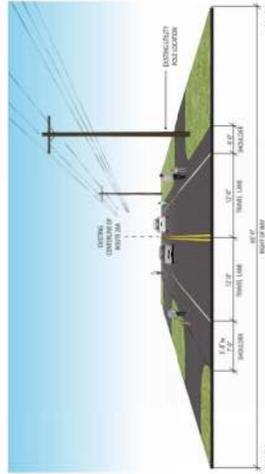
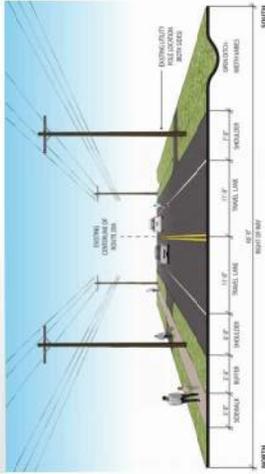
Easy

Moderate

Complex

SECTIONS & CONCEPTS ON BIG TREE ROAD

Existing Conditions



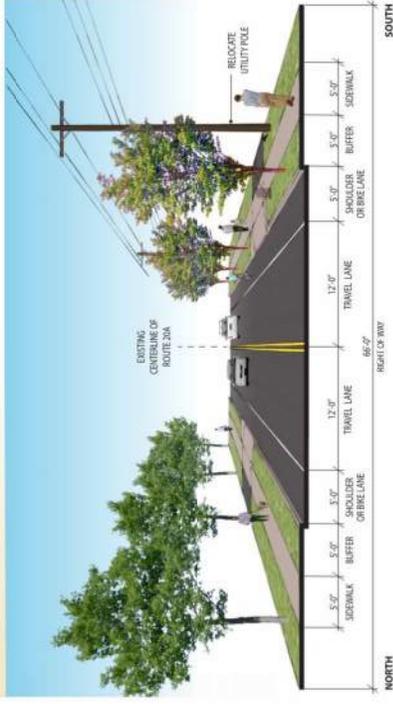
Proposed Condition 1



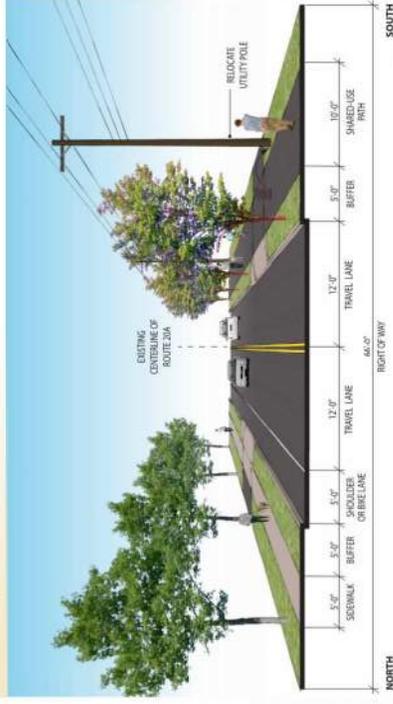
Proposed Condition 3



Proposed Condition 2



Proposed Condition 4





C&S Companies
150 State Street, Suite 120
Rochester, NY 14614
p: (585) 325-9040
f: (585) 697-7588
www.cscos.com

Meeting Summary

Date: Wednesday, July 12, 2023
Location: Little Lakes Brewing
Project: Lakeville Corridor Strategic Plan
Purpose: Public Information Meeting #2 – Design Charrette

Attendees from Steering Committee:

Attendee	Affiliation
Julie Holtje	Livonia Zoning Compliance Assistant
Adam Backus	Livonia Building & Zoning Director
Chris Wegener	Property owner
Peter Dougherty	Town Board Councilmember / resident
Kevin Masterson	Resident
Noelle VanDuersen	Property owner
Joe Bovenzi	GTC
Angela Ellis	Deputy Director, Livingston County
Dave Petrowski	Resident
Ted Sotir	Property Owner
Emma Philips	C&S Companies
Kelsey Wessel	C&S Companies – Project Manager
Molly Vendura	Molly Vendura Landscape Architecture
Maegen O’Hara	C&S Companies

Meeting Materials:

- Background Information Boards
- Public Input Round 1 Results Board
- Concept Boards

Concept Boards Feedback:

- General Feedback
 - A couple attendees with concerns regarding drainage systems and stormwater management.
 - Flooding of “McDonald’s Creek” was brought up while speaking about stormwater management.
 - Pebble Beach Road being a 30MPH was thought to be too fast, a few attendees wondered if that could be considered in this plan.
 - Lighting concerns ranged. A couple attendees thought there should be more lighting. One attendee felt there was too much light pollution from business parking lots.
 - Concerns if the street is widened that vehicles will have a hard time getting in and out of parking lots as there might be a reduction in parking lot space.
 - Some attendees were concerned with pedestrian safety at crosswalks and asked frequently about HAWK signals (you can also add this to Rochester Road at Big Tree Road)
 - A few attendees said that they know someone or know of someone getting hit when riding their bike on Big Tree Road due to drivers not paying attention or sharing the shoulder
 - A few attendees asked about placemaking and making the corridor more enjoyable to experience

- Typical Sections
 - People were invited to use sticker dots to indicate their preference for the proposed potential cross-sections. There wasn’t a clear winner, but when you look at the commonalities between the cross-sections that had the most votes, preferences can be seen:
 - people prefer the options that had pedestrian accommodations on both sides of the street
 - people prefer the options that used more of the ROW on the south side, either for a shared-use path or for a wider buffer that accommodates plantings/benches
 - Approximately a dozen attendees asked about a center turn lane and why this was not an alternative on the project.
 - Residents who attended and live on the south side of Big Tree Road are against any infrastructure (sidewalk/shared use path) on the south side of the street.
 - Bring the proposed sections down to at least Pebble Beach Road, and consider down to West Lake Road.
 - A few requests to flip the shared use path to the north side of the street.

-
- West Lake Road at Big Tree Road
 - A participant suggested adding a roundabout here, in addition to the one at Rochester Road. He likes how roundabouts function and move traffic. It would also help create the gateway into Lakeville from the west.
- Rochester Road at Big Tree Road
 - People were invited to use sticker dots to indicate their preference for the proposed intersection improvements (roundabout vs realigned signalized intersection). The majority of people favored the roundabout.
 - Many people expressed how dangerous it feels and that there is little to no pedestrians there now because its tough to cross
 - Numerous people asked about ROW encroachment and wanted to make sure the roundabout was large enough to fit large trucks
- Vitale Park Entrance
 - All attendees who viewed the Vitale Park concept board, except for one, were very enthusiastic and supportive about improvements in landscaping, placemaking and connectivity at the Vitale Park entrance and parking lot.
 - The one dissenter said that she does not want people to notice the entrance to the park or to know that the park is there. She wants Lakeville to remain unknown like it used to be 40 years ago when she bought property there. She did support the idea of the walkway through the parking lot from the street into the park however.
 - People supported removal of the sea of asphalt in front of the post office and the current park entrance.
 - People liked providing parking for the post office at the rear, with a connecting walkway from the parking lot to the post office and street. We discussed how the post office would usually be closed (nights, Sundays) when events were happening in the park, so post office patrons wouldn't be using up parking for the park (shared parking).
 - People liked the wider entrance island that is brought forward to the back of the sidewalk.
 - People liked the added trees.
 - A few attendees who are involved with the maintenance of the plant beds at the park discussed adding a variable message LED sign in the island near the street.

- It was explained that parking spaces are not reduced in the concept, just reorganized, and the left-over space creates green space for stormwater management and the addition of trees (which provide additional stormwater management, shading of cars/asphalt, etc.). Everyone, except one, loved this idea. The one dissenter said she just wants more parking – period.
 - A man asked if we knew about alternatives to asphalt paving for the parking lot, such as the plastic grid systems with stone.
- East Lake Road/Bronson Hill Road at Big Tree Road
 - A handful of attendees (5 to 7) were upset to see an option without a left turn lane. Most attendees spoken to agreed on the need for the left turn lane.
 - Several attendees clearly understood the constraints to intersection improvements here because of the topography.

Public Outreach Round 3

Lakeville Corridor Strategic Plan Public Meeting #3

W E D N E S D A Y - NOVEMBER 15th
5:30 - 7:00 PM

Willow Creek Venue
3100 Rochester Rd

Join us at an open-house to review final recommendations for transportation improvements along Big Tree Road in the Hamlet of Lakeville!



Unable to give feedback in person?
Stay up to date at the project website: <https://publicinput.com/lakevillecorridor>

Lakeville Corridor Strategic Plan Public Information Meeting 3
Wednesday, November 15th, 2023 - 5:30 PM

Name	Affiliation	Email address
L. Berquin		Rosemaryberquin20@gmail
Kevin Masterson		KevinMasterson49@gmail.com
A. Becker		b2@livonia.nj.us
ML Spencer		346-5164
Mary Brinkerhoff		259 5429
DAN RICHARDSON		DRICHAR 5 E ROCHESTER. PA. USA
Steve Gray		
Chandra Gray		
LISA + JAMES Gregorius		james-gregorius@lynch
Eric Harrower		eharrower@genesee/umber.com
Bethany Heady Business owner		leisuresch@hotmail.com
Karen Bryant		kbryant@mac.com
Pat + Paul Cameron		pohive@gmail.com
Craig & Stubby Stratton		cand55@rochester.nj.com
Margaret Lee LCN		mlee@livingstonnews.com
Michelle Stuble		mstuble@hotmail.com
Frieda Smith		fsmith41@icloud.com
Eric Smith		ERIC @ OSB. Cedar Ce
John + Leslie HARROWER		JHARROWER@genesee/umber.com

Lakeville Corridor Strategic Plan Public Information Meeting 3
Wednesday, November 15th, 2023 - 5:30 PM

Name	Affiliation	Email address
Skathy Masterson	resident	
Michael Shorman	ZBA	
Doug Major	CHA	
Eric Goff	Town	
Chris WAGNER	Resident	
Rhonda Broman	Resident	rhonda_broman@yahoo.com
Susan Hurd	resident	
Maite Head	resident	
Richard Month	Resident	Dick80HD@yahoo.com
Don Simpson	Resident	
DAN STROM	Resident	DANSTROM78@GMAIL.COM
Paul & Molly Korndorfer	Resident	paulmolly212@gmail.com
Donald F. Gardner	Res.	1941street@gmail.com
Murray Wingate	Res	
Patti Bedard	Resident	pbedard64@gmail.com
Peg Meyers	resident	
GARY GASKIN	resident	garykgaskin@gmail.com

Lakeville Corridor Strategic Plan Public Information Meeting 3
Wednesday, November 15th, 2023 - 5:30 PM

Name	Affiliation	Email address
Mary Raudall		None
Ted Sotir	5924 BTR	ted@sotir.me
Noelle van Deusen	resident	kerstini5@hotmail.com
Eddie Lee	resident	leeex88@yahoo.com
Richard Vershays	resident	sivers12@gmail.com
LEE STAUBER	RESIDENT	leeSTAUBER@Zach.IL.COM
Barb + Bob Lemew	Resident	BarbaraJLemew@gmail.com
Andy English	Resident	None
Shaun R. Mustiotta	Resident	SHAR55tb@gmail.com
John Haug	REM AX	John e Hywer 173 management -com

Welcome

Thanks for joining us for the
Lakeville Corridor Strategic Plan
Public Meeting!

We will begin the presentation at
5:40 pm.

Lakeville Corridor Strategic Plan Final Public Meeting



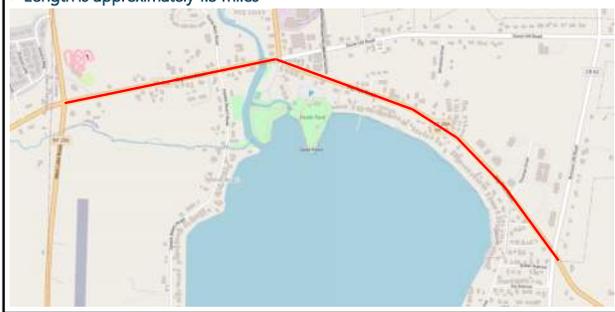
Public Meeting 3
November 16, 2023 – 5:30 PM

Our Agenda Today

- 1) Project Background
- 2) Project Schedule and Study Process
- 3) Existing Conditions Assessment
- 4) Community Outreach
- 5) Development of Vision & Needs
- 6) Corridor Alternatives and Outreach Round 2 Results
- 7) Stormwater Infrastructure and Planning Policies
- 8) Activities
- 9) Questions at Boards After Presentation

Project Location

- NYS Route 20A from West Lake Road to Bronson Hill Road
- Length is approximately 1.3 miles



Project Purpose

- Study Big Tree Road (NYS Route 20A) and provide recommendations to promote resiliency, livability, and economic vitality



Protect Lake



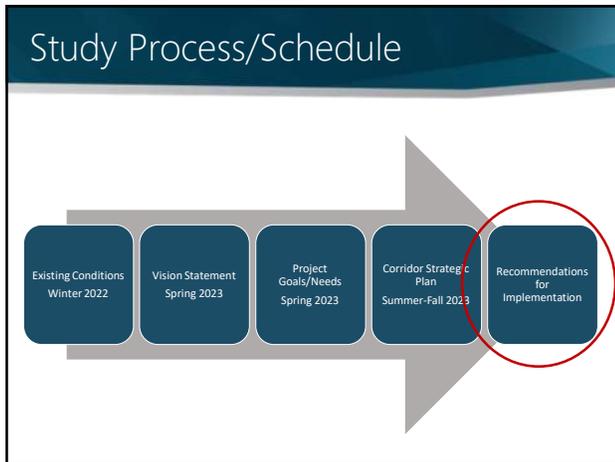
Transform Streetscape



Promote Lakeville

Steering Committee Members

Member	Affiliation
Adam Backus	Livonia Dept. of Building & Zoning
Rick Bennett	Livonia Town Planning Board
Joe Bovenzi	Genesee Transportation Council
Megan Crowe	Livingston County Planning Department
Pete Dougherty	Livonia Town Board Councilmember
John Fama	Business owner
Julie Holtje	Livonia Dept. of Building & Zoning
Lora Leon	NYS Department of Transportation
Doug Major	Conesus Lake Association Representative
Kevin Masterson	Resident
Dave Petrowski	Resident
Mike Sharman	Livonia Town Zoning Board
Ted Sotir	Resident
Noelle VanDuersen	Resident
Chris Wegener	Business owner



Existing Conditions Assessment

- Review of previous plans and studies
- Analysis of land use and zoning
- Breakdown of roadway characteristics
 - Corridor sections
 - Intersections
 - Pedestrian & bicycle facilities
 - Public transit
 - Collision analysis
- Stormwater conditions
 - Drainage system
 - Flooding
 - Outlets

Outreach Round One

- Public Meeting 1
 - March 28th, 2023, Nature Center – Vitale Park
 - Review of Project location, purpose, and outcomes
 - Visioning activity / SWOT analysis of Big Tree Road
 - Promotion of online survey
 - 167 responses (majority full time residents)
- What we heard
 - Safety concerns
 - Drainage / ponding / questions about water quality
 - High support of and desire for sidewalks
 - Little support for on-street parking

Vision Statement and Needs Assessment

"Create a safe, attractive, sustainable, and multi-modal corridor focused on Conesus Lake. A corridor that is a community connection for residents and businesses, and a destination for visitors."

- Protect and promote Conesus Lake
- Provide multi-modal accommodations
- Improve intersection function and safety
- Implement access management
- Create a sense of place

Development of Design Alternatives

- Design alternatives were developed based on the existing conditions & needs assessment, Survey 1 results, and feedback from the project Steering Committee
- Alternatives include:
 - East Lake Road / Bronson Hill Intersection Alternatives
 - Rochester Road Intersection Roundabout or Realignment
 - Right Of Way Conditions from Rochester Road to Big Tree Road
 - Vitale Park Entrance Improvements
 - West Lake Road Intersection Improvements

Outreach Round Two Results

- ◆ **Public Meeting 2**
 - July 12th, 2023, Little Lake Brewing
 - Review of proposed alternatives for Big Tree Road Corridor
- ◆ **What we heard**
 - Two preferred alternatives from Rochester Road to East Lake Road/Bronson Hill Road
 - Add sidewalk on the south side of Big Tree Road from West Lake Road to Rochester Road
 - Potential roundabout for Big Tree Road at West Lake Road



Outreach Round Two Results

- Improvement to operations at Big Tree Road and Bronson Hill Road/East Lake Road for left turns
- Opportunities for placemaking at Vitale Park and throughout the Corridor



Intersection of Big Tree Road at West Lake Road



Option 1A
Improvements/Gateway Opportunity

Advantages

- Intersection geometry



Option 1B
Roundabout

Advantages:

- Traffic flow
- Safety

Disadvantages:

- Higher cost
- Construction impact

Intersection of Big Tree Road at Rochester Road



Option 2A
Realignment

Advantages:

- Intersection geometry



Option 2B
Roundabout

Advantages:

- Traffic flow
- Safety

Disadvantages:

- Higher cost
- Construction impact

Intersection of Big Tree Road at East Lake Road and Bronson Hill Road

Option 3A
Improvements



Advantages:

- Signal upgrades

Option 3B
Improvements and Left Turn Lanes



Advantages:

- Signal upgrades
- Safety

Disadvantages:

- ROW acquisitions
- Grading impact

Roadway Segments

Project	Description	Advantages	Disadvantages
Big Tree Road from West Lake Road to Pebble Beach Road	Option 4A Maintain Current Cross Section	• Green Infrastructure	• No Additional Pedestrian Accommodations
	Option 4B Curb and Sidewalk Both Sides	• Pedestrian Accommodations • Stormwater Management	• Higher Cost
Big Tree Road from Pebble Beach Road to Rochester Road	Curb and Sidewalk Both Sides	• Pedestrian Accommodations • Stormwater Management	

Rochester Road to E. Lake Road at Bronson Hill Road

Option 6A
Sidewalks both sides

Option 6B
Addition of Two-Way Center Turn Lane

Vitale Park Entrance

Stormwater Infrastructure

GOALS

- 1) REDUCE AREA FLOODING
- 2) IMPROVE WATER QUALITY GOING TO CONESUS LAKE

PROCESS

- 1) COLLECT STORM RUNOFF THROUGH A DRAINAGE SYSTEM AND GREEN INFRASTRUCTURE
- 2) PUT POLICIES IN PLACE TO REDUCE RUNOFF AND IMPROVE WATER QUALITY FOR SITE DEVELOPMENT, CONSTRUCTION, AND STREET MANAGEMENT

OUTCOME

- 1) REDUCTION IN PROPERTY FLOODING
- 2) REDUCTION IN SEDIMENT AND POLLUTION GOING TO CONESUS LAKE

Policies and Initiatives

- ◆ **Complete Streets Policy** – designed for all users to establish an equitable, sustainable, resilient, and efficient transportation system
- ◆ **Access Management Policy** – improve safety and efficiency at access points to the roadway as part of a site plan approval process
- ◆ **Zoning**
 - **Pedestrian Overlay**
 - **Green Parking Lot & Green Infrastructure Design Guidelines**

Project Phasing and Priorities

2 – Policy recommendations

Today's Activities

- ◆ **Project Boards to visit:**
 - Public Outreach Overview
 - Information on Stormwater Management
 - Corridor Options
 - Planning and Policies
- ◆ Fill out the survey by using the QR below or heading to: www.publicinput.com/lakevillecorridor



C&S Companies
150 State Street, Suite 120
Rochester, NY 14614
p: (585) 325-9040
f: (585) 697-7588
www.cscos.com

Meeting Summary

Date: Wednesday, November 15, 2023
Location: Willow Creek Venue
Project: Lakeville Corridor Strategic Plan
Purpose: Public Information Meeting #3 – Final Informational Session

Attendees from Steering Committee:

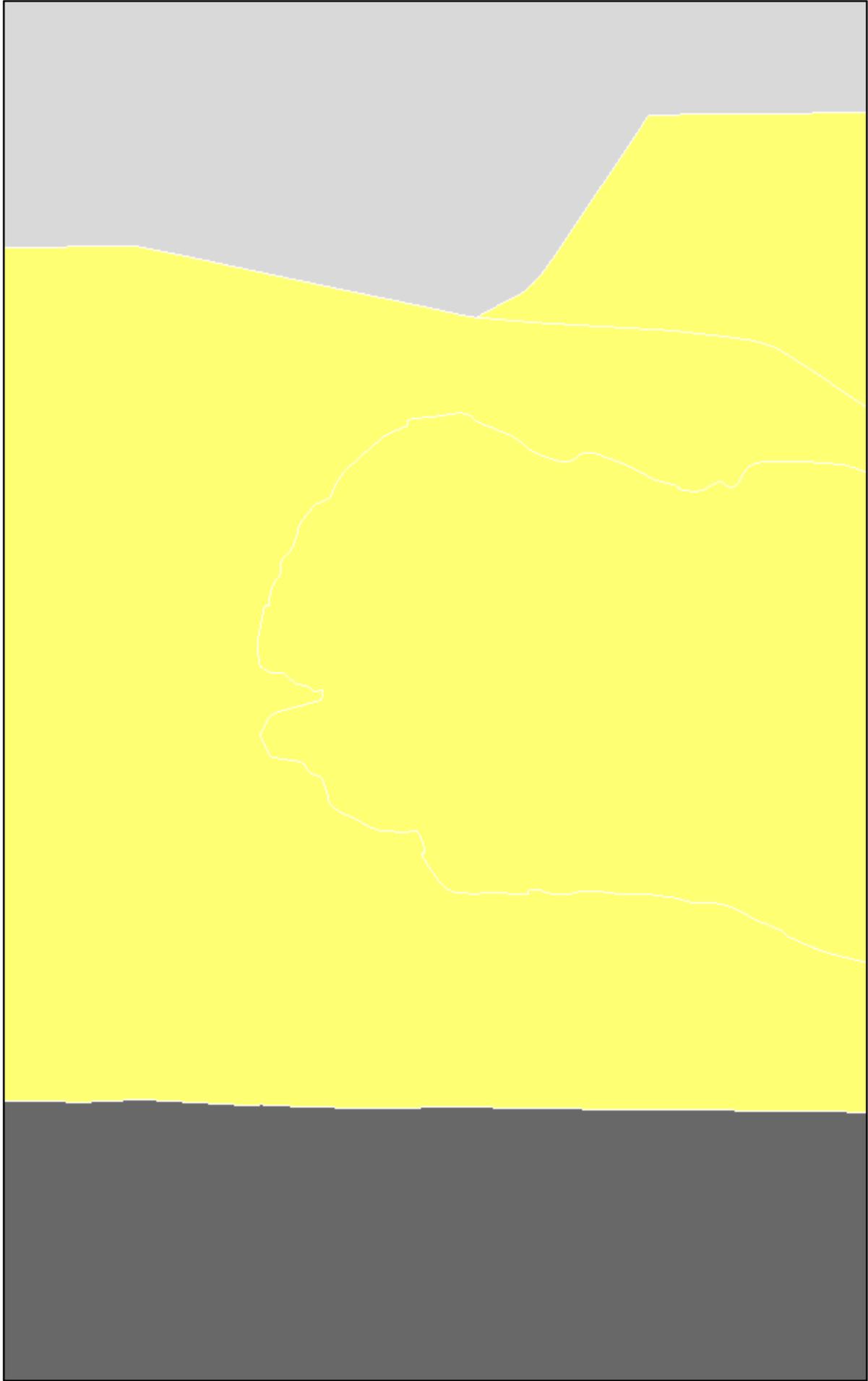
Attendee	Affiliation
Julie Holtje	Livonia Zoning Compliance Assistant
Adam Backus	Livonia Building & Zoning Director
Megan Crowe	Livingston County
Chris Wegener	Property owner
Peter Dougherty	Town Board Councilmember / resident
Kevin Masterson	Resident
Noelle VanDuersen	Property owner
Joe Bovenzi	GTC
Dave Petrowski	Resident
Ted Sotir	Property Owner
Emma Philips	C&S Companies
Kelsey Wessel	C&S Companies – Project Manager
Molly Vendura	Molly Vendura Landscape Architecture

The final Public Meeting for the Lakeville Corridor Strategic Plan was held on November 15th at the Willow Creek Venue along Rochester Road. The meeting had over 75 attendees from Lakeville and it's surrounding areas. A formal presentation with a Q&A directly following was facilitated reviewing the planning process, proposed recommendations, and next steps. Following the presentation, attendees were asked to visit the various boards that details a project overview, information on stormwater, planning policies, and various project recommendations. Attendees were given sticker dots to note which projects they were most in favor of. A short, four question survey was also distributed to receive feedback.

Appendix B
Maps and Figures

Lakeville Flood Risk Map

5 L V N

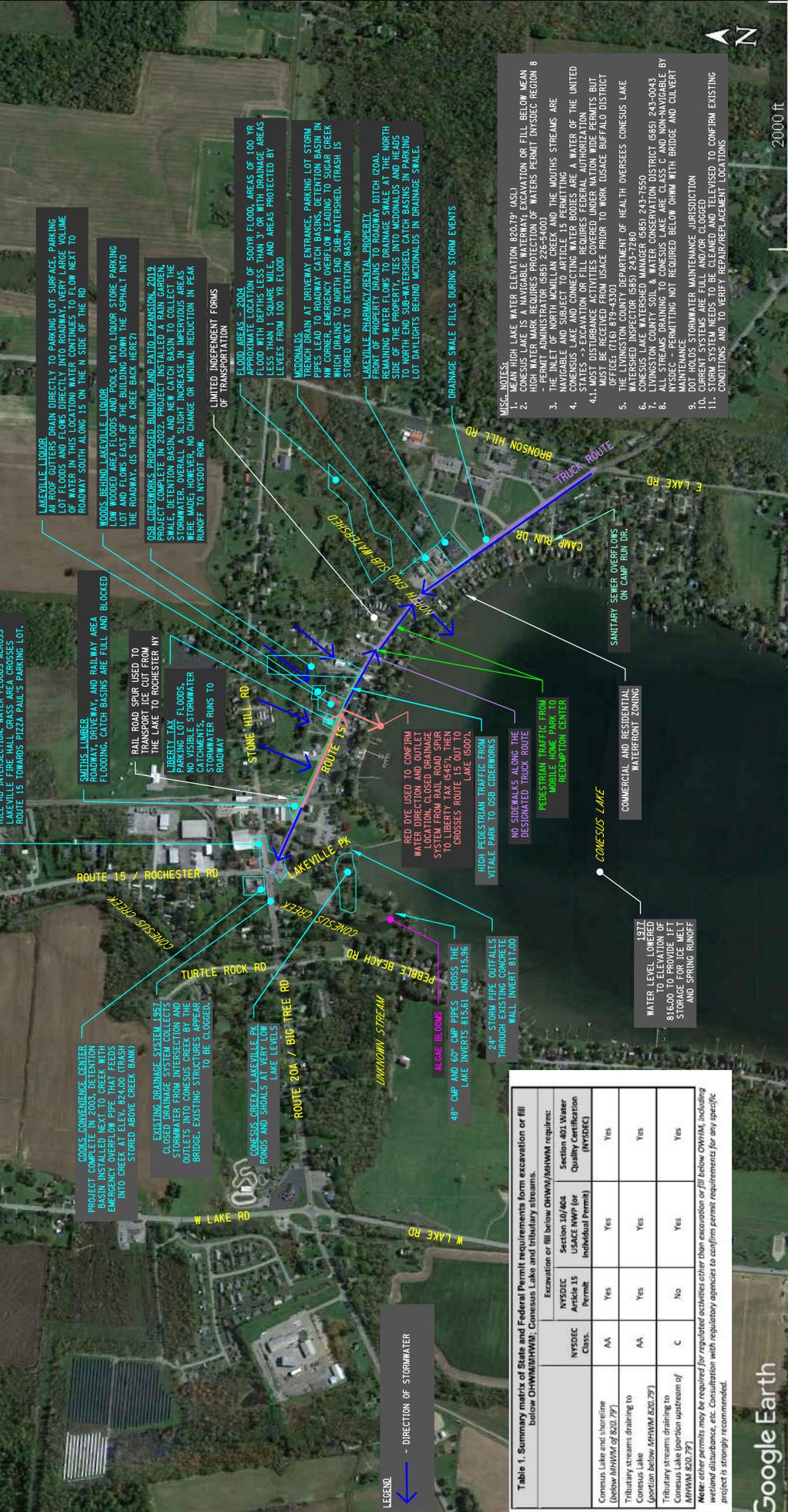


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Existing Stormwater Conditions and Projects

Lakeville Corridor
Overview Map



STONE HILL RD AND INTERSECTION
ROADWAY AND TRUCK LOADING DOCK FLOODS. FLOOD WATER FLOWS TOWARDS 15/20W/STONE HILL RD INTERSECTION. WATER FLOWS ACROSS HILL RD INTERSECTION TO 15/20W/STONE HILL RD INTERSECTION. PIZZA PAUL'S PARKING LOT. ROUTE 15 TOWARDS PIZZA PAUL'S PARKING LOT.

SWITCH LUMBER
ROADWAY DRIVEWAY, AND RAILWAY AREA FLOODING. CATCH BASINS ARE FULL AND BLOCKED.

RAIL ROAD SPUR USED TO
DISPERSE THE WATER TO ROCHESTER NY. ALBERT TAYLOR FLOODS. NO VISIBLE STORMWATER CATCHMENTS. STORMWATER RUNS TO ROADWAY.

LAKEVILLE LIQUOR
AI ROOF GUTTERS DRAIN DIRECTLY TO PARKING LOT SURFACE. PARKING LOT FLOODS, AND FLOWS DIRECTLY INTO ROADWAY. VERY LARGE VOLUME OF WATER. IN THIS LOCATION WATER CONTINUES TO FLOW NEXT TO ROADWAY SOUTH ALONG 15 ON THE N SIDE OF THE RD.

WOODS BEHIND LAKEVILLE LIQUOR
LOW WOODY AREA FLOODS AND POOLS INTO LIQUOR STORE. PARKING LOT AND FLOWS EAST OF THE BUILDING DOWN THE ASPHALT INTO THE ROADWAY. IS THERE A CREE BACK HERE?

OSB CIDERWORKS PROPOSED BUILDING AND PATIO EXPANSION 2012
PROJECT COMPLETE IN 2022. PROJECT INSTALLED A RAIN GARDEN, SMALL DETENTION BASIN, AND NEW CATCH BASIN TO COLLECT THE WATER FROM THE PROPOSED PATIO. THERE IS A CONCERN THAT THESE WERE MADE, HOWEVER, NO CHANGE OR MINIMAL REDUCTION IN PEAK RUNOFF TO NYSDOT ROW.

LIMITED INDEPENDENT FORMS
OF TRANSPORTATION

FLOOD AREAS - 2004
APPROXIMATE LOCATION OF 500YR FLOOD, AREAS OF 100 YR FLOOD WITH DEPTHS LESS THAN 3' OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 100 YR FLOOD

MODORALS
TRENCH DRAIN AT DRIVEWAY ENTRANCE, PARKING LOT STORM WATERS LEAD TO DETENTION CATCH BASIN. DETENTION BASIN IN WHICH DRAINS TO NORTH END SUB-WATERSHED. TRASH IS STORED NEXT TO DETENTION BASIN

LAKEVILLE DRIVEWAY/GENERAL PROPERTY
FRONT OF PROPERTY DRAINS TO ROADWAY. REMAINING WATER FLOWS TO DRAINAGE SWALE AT THE NORTH SIDE OF THE PROPERTY, TIES INTO MODORALS AND HEADS TO NORTH END SUB-WATERSHED. CATCH BASINS IN PARKING LOT DRAUGHTS BEHIND MODORALS IN DRAINAGE SWALE.

DRAINAGE SWALE FILLS DURING STORM EVENTS

MSG. NOTES:
1. HIGH LAKE WATER ELEVATION 800.79 (ASL) MODORALS IS NOT NAVIGABLE BECAUSE OF EXCAVATION OR FILL BELOW MEAN HIGH WATER. HIGH WATER REQUIRES PROTECTION OF WATERS PERMIT (NYSDOC REGION 8)
2. PERMIT ADMINISTRATOR (685) 226-5400
3. THE INLET OF NORTH MCILLAN CREEK AND THE MOUTH OF THE UNITED NAVIGABLE AND SUBJECT TO ARTICLE 15 PERMITTING REQUIREMENTS. THE STATE OF NEW YORK HAS AUTHORITY OVER THE WATERS OF THE UNITED STATES -> EXCAVATION OR FILL REQUIRES FEDERAL AUTHORIZATION
4.1. MOST DISTURBANCE ACTIVITIES COVERED UNDER NATIONAL WIDE PERMITS BUT OFFICE (716) 879-4300
5. WATERSHED INSPECTOR (685) 243-7280
6. CONESUS LAKE WATERSHED MANAGER (685) 243-7550
7. LIVINGSTON COUNTY SOIL & WATER CONSERVATION DISTRICT (685) 243-0043
8. ALL STREAMS DRAINING TO CONESUS LAKE ARE CLASS C AND NON-NAVIGABLE BY STATE. PERMITTING NOT REQUIRED BELOW 0.01M WITH BRIDGE AND CULVERT MAINTENANCE
9. DOT HOLDS STORMWATER MAINTENANCE JURISDICTION
10. CURRENT SYSTEMS ARE FULL AND/OR CLOGGED
11. STORM SYSTEM NEEDS TO BE CLEANED AND TELEVIEWED TO CONFIRM EXISTING CONDITIONS AND TO VERIFY REPAIR/REPLACEMENT LOCATIONS

ROUTE 15 / ROCHESTER RD
RED DYE USED TO CONFIRM WATER DIRECTION AND OUTLET SYSTEMATION. CATCH BASIN RUNS TO LIBERTY TAX (6457). THEN CROSSES ROUTE 15 OUT TO LAKE (500').

NO SIDEWALKS ALONG THE
DESIGNATED TRUCK ROUTE

PEDESTRIAN TRAFFIC FROM
MOBILE HOME PARK TO REDEMPTION CENTER

COMMERCIAL AND RESIDENTIAL
WATERFRONT ZONING

1977
WATER LEVEL LOWERED TO ELEVATION OF 816.00 TO PROVIDE STORAGE FOR ICE MELT AND SPRING RUNOFF

24" STORM PIPE OUTFALLS
THROUGH EXISTING CONCRETE WALL INVERT 817.00

48" CMP AND 60" CMP PIPES
CROSS THE LAKE INVERTS 815.61 AND 815.56

ALGAE BLOOMS

EXISTING DRAINAGE SYSTEM
18FT CLOSED DRAINAGE SYSTEM COLLECTS STORMWATER FROM INTERSECTION AND OUTLETS INTO CONESUS CREEK BY THE BRIDGE. EXISTING STRUCTURES APPEAR TO BE CLOGGED.

CONESUS CREEK/LAKEVILLE PK
POOLS AND SHOALS AT VERY LOW LAKE LEVELS

ROUTE 20A / BIG TREE RD

UNKNOWN STREAM

COOKS CONVENIENCE CENTER
PROJECT COMPLETE IN 2003. DETENTION BASIN INSTALLED NEXT TO CREEK WITH EMERGENCY OVERFLOW PIPE THAT FEEDS INTO CREEK AT ELEV. 822.00 (TRASH STORED ABOVE CREEK BANK)

EXISTING DRAINAGE SYSTEM
18FT CLOSED DRAINAGE SYSTEM COLLECTS STORMWATER FROM INTERSECTION AND OUTLETS INTO CONESUS CREEK BY THE BRIDGE. EXISTING STRUCTURES APPEAR TO BE CLOGGED.

CONESUS CREEK

TURTLE ROCK RD

CONESUS CREEK

PEBBLE BEACH RD

W LAKE RD

BRONSON HILL RD

CAMP GLEN DR

E LAKE RD

TRUCK ROUTE

SANITARY SEWER OVERFLOWS
ON CAMP RUN DR.

CONESUS LAKE

2000 ft

LEGEND
- DIRECTION OF STORMWATER

Table 1. Summary matrix of State and Federal Permit requirements form excavation or fill below OHWM/MHWM, Conesus Lake and tributary streams.

	NYSDOC Article 15 Permit	Excavation or fill below OHWM/MHWM requires	Section 10/404 USACE NWP (or Individual Permit)	Section 401 Water Quality Certification (NYSDOC)
Conesus Lake and shoreline (below MHWM of 820.79)	AA	Yes	Yes	Yes
Tributary streams draining to Conesus Lake (portion below MfMWM 820.29)	AA	Yes	Yes	Yes
Tributary streams draining to Conesus Lake (portion upstream of MfMWM 820.29)	C	No	Yes	Yes

Note: other permits may be required for regulated activities other than excavation or fill below OHWM, including wetland disturbance, etc. Consultation with regulatory agencies to confirm permit requirements for any specific project is strongly recommended.



LEGEND

	Stormwater ponding/flooding		Potential green infrastructure location
	High pedestrian usage		Provide sidewalks
	Vehicular conflict area (poorly defined access, shoulder parking)		Open view to Lake / Improve view into Park
	High bicycle usage		Improve intersection
	Pinch point at culvert & reduced visibility around curve		Focal point - improve landscape character, create sense of arrival

0 0.1 0.25
Mile
5 min. walk

Appendix C
Collision Analyses

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: BIG TREE ROAD	CASE No.: _____	
		FILE: _____	
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: TURTLE ROCK ROAD AND PEBBLE BEACH ROAD	BY: _____	
		DATE: _____	

ACCIDENT No.	No. OF MONTHS:		SEVERITY	No. of VEHICLES	ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION	1Use Codes from MV 104 Police Report		REFERENCE MARKER
	DATE	TIME									TYPE ¹	DESCRIPTION	
1	04/12/18	6:57 AM	PD	2	Use Codes from MV 104 (shown at right) for these categories	1	1	2	VIEW OBSTRUCTION LIMITED, FAILURE TO YIELD RIGHT OF WAY	W	LEFT TURN		
2	09/27/18	1:06 PM	PD	2		1	1	1	DRIVER INATTENTION	W	REAR END		
3	11/04/18	2:10 PM	PD	2		1	1	1	DRIVER INATTENTION	E	REAR END		
4	03/27/19	4:30 PM	PD	2		1	1	1	DRIVER INATTENTION	W	REAR END	PEBBLE BEACH RD	
5	03/03/20	3:10 PM	PD	2		1	2	2	BACKING UNSAFELY	NIS	SIDESWIPE	BACKING OUT OF DRIVEWAYS	

ENVIRONMENTAL:
Use Codes from MV 104 (shown at right) for these categories

Light Conditions:
1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted
6. Curve & Hillcrest

Roadway Character:
1. Straight & Level
2. Straight & Grade
3. Straight & Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve & Hillcrest

Roadway Surface Condition:
1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
6. Fog/Smog/Smoke
10. Other

Weather:
1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: BIG TREE ROAD	CASE No.: _____	FILE: _____
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: ROCHESTER ROAD/STONE HILL ROAD/VITALE PARK	BY: _____	DATE: _____
P.I.N.: _____			

ACCIDENT No.	TIME PERIOD		No. of VEHICLES	SEVERITY	LIGHT CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION	TYPE ¹	DESCRIPTION	REFERENCE MARKER
	FROM:	TO:											
1	07/03/2017	05/19/2022	2	PD	1	1	1	2	FOLLOWING TO CLOSELY	S	REAR END		
2	01/13/18	6:15 PM	2	PD	4	1	4	2	V1 (FAILURE TO YIELD RIGHT OF WAY) V2 (PAVEMENT SLIPPERY)	V1(N) V2 (E)	OTHER		
3	10/05/18	8:04 PM	1	PD & I	5	1	1	1	VIEW OBSTRUCTION	E	OTHER	STRUCK A PEDESTRIAN	
4	05/22/19	2:31 PM	2	PD	1	1	1	2	FOLLOWING TO CLOSELY	W	REAR END		
5	06/15/19	3:42 PM	2	PD & I	1	1	1	2	FAILURE TO YIELD RIGHT OF WAY	E	RIGHT ANGLE		
6	06/15/19	12:49 PM	2	PD & I	1	1	1	2	UNKNOWN	S	OTHER	COLLISION WITH A BICYCLIST	
7	07/16/19	1:09 PM	2	PD & I	1	1	1	2	DRIVER INATTENTION/FOLLOWING TO CLOSELY	W	REAR END		
8	12/20/19	10:51 PM	2	PD	4	1	1	1	UNKNOWN	W	REAR END		
9	09/04/20	11:35 AM	2	PD	1	1	1	2	FOLLOWING TO CLOSELY	W	REAR END		
10	5/19/2022	3:00 PM	2	PD	1	1	1	2	FOLLOWING TO CLOSELY	E	REAR END		

ENVIRONMENTAL:
Use Codes from MV 104 (shown at right) for these categories

Light Conditions:
1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

Roadway Character:
1. Straight & Level
2. Straight & Grade
3. Straight & Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve & Hillcrest

Roadway Surface Condition:
1. Dry
2. Wet
3. Muddy
4. Snow
5. Slush
6. Ice/Hail/Freezing Rain
10. Other

Weather:
1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

ENVIRONMENTAL:
Use Codes from MV 104 (shown at right) for these categories

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: BIG TREE ROAD	CASE No.: _____	FILE: _____
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: RUSSELL DRIVE	BY: _____	DATE: _____
P.I.N.: _____			

ACCIDENT No.	TIME PERIOD		No. of VEHICLES	SEVERITY	ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION	TYPE ¹	DESCRIPTION	REFERENCE MARKER
	FROM:	TO:											
1	07/03/17	05/19/2022 2:44 PM	3	PD & I	1	1	10	2	FOLLOWING TOO CLOSELY	E	REAR END		
2	05/01/18	5:15 PM	2	PD	1	1	1	1	FAILURE TO YIELD RIGH OF WAY	E	RIGHT ANGLE		
3	02/19/19	7:35 AM	2	PD & I	1	1	1	1	FELL ASLEEP	W	REAR END	RUSSEL DRIVE	
4	02/28/22	1:23 PM	2	PD	1	1	1	2	BACKING UNSAFELY	E	RIGHT ANGLE		

ENVIRONMENTAL:
Use Codes from MV 104 (shown at right) for these categories

Light Conditions:
1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

Roadway Character:
1. Straight & Level
2. Straight & Grade
3. Straight & Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve & Hillcrest

Roadway Surface Condition:
1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

Weather:
1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

No. OF MONTHS:

¹Use Codes from MV 104 Police Report

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: Big Tree Road	CASE No.: _____
		FILE: _____
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: EAST LAKE ROAD / BRONSON HILL ROAD	BY: _____
		DATE: _____

No. OF MONTHS:	TIME PERIOD		No. of VEHICLES	SEVERITY	ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories	ENVIRONMENTAL:						Light Conditions: 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	Roadway Character: 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest	Roadway Surface Condition: 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 6. Fog/Smog/Smoke 10. Other	Weather: 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	REFERENCE MARKER
	ACCIDENT No.	DATE				TIME	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION					
1	06/08/17	5:29 PM	3	PD	1	1	1	1	1	2	V1 (DRIVER INATTENTION, FOLLOWING TOO CLOSELY) V2 (REACTION TO OTHER UNINVOLVED VEHICLE)	W	REAR END			
2	08/31/17	8:00 AM	2	PD & I	1	2	2	2	3	UNKNOWN	N	OTHER		COLLISION WITH BICYCLIST		
3	12/23/17	5:00 PM	2	PD	4	2	4	4	4	UNKNOWN	W	REAR END				
4	01/26/18	6:38 PM	3	PD	4	2	2	1	1	DIVER INATTENTION	W	REAR END				
5	02/14/19	4:00 PM	3	PD & I	1	2	2	2	2	FOLLOWING TOO CLOSELY	W	REAR END				
6	04/01/19	7:34 AM	2	PD	1	2	2	1	1	FAILER TO YIELD RIGHT OF WAY	E	RIGHT TURN				
7	07/19/19	4:43 PM	2	PD	1	1	2	3	3	FOLLOWING TOO CLOSELY	W	REAR END				
8	07/13/19	2:07 PM	2	PD	1	3	1	2	2	FOLLOWING TOO CLOSELY	W	REAR END				
9	12/17/19	12:00 PM	2	PD & I	1	2	2	4	4	FAILER TO YIELD RIGHT OF WAY	N	LEFT TURN				
10	10/01/20	2:05 PM	2	PD	1	1	1	2	2	DRIVER INATTENTION / FOLLOWING TOO CLOSELY	E	REAR END				
11	05/20/21	5:59 PM	2	PD	1	2	1	1	1	FOLLOWING TOO CLOSELY	E	REAR END				
12	08/03/21	5:29 PM	2	PD	1	3	1	1	1	DRIVER INATTENTION	W	REAR END				
13	03/07/22	3:05 PM	2	PD	1	1	2	2	2	BACKING UNSAFELY, DRIVER INATTENTION	E	REAR END				

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: BIG TREE ROAD	CASE No.: _____	FILE: _____
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: WEST LAKE TO ROCHESTER	BY: _____	DATE: _____
P.I.N.: _____			

ACCIDENT No.	TIME PERIOD		SEVERITY	No. of VEHICLES	ENVIRONMENTAL:						WEATHER	APPARENT CONTRIBUTING FACTORS	DIRECTION	TYPE ¹	DESCRIPTION	REFERENCE MARKER	
	FROM:	TO:			LIGHT CONDITIONS	ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	ROADWAY CHARACTER:	Light Conditions:	Roadway Surface Condition:							
1	07/03/2017	05/19/2022	PD & I	2	4	1	2	3	3	1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest	1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke				
2	04/11/18		PD	2	1	1	1	2	2								
3	07/05/19		PD	2	1	1	1	1	1								
4	09/27/19		PD	2	1	1	1	1	1								
5	06/18/20		PD	2	1	1	1	2	2								
6	12/22/21		PD	2	1	1	1	2	2								

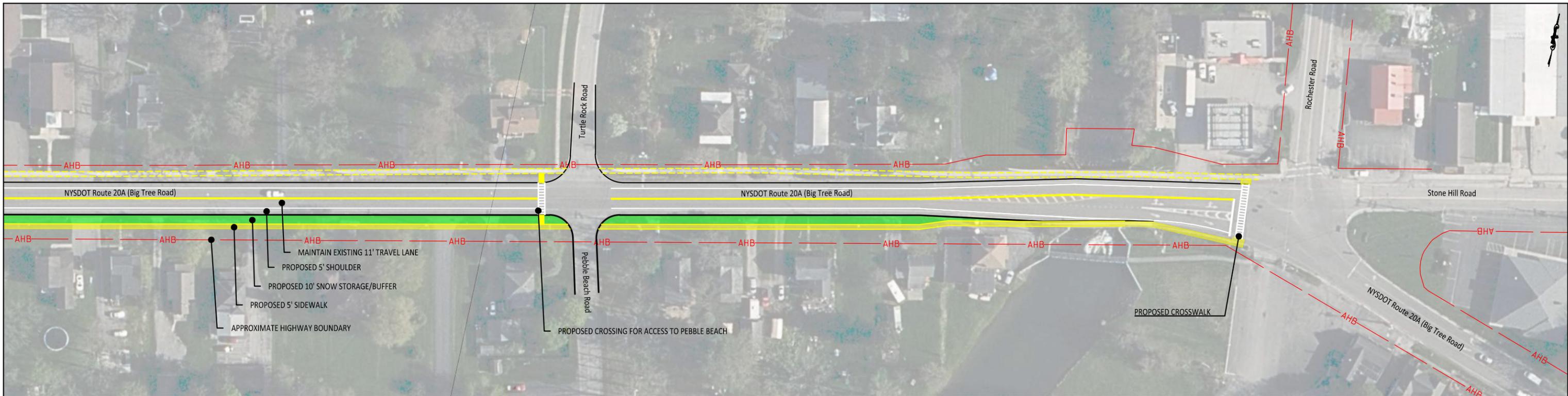
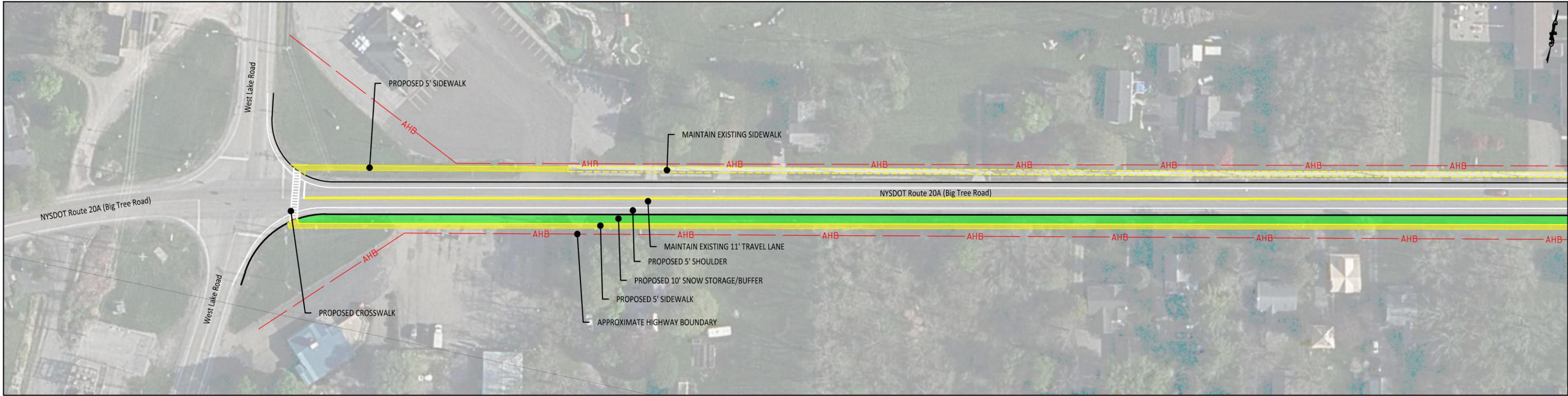
¹Use Codes from MV 104 Police Report

DIAGRAM No.:

COUNTY: Livingston	ROUTE NO. OR STREET NAME: BIG TREE ROAD	CASE No.: _____
TOWN OF Livonia	AT INTERSECTION WITH/OR BETWEEN: ROCHESTER TO EAST LAKE	FILE: _____
		BY: _____
		DATE: _____

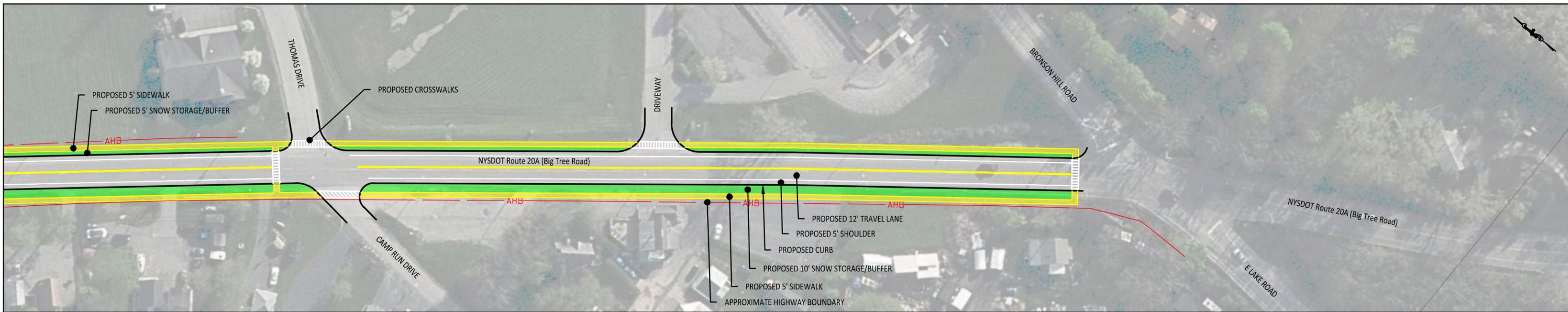
ACCIDENT No.	DATE	TIME	No. of VEHICLES	SEVERITY	ENVIRONMENTAL:				Light Conditions: 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	Roadway Character: 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest	Roadway Surface Condition: 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 6. Fog/Smog/Smoke 10. Other	REFERENCE MARKER
					ROADWAY CHARACTER	ROADWAY SURFACE CONDITION	WEATHER	APPARENT CONTRIBUTING FACTORS				
1	11/16/17	6:21 PM	2	PD	4	1	1	1	DRIVER INATTENTION, FOLLOWING TOO CLOSELY	W	REAR END	
2	01/26/18	10:45 AM	2	PD & I	1	1	1	2	FOLLOWING TOO CLOSELY	E	REAR END	
3	06/25/18	1:12 PM	2	PD & I	1	1	1	1	FOLLOWING TOO CLOSELY	E	REAR END	
4	07/26/18	5:14 PM	3	PD	1	1	1	1	FOLLOWING TOO CLOSELY	E	REAR END	
5	08/09/18	10:11 AM	2	PD & I	1	1	1	2	FOLLOWING TOO CLOSELY	E	REAR END	
6	11/02/19	12:30 PM	2	PD	1	1	1	1	FOLLOWING TOO CLOSELY	S	REAR END	
7	12/16/19	7:05 PM	2	PD	4	1	1	1	FOLLOWING TOO CLOSELY	W	REAR END	
8	01/28/20	7:23 PM	2	PD & I	4	1	2	3	ALCOHOL INVOLVEMENT/ FOLLOWING TOO CLOSELY	W	REAR END	
9	08/14/20	4:20 PM	2	PD & I	1	1	1	1	DRIVER INATTENTION	W	REAR END	
10	09/25/20	8:45 AM	2	PD	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	W	REAR END	
11	10/27/20	4:19 PM	3	PD	1	1	2	3	DRIVER INEXPERIENCE, DRIVER INATTENTION	E	REAR END	
12	12/01/20	6:25 PM	2	PD	4	1	2	5	OTHER	W	SIDESWIPE	HIT AND RUN
13	10/13/21	7:06 PM	2	PD	4	1	1	1	DRIVER INATTENTION, FOLLOWING TOO CLOSELY	E	REAR END	
14	11/01/21	8:49 AM	2	PD	1	1	1	1	GLARE	E	REAR END	
15	12/09/21	3:08 PM	2	PD	1	2	2	2	ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY	W	RIGHT ANGLE	THOMAS DRIVE
16	04/18/22	12:10 PM	2	PD & I	1	1	1	2	FAILURE TO YIELD RIGH OF WAY	W	LEFT TURN	TURNING OUT OF VINCENZO PIZZA

Appendix D
Concept Plans

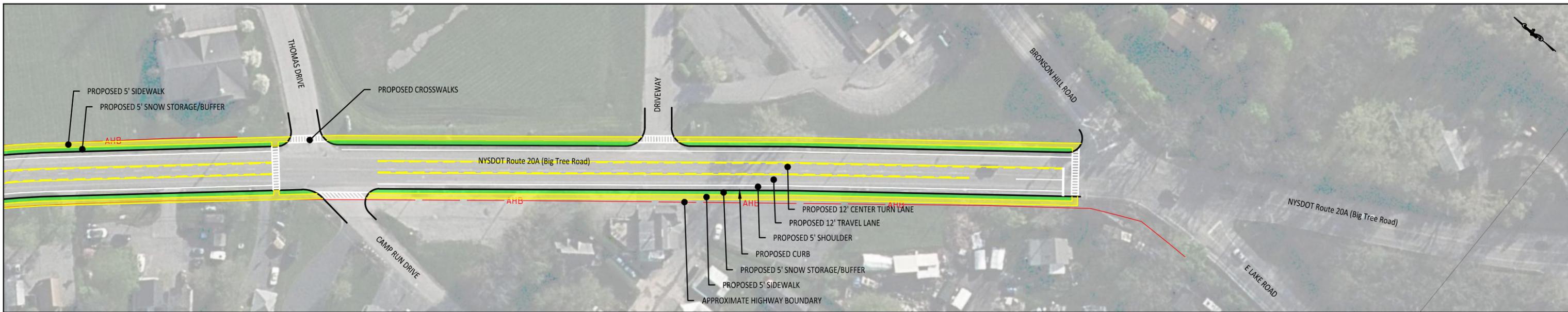


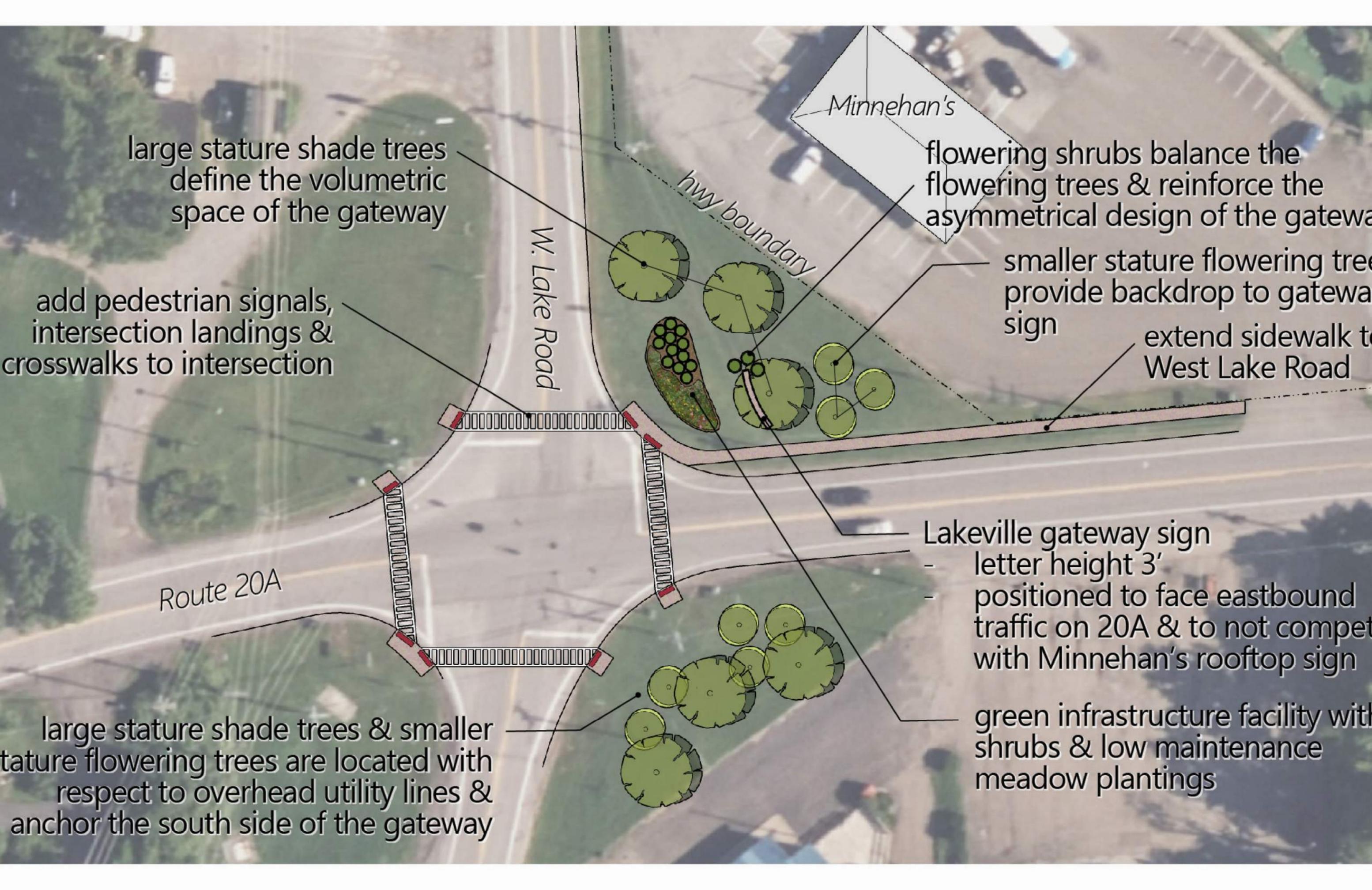
NYS Route 20A (Big Tree Road) Sidewalk Project

NYS Route 20A (Big Tree Road) Roadway Project
Rochester Road to Bronson Hill Road/East Lake Road
One Travel Lane in Each Direction



NYS Route 20A (Big Tree Road) Roadway Project
Rochester Road to Bronson Hill Road/East Lake Road
One Travel Lane in Each Direction with a Two Way Left Turn Lane





large stature shade trees define the volumetric space of the gateway

add pedestrian signals, intersection landings & crosswalks to intersection

Route 20A

large stature shade trees & smaller stature flowering trees are located with respect to overhead utility lines & anchor the south side of the gateway

W. Lake Road

hwy boundary

Minnehan's

flowering shrubs balance the flowering trees & reinforce the asymmetrical design of the gateway

smaller stature flowering trees provide backdrop to gateway sign

extend sidewalk to West Lake Road

Lakeville gateway sign
- letter height 3'
- positioned to face eastbound traffic on 20A & to not compete with Minnehan's rooftop sign

green infrastructure facility with shrubs & low maintenance meadow plantings



MINNEHAN'S

Lakeville



Stone Hill Rd

Rte 20A

additional parking

stormwater planter
(green infrastructure)

bioswale
(green infrastructure)

seating
green
structure

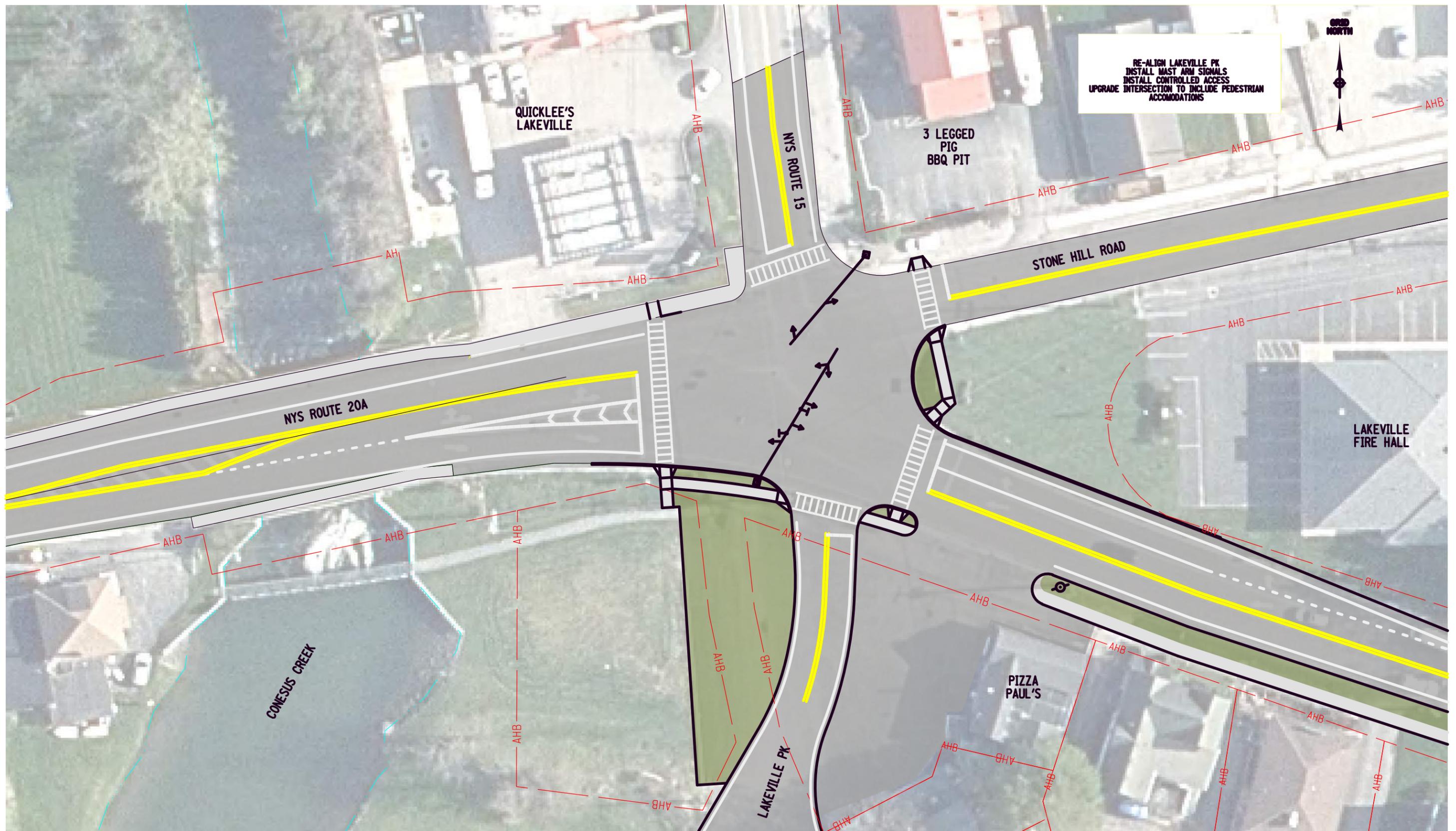
Route 20A

existing
pedestrian
bridge

Conesus Creek

bioswale outlets to
Conesus Creek

ke
view

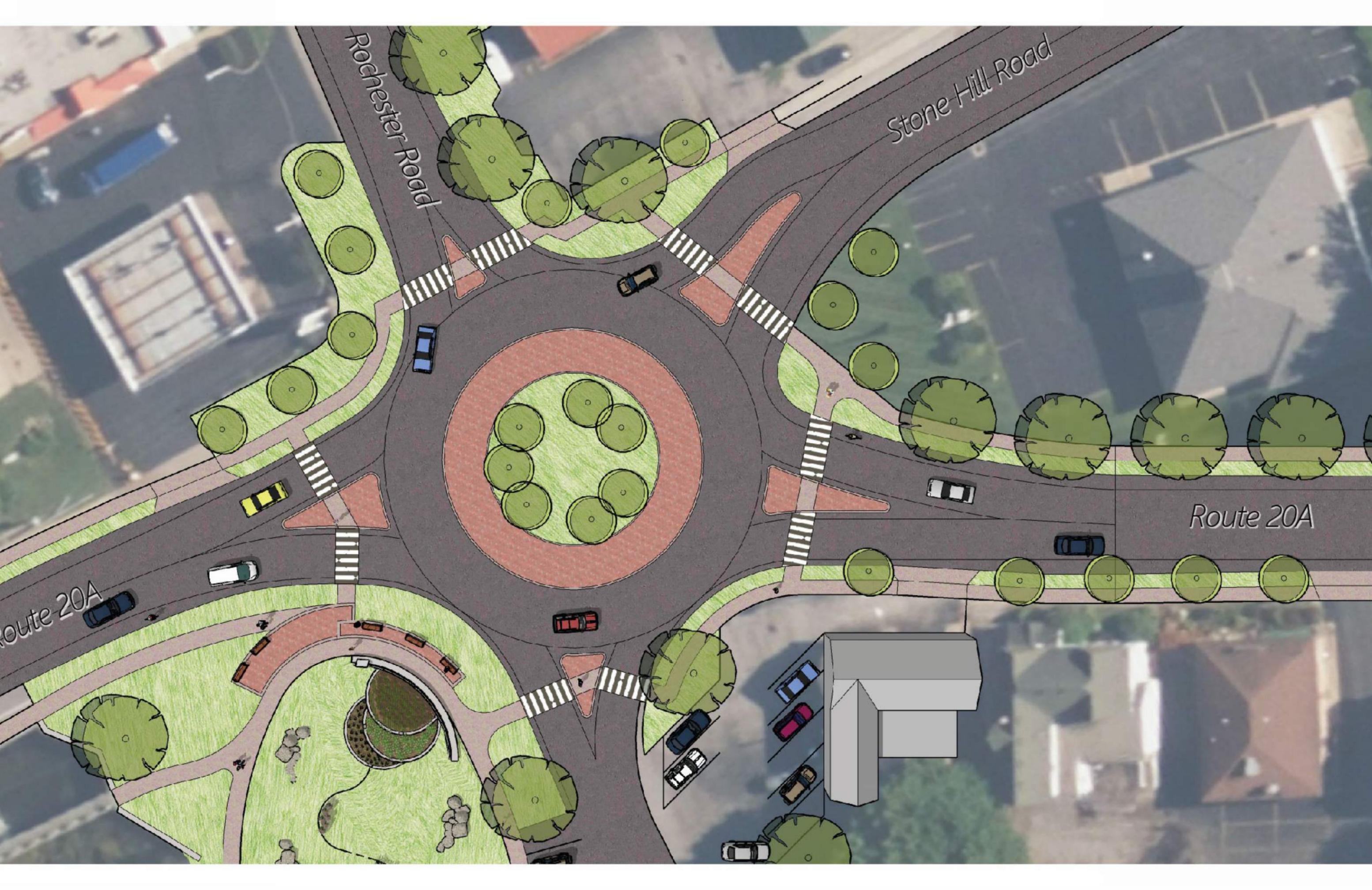


**LAKEVILLE CORRIDOR STRATEGIC PLAN
NYS ROUTE 20A (BIG TREE ROAD)**



C&S Engineers, Inc.
150 State Street, Suite 120
Rochester, New York 14614
Phone: 585-325-9040
Fax: 585-697-7588
www.cscos.com





Rochester Road

Stone-Hill Road

Route 20A

Route 20A



Vitale Park

CONCERT
TONIGHT

Vitale Park

LAKELAND



hwy boundary

Route 20A

hwy boundary

gateway feature at park entrance

widen landscape island and bring it up to the sidewalk to make park entrance more visible

provide accessible route from parking to post office & street

keep open view into park

provide walkway through parking lot from street to park

organize parking more efficiently, creating green space for shade trees & stormwater management

Vitale Park



OPTION X
 STRIPING UPDATED
 INTERSECTION UPDATED WITH PEDESTRIAN ACCOMODATIONS



**LAKEVILLE CORRIDOR STRATEGIC PLAN
 NYS ROUTE 20A (BIG TREE ROAD)**



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 Rochester, New York 14614
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 Fax: 585-697-7588
 www.cscos.com





OPTION
 DEDICATED LEFT TURN LANES ON ALL APPROACHES AT
 THE INTERSECTION OF NYS ROUTE 20A AND BRONSON
 HILL ROAD



**LAKEVILLE CORRIDOR STRATEGIC PLAN
 NYS ROUTE 20A (BIG TREE ROAD)**



C&S Engineers, Inc.
 150 State Street, Suite 120
 Rochester, New York 14614
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Appendix E
Draft Zoning Code Language

Policy and Planning

Zoning Regulations

Lakeville is part of the Town of Livonia's zoning code. It is recommended that the Town of Livonia work to update their zoning code and municipal guidance to reflect the Strategic Plan's vision statement and associated goals for the project. The following are focus areas where additional guidance and language should be updated within the zoning code that aligns with the Corridor Strategic Plan's needs and goals.

Pedestrian Infrastructure

To encourage multimodal activity, many local governments use overlay zones targeted at increasing mobility for all users of the roadway. Pedestrian Overlay Zones (POZs) are a zoning regulation tool to generally improve the pedestrian experience while also used for cyclists and assisting those who use public transit. The Zones use a variety of methods to increase safety, enhance the public realm, and promote walkability. They can also have a positive impact on public health by encouraging less vehicle dependency.

POZs can be overlaid on an entire community or within certain areas of a community to target pedestrian activity within a downtown or near natural resources and recreational assets. A POZ can regulate items including:

- Parking lot placement
- Mandatory sidewalks
- Outside dining placement
- Exterior Lighting
- Location of garbage containers
- Entrances

Draft code language is for POZ's is provided in **Appendix A**.

Access Management

Access management provides access to developed land along a roadway while controlling the flow of traffic arriving to and departing land uses such as residences, parks, retail stores, and restaurants.

Access management can assist with:

- Pedestrian and driver safety
- Improvement in aesthetics
- Benefits the local economy
- Tax savings
- Capacity improvements

Access management is a balance of public and private interests and can be beneficial for both when all interests are kept in mind. Implementing access management can include curb-cut management (link, reduce number of, and define), traffic control points (signal systems, turning restrictions) and roadway and driveway design (turning lanes, medians).

Currently, there is a lack of access management for properties along Big Tree Road which creates the perception that the roadway is unsafe. Without defined ingress and egress, there are more conflict points to occur between vehicles, and vehicles with other modes. Lack of access management has also

resulted in large areas of asphalt and impermeable surfaces which contribute to flooding and increased stormwater runoff.

Lakeville can increase better access management by updating and amending their current policy to include the following elements:

1. **Development Thresholds:** SEQR identifies the development threshold of potentially having significant impacts to traffic at 100 vehicle peak hour trips. The current threshold identified in the zoning code is 150 peak hour trips, it is recommended to lower the Town’s current threshold to 100 vehicle peak hour trips to be in alignment with SEQR. A new accompanying chart identifying land use types and sizes that generate approximately 100 vehicle peak hour trips. This chart is provided by NYSDEC for SEQR guidelines. Changing the threshold to 100 vehicle peak hour trips will support a closer review of development impacts to the transportation network, and may necessitate mitigation.
2. **Driveway Consolidation:** To reduce the number of conflict points along major routes such as Big Tree Road, driveway consolidation is an additional tool to provide regulation on the number of driveways connecting to a major street. Additional language pertaining to consolidated driveways for properties that are under the same ownership, and also for properties not yet developed, is recommended to be added to the access management policy. There is also the consideration of a single access to the street for these locations.
3. **Driveway Connection Locations:** To enhance safety and mobility through intersections, it is recommended to identify areas near an intersection that should not permit driveway connections. Intersections already contain a high number of conflict points, reducing those conflict points results in enhanced intersection safety, as well as improved operations.
4. **Driveway Width:** It is recommended to add maximum driveway widths to driveway design standards in the zoning code. Driveway widths should be based on land use, such as commercial versus residential, and the functional classification of the road they are connecting to. For Big Tree Road, NYSDOT standards should be followed:

DRIVEWAY CLASSIFICATION	PERMISSIBLE RANGE OF WIDTHS (FT.) WITHIN 30 FT. OF TRAVELED WAY FOR ROADS POSTED 40 MPH OR LESS	PERMISSIBLE RANGE OF WIDTHS (FT.) WITHIN 30 FT. OF TRAVELED WAY FOR ROADS POSTED 45 MPH OR MORE
RESIDENTIAL LESS THAN 50 FT. IN LENGTH MEASURED ALONG THE CENTERLINE	9 TO 12	10 TO 24
RESIDENTIAL GREATER THAN 50 FT. IN LENGTH MEASURED ALONG CENTERLINE	9 TO 12	10 TO 14
MINOR COMMERCIAL SHARED TWO-WAY DRIVEWAY	22 TO 30	28 TO 35
MINOR COMMERCIAL DIVIDED OR ONE-WAY DRIVEWAY	12 TO 24	12 TO 24
MINOR COMMERCIAL MULTI-LANE DRIVEWAY	12 TO 15 EACH LANE	14 TO 16 EACH LANE

Appendix B contains the existing Town of Livonia access management policy with recommended draft code language and sections inserted within.

Design Guidelines/Standards

Big Tree Road and its associated Zoning Districts would greatly benefit from updated design standards and guidelines for new development or major redevelopment of properties along the corridor. The existing Town and Village of Livonia Design Criteria and Construction Specifications for Land Development, were adopted in January 2007. There have not been updates to the standards since their adoption in 2007. Since 2007, there has been a shift in the approach to development with a focus on enhancing public health, safety, and equity. An update to the design criteria should reflect more sustainable development. It is also recommended to incorporate a section into the criteria for site plan design related specifically to new site development, changes to existing uses, sites, or structures. These specific guidelines would apply to the design and construction of site projects outside of single-family home sites/developments. It is recommended that these site design guidelines have the overarching objectives:

- Development of sites shall be pedestrian centric with minimum parking footprints. Parking lots should not dominate the landscape, and should be placed behind or to the side of buildings for visual impact and to promote walkability.
- Access to sites shall be focused on pedestrian, bicycle, and transit users with the infrastructure to promote and support those mode choices. Sites shall incorporate complete streets concepts such as landscaping, sidewalk, and a defined ingress and egress.
- A development's site design should incorporate generous landscaping to help the project settle into its surroundings.
- The site design shall protect and enhance the natural environment, provide for habitat, wetland and/or waterbody conservation, and plan for storm and wastewater management.
- The site design should support sustainability. This would include parking lots minimizing impervious area and also minimizing heat capture through landscaping and shade. Stormwater should be treated on-site with low impact development (LID) techniques.

The following are sample design criteria that could be implemented into the Town's site plan development design criteria:

1. Parking Lot Guidelines:

- a. Parking lots should be located behind or when not possible, to the side of buildings, to improve pedestrian accommodations and maintain community character.
- b. Parking lots should incorporate curb and landscaping. Curb should be incorporated at points of ingress and egress, and to define site circulation patterns. Planting beds should be used to break up large parking lots providing distinction between parking areas.
- c. When a building with an existing front parking lot is renovated, options should be explored for mitigating the impact of parking on the streetscaping including incorporating additional landscaping.
- d. Lots should be located in a way to connect adjacent lots where feasible to promote internal vehicle circulation and shared parking to reduce access points and share parking amenities amongst facilities which have different peaks.

- e. Traffic calming features should be used in parking lots to slow vehicles. Techniques can be curbed islands, speed tables, and bump outs.
- 2. Connectivity for Pedestrians and Bicyclists:**
 - a. Sidewalks shall be installed along sides of the property that abut the public street, even if sidewalks do not presently exist on the street. Sidewalks should be at least 5' in width.
- 3. Stormwater**
 - a. Stormwater facilities should be designed according to best management practices using landscaping detention areas, swales, and green islands to improve water quality and reduce runoff.
 - b. LID measures should be integrated within site design where feasible, including rain gardens, vegetated swales, permeable pavement, and bioretention basins.
 - c. Landscaping within parking areas should include bioretention functions.
- 4. Lighting**
 - a. Lighting must conform to Chapter 150 Article XII, with the intent to reduce light pollution and unnecessary sky glow in order to preserve and enhance the natural, scenic, and aesthetic character and to preserve the night sky.
 - b. Light fixtures should provide an even illumination level while operating and flashing, pulsating, or dynamic lighting shall not be used.
 - c. Lighting should be provided on sidewalks or paths that link buildings with public spaces, parking areas, and sidewalks where practical.
 - d. Building lights should illuminate buildings rather than attract attention to the light fixture.

Stormwater Management

A primary goal of the Strategic Plan is to promote and protect Conesus Lake. Due to current flooding issues and absence of stormwater management in the corridor, it is recommended to add additional zoning code language related to stormwater management within site design. There is currently an absence of best practices on private property to reduce runoff, proposed site development should employ low impact development to improve water quality and reduce water quantity. Livingston County is currently working on updating the Conesus Lake Watershed Management Plan, which will include stormwater code. Any recommended zoning language should be verified for its alignment with the Watershed Management Plan update, and to incorporate its recommendations as well. Focus areas for the zoning code could include:

- Minimizing impervious surface
- Employing green infrastructure techniques prior to water entering stormwater drainage basins
- Redirecting downspouts

Draft code language for stormwater management is provided in **Appendix C**.

It is also recommended that a waterfront overlay district be superimposed over the underlying base zone to protect Conesus Lake. This overlay district would address special problems, and guide development using an added layer of safeguards with stormwater management. The requirements would be based around ensuring that all development, redevelopment, and disturbance activities are done in a way that protect the waterfront and enhance the shoreline with improving water quality and preventing erosion.

Pedestrian Overlay Zone
Draft Language

Pedestrian Overlay Zone.

A. Purpose. The purpose of the Pedestrian Overlay Zone (POZ) is to increase improvements by way of development that result in aesthetically pleasing and safe roadways for pedestrians, business owners, and residents of the area.

1) Introduction. This section provides regulatory standards governing The Pedestrian Overlay Zone created for the Big Tree Road (20A) Corridor starting at the intersection of West Lake Road and Big Tree Road and extending to all properties directly contiguous to the Corridor and traveling north until terminating at East Lake Road.

2) Applicability.

a) Compliance is intended to occur over time as redevelopment and new development occur. This section recognizes lawful nonconforming status of uses and structures and normal maintenance is encouraged. This section also recognizes that some sites may be difficult to develop in compliance with the provisions herein and provides for variance procedures within certain parameters.

b) The provisions in this section shall apply to all development or redevelopment of property within the Pedestrian Overlay Zone.

3) Exemptions.

a) Regular maintenance and repair of materials, parking resurfacing, and similar maintenance is exempt from compliance with this section.

b) A building expansion that is solely designed and constructed to provide accessibility for the disabled, provide for screened service areas or relocate or screen visible exterior mechanical equipment so long as such equipment is no longer visible, is also exempt from compliance with this section.

4) Conflicting provisions. In the event that this section conflicts with any other Town Code provision, the provision of this section shall supersede.

B. Use Regulations.

1) The uses permitted in the POZ shall include those permitted by right and under prescribed conditions in the underlying district.

2) Definitions.

C. Design Standards.

1) Doors and Entrances.

a) Buildings must have a working public entrance door facing the street. Entrances at building corners may be used to satisfy this requirement.

b) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

2) Parking

- a) Any off-street parking that is provided must be located behind the building or within or under the building.
- b) When the depth of the lot is insufficient to permit required parking to the rear of the building, parking may be located to the side of the building, provided that it does not occupy more than 50% of the street frontage.
- c) Surface parking areas should be "broken up" or distributed around larger structures so as to shorten the distance to other buildings and public sidewalks. For corner lots, parking is allowed along the side street frontage.
- d) Surface parking areas must contain at least 5% interior green space.
- e) All new surface parking areas are encouraged to incorporate green infrastructure practices such as rain gardens and permeable surfaces.

3) Building Form

- a) For new construction, at least sixty (60) percent of the ground floor level facing internal pedestrian public circulation areas or streets shall be glass-windows, entry features, or displays.
- b) The primary facade of a building shall be oriented parallel with the street, or to the principal vehicular or pedestrian routes of travel whether public or private.
- c) Buildings shall maintain a distinction between upper and lower levels; any elevation greater than eighteen (18) feet in height shall contain an architectural treatment, which visually divides the structure into "stories".

4) Driveways and Access Management

- a) No more than one (1) curb cut per block face shall be permitted.

5) Pedestrian Walkways

- a) Protected pedestrian walkways shall be provided through parking lots and are encouraged to incorporate trees and plantings.
- b) All developments shall include as part of their site plan pedestrian linkages through parking areas and to adjacent buildings or developments.

6) Amenities

- a) A bicycle rack must be provided near the entrance of any newly developed building within the corridor.

Access Management
Existing Code with Suggested Changes

ARTICLE XV

Access Management

§ 150-125. Intent.

The purpose of these access management standards is to provide safe and efficient travel along public streets. These standards are based on the goals and strategies of the Livonia Transportation and Access Management Plan. The standards balance public and private interests. Implementation of these access management standards is intended to reduce confusion, congestion and accidents by limiting conflict points. These standards are also intended to guide development of a street network with sufficient linkages between uses. The standards will contribute to the long-term accommodation of growth and development while providing safe and convenient access to properties and preserving the visual character of area streets.

§ 150-126. Definitions.

As used in this article, the following terms shall have the meanings indicated:

ACCESS — A way or means of approach to provide vehicular or pedestrian entrance or exit to a parcel.

ACCESS CONNECTION, VEHICULAR — Any driveway, private street, turnout or other means of providing for the movement of vehicles to or from a public street.

ACCESS MANAGEMENT — The process of locating and designing vehicular access connections to land development to preserve the flow of traffic in terms of safety, capacity and speed.

CORNER CLEARANCE — The distance from an intersection of two or more streets to the nearest access connection.

CROSS ACCESS — The layout of circulation patterns and recording of a permanent enforceable right of access to allow travel between two or more contiguous parcels without traveling on a public street.

DRIVEWAY — Any entrance or exit used by vehicular traffic to or from land or building to an abutting street.

DRIVEWAY, SHARED — A driveway in common ownership or subject to a permanent enforceable right of access by those traveling to or from a use on another parcel.

FUNCTIONAL AREA (INTERSECTION) — The area adjacent to the intersection of two or more streets that encompasses required vehicle queuing areas and the decision and maneuvering area for vehicles using the intersection.

FUNCTIONAL CLASSIFICATION — A system used to group public streets into classes according to their purpose in moving vehicles and providing access to abutting properties.

NONCONFORMING ACCESS — An access connection existing prior to the date of adoption of this chapter which in its design or location does not conform with the requirements of this chapter.

PARCEL — A division of land comprised of one or more contiguous lots in common ownership.

PEAK-HOUR TRIP (PHT) GENERATION — A weighted average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the site or the highest volume of the adjacent street.

REASONABLE ACCESS — The minimum number and type of access connections, direct or indirect, necessary to provide safe access to and from a public street, as consistent with this chapter and other relevant plans and policies of the Town or Village of Livonia.

RESTRICTIVE MEDIAN — A physical barrier such as a metal or concrete structure or a grass or landscaped island within the street right-of-way that separates traffic by direction of travel.

STREET, COLLECTOR — Those portions of the Livonia transportation system providing important links between major streets or serving large residential or nonresidential developments. Collector streets must balance the desirability of the free flow of traffic and access needs. Additional collector streets may be designated by resolution of the municipal board and an up-to-date list shall be available in the Building and Zoning Department office.

A. Collector streets currently include the following streets which are under the jurisdiction of the Livingston County Highway Department:

Bronson Hill Road

East Lake Road

Federal Road

Livonia Center Road

Poplar Hill Road

Richmond Mills Road (NYS 15A to Richmond town line)

South Lima Road

B. This chapter also designates as collector streets the following streets under Town jurisdiction:

Stone Hill Road (from NYS 15 to Poplar Hill Road)

Proposed New Road

Big Tree Street/Road

Cleary Road

Summer Street

Pennemite Road

C. Portions of these streets within the Village of Livonia are designated as local streets.

STREET, LOCAL — The primary functions of such streets are to move traffic between

subdivisions as well as to provide access to individual lots.

STREET, MAJOR — Those portions of the Livonia transportation system under state or federal jurisdiction or designated as a major street by a local municipal board. A major street typically moves larger volumes of traffic over greater distances compared to other street types. This function of mobility or the free flow of traffic must be considered when defining reasonable access to such streets. Access is a secondary function of such streets. The following lists the route numbers and names of streets wholly or partially under state or federal jurisdiction.

Route Number	Locations
NYS 15	Rochester Road, Big Tree Road, Big Tree Street, Main Street, Commercial Street, Conesus-South Livonia Road
NYS 15A	Plank Road and Bald Hill Road
NYS 256	West Lake Road
US 20A	Big Tree Road, Big Tree Street, Main Street, Richmond Mills Road, Plank Road, US 20A

STREETS, ACCESS AND DEVELOPMENT — Streets not otherwise classified. The primary function of such streets is to move traffic within subdivisions and large developments and to provide access to individual lots.

TEMPORARY ACCESS — Provision of direct access to a street until such time as adjacent parcels are developed and planned access via a shared driveway or access development street can be implemented.

§ 150-127. Applicability.

These access management standards shall apply to all uses in all districts. More specifically:

- A. All land subdivisions receiving preliminary approval after the date of adoption of this chapter and all lots created by such subdivisions shall demonstrate conformance to the maximum extent practicable with the requirements and objectives of this article.
- B. Any construction, alteration or change of use on a lot existing prior to the date of adoption of this chapter which requires site plan approval shall demonstrate conformance to the maximum extent practicable with the requirements and objectives of this article.

§ 150-128. General requirements.

- A. Access and circulation shown on subdivision and site plans developed under this chapter shall also conform to the requirements of other federal, state and local agencies responsible for transportation system elements proposed for modification. This includes but is not limited to highway superintendent standards, transportation agency standards for stopping and intersection sight distances, signal warrants and,

if applicable, the subdivision regulations of Chapter 125 and other portions of this chapter, especially the district regulations of Article VI, the off-street parking and loading regulations of Article X and the site plan review regulations of Article XIV.

- B. Deviations from the standards outlined in this article for developments generating more than ~~10050~~ peak-hour trips must be based on documentation from a qualified traffic engineer that an alternative access arrangement provides equal or greater safety and mobility and comparable or lower adverse environmental impacts. All such deviations must be in accordance with the procedures and requirements for obtaining an area variance as specified in § 150-17 of this chapter. The Joint Planning Board has discretion for approving deviation from the standards for uses generating less than ~~10050~~ peak-hour trips and reserves the right to require professional justification of deviation from standards for projects generating less than ~~1050~~ peak-hour trips.
- C. Parcels created after the effective date of this chapter do not have the right of individual access to existing abutting public streets. The number of planned access connections is to be the minimum necessary to provide safe and reasonable access. This may be less than the number of access connections which would be allowed based solely on minimum property width requirements.
- D. New public or private streets, shared driveways or cross access may be necessary to meet the requirements of this chapter. If access is to be provided by means other than direct access to a public street, a permanent recorded easement, which runs with the land, shall be executed. In addition, operating and maintenance agreements for all such facilities shall be recorded with the deed.
- E. Subdivision of a parcel with frontage on two or more streets may be required to provide access from all lots which result from the proposed subdivision to all such streets without traveling on the existing street network. In most cases, even if a vehicle connection is not provided, a pedestrian connection shall be provided.
- F. Parcels with frontage on more than one street ~~may shall~~ be limited to one access connection to the lowest class of street serving the proposed development. Access to a major street may be approved by the Planning Board in accordance with a waiver.
- G. Unless otherwise specified, all distances shall be measured from center line to center line along the edge of the street right-of-way. Where street or intersection modifications are planned, all distances shall be from the proposed center line along the edge of the proposed right-of-way.
- H. Adjacent properties under the same ownership shall be considered as a single property for application of connection spacing or for connection permits. Adjacent properties some of which are owned singly and others owned jointly with others or as a corporation with one or more same owner(s) may be considered as under same ownership for application of connection spacing standards

§ 150-129. Access to subdivided lands and phased, full build-out and multi-owner development plans.

- A. Prior to subdivision or site plan approval or approval of a zoning permit for any new or modified access or intersection, the applicant must provide a concept plan. The

concept plan shall show the location of buildings, parking and circulation, including connections to preexisting streets, and alignments of any new streets necessary to accommodate full build-out as allowed by current zoning for all lands under single ownership as of the date of adoption of this chapter.

- B. Access to individual residential driveways within a subdivision should be obtained from an access or development street.
- C. Access to other uses in a proposed subdivision should be coordinated with existing, proposed and planned streets and driveways outside the subdivision and should consider providing cross access connections to abutting developed or undeveloped properties.
- D. When the concept plan for access to lands planned jointly or under common ownership as of the date of adoption of this chapter shows development of an access or development street as part of eventual full build-out, the Joint Planning Board may allow temporary access directly to a public street while requiring that parcel layout be designed to provide future access only from the proposed access or development street. Furthermore, the Joint Planning Board may establish square footage or peak-hour trip generation thresholds which govern when construction of the access or development street must take place.

§ 150-130. Driveway spacing standards.

- A. Minimum recommended spacing between driveways on the same side of the street is as follows:

Street Type	Recommended Driveway Separation
Major street	330 feet
Collector street	220 feet
Local street	80% of lot width
Access or development street	80% of lot width

- B. Access connections on opposite sides of the street not separated by a restrictive median shall be aligned or offset so as to eliminate left-turn overlap conflicts between vehicles traveling in the opposite direction.
- C. Access connections to development on opposite sides of the street with peak-hour trip generation of ~~100~~150 or more may be required to be aligned to enable installation of a traffic signal to serve both developments.
- D. On the advice of the Municipal Engineer, the Joint Planning Board may raise or lower the required driveway spacing standard, based on the volume of site-generated traffic, the impact of site generated traffic on the operation of the adjacent street, or posted or operational speeds in the vicinity of the proposed site.
- E. The Joint Planning Board as part of site plan review will evaluate how proposed driveway location impacts opportunities to develop abutting properties. At a minimum, such evaluation shall identify any sight distance and alignment/offset constraints and indicate whether compliance with the recommended spacing standards is practicable for abutting properties, based on the applicant's proposed driveway location.
- F. Where adjacent property is not yet developed but future interconnection between adjoining properties is for the Planning Board believes it is desired to improve the efficiency and safety of public roads, the Planning Board shall grant site plan or subdivision plan approval with conditions and/or modifications that require

dedication of property for future roads and/or construction of stub road connections to adjacent properties, cross access easements to adjoining properties, and/or other similar considerations including financial surety in a form approved by the Town of Livonia. The site plan or subdivision plat shall indicate the location of any required cross access easements and any requirement for removal of temporary access once alternative access is available.

G. Parcels created after the adoption of this Chapter do not have a right to individual access. Temporary and permanent access shall be identified during the subdivision process based on applying the regulations of this Chapter to existing and proposed lot connections.

H. The minimum lot frontage for all newly created lots on public arterial, collector, and local through roadways shall not be less than the applicable minimum connection spacing standards of this section, as defined in Table X-X, unless the property is served by an internal road system or access is shared between parcels.

§ 150-131. Corner clearance.

The following standards shall guide approval of driveway access on corner parcels:

- A. Generally, no driveways shall be allowed within the functional area of the intersection. If parcel boundaries or topography preclude location outside the functional area of the intersection, access may be limited to right turns in and/or right turns out and/or left turns in, as determined by the Municipal Engineer, and the driveway shall generally be located as far from the intersection as possible and in the safest possible location.
- B. Development on corner parcels should be linked by cross access to abutting properties of the same type (i.e., residential or nonresidential).
- C. Driveways for corner parcels with frontage along a major or collector street shall be located no closer than 220 feet from the intersection. If no alternative reasonable access exists, partial (right-in/right-out) access that does not create safety or operation problems may be allowed if located a minimum of 110 feet from the nearest edge of existing or proposed pavement.
- D. Driveways for corner parcels with frontage solely along local streets or access or development streets shall be located no closer than 60% of the minimum lot width.
- E. Corner clearance is to be measured along the street right-of-way from the center line of the driveway pavement to the closest edge of the existing or proposed street pavement.

§ 150-132. Street and signal spacing.

Intersection spacing standards shall be applied as development occurs to preserve desirable location and alignment of streets, to serve future growth and to provide an efficient overall transportation system.

- A. The following presents recommended cross street and signal spacing standards.

Recommended Street, Intersection and Signal Spacing (feet)

Minimum Intersection Spacing

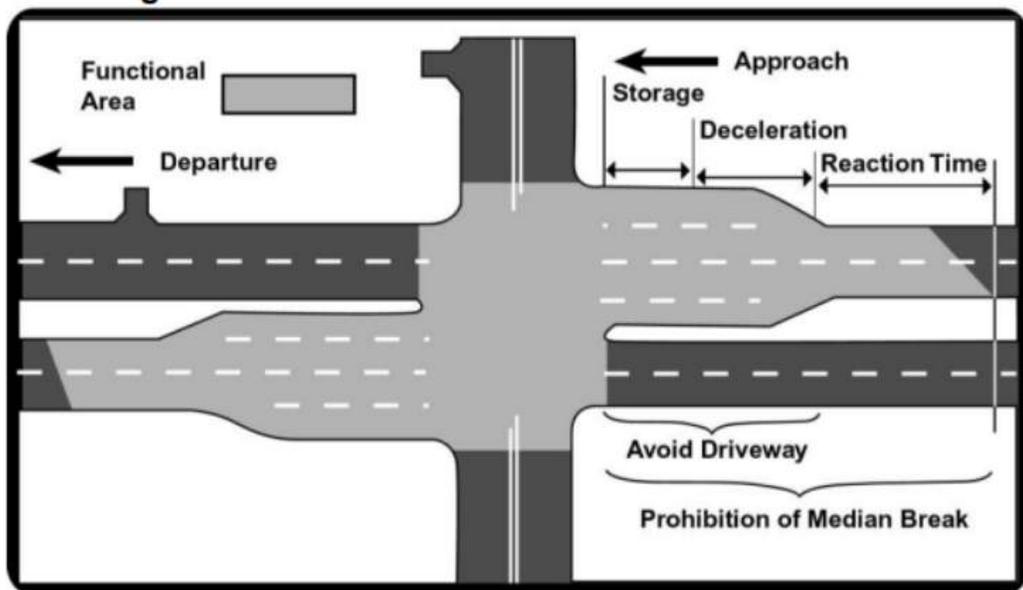
Street Type	Maximum Through-Street Intersection Spacing	Signalized Intersection	Unsignalized Intersection
Major	5,280	2,640	1,320
Collector	2,640	1,320	880
Local	1,320	NA	440
Access or development	880	NA	440

Access Connection Requirements

The location of street intersections and driveways is critical for minimizing potential impact to vehicular and multimodal traffic. In the interest of public safety and mobility, the Planning Board may prohibit, restrict, or modify the placement of a driveway or street along the property owner's frontage in accordance with the procedures in this Chapter.

- (1) Site-Street Access: Properties with frontages along more than one street shall access the minor street (street with lower functional classification)
- a. Access to through lots shall be required on the minor street.

(2) Near an Intersection: New driveway connections shall not be permitted within the functional area of an intersection unless:



- (a) Such access shall be located along the furthest property boundary from intersection and be labeled as non-conforming access, and
- (b) The Planning Board finds that:
 - a. No other reasonable access to the property is available, and
 - b. The connection does not create a potential safety or operational problem as determined by the roadway authority and the Planning Board

B. On the advice of the Municipal Engineer, the Joint Planning Board may raise or lower the required intersection spacing standards, based on posted or operational speeds in the vicinity of the proposed site, the type and character of the development proposed to be served, and the impact of projected traffic generation on the area street network.

§ 150-133. Nonconforming access.

Access connections in place prior to the effective date of this chapter which do not conform to the requirements of this chapter shall be treated as preexisting nonconforming access features which are allowed to continue subject to the standards of Article VIII, especially § 150-70B, regarding discontinuation, and the following:

- A. The feasibility of bringing nonconforming access connections into compliance shall be evaluated under the following conditions:
 - (1) When a new driveway access permit is requested.
 - (2) When proposed changes increase the square footage of a building or accessory use by 10% or more or make an investment that substantially increases traffic generation.
 - (3) When the proposed changes increase the peak-hour or daily site-generated traffic by 50 or more peak-hour trips.
 - (4) In conjunction with state or county improvement projects.
- B. At the direction of the Joint Planning Board in consultation with the Municipal Engineer, the evaluation may be required to address the feasibility of the following:
 - (1) Elimination and/or consolidation of access connections.
 - (2) Realignment or relocation of access connections.
 - (3) Provision of shared driveways or cross access.
 - (4) Provision of rear access.
 - (5) Restriction of vehicle-turning movements.
 - (6) Changes in the layout of on-site parking and circulation.
 - (7) Traffic demand management.
- C. The objective of the feasibility evaluation is to make recommendations to improve operational and safety characteristics of the access connection by bringing the number, location, spacing and design of access connections into conformance with this article.
- D. Existing driveway spacing along major and collector streets in developed portions of the Village of Livonia and the hamlets of Hemlock, Lakeville, Livonia Center, South Lima and South Livonia is as low as 50 feet to 100 feet. Such buildings are not expected to accommodate uses that generate more than 150 peak-hour trips. Driveway spacing standards for expansion, change of use or intensification of use for buildings in these areas shall target driveway spacing of 125 feet if the posted speed is 35 miles per hour or less and 220 feet if the posted speed limit is more than 35 miles per hour. Peak-hour trip generation above ~~100-150~~ may be appropriate if the driveway spacing standards of § 150-130 can be met.
- E. The Joint Planning Board may require implementation of access changes that will improve traffic operations, safety or overall access.

§ 150-134. Design of driveways and internal circulation.

- A. Driveways and on-site circulation shall be designed so as to provide for the safe and efficient movement of traffic between the roadway and the site and to eliminate the potential for the queuing of vehicles along the roadway due to congestion in or at the driveway.
- B. Driveway location, ~~width~~, radii, flare, throat length and other elements of the circulation system for developments generating more than ~~150~~ peak-hour trips shall be based upon consultation with qualified traffic, engineering and design professionals. Alternatively, the Joint Planning Board may retain such a professional to review the design at the cost of the applicant.
- C. Driveway widths shall be based on driveway classification (residential or commercial), the functional classification and jurisdiction of the street it is connecting to. Driveways connecting to routes owned and maintained by the New York State Department of Transportation shall follow NYSDOT's most current standards on widths.

<u>DRIVEWAY CLASSIFICATION</u>	<u>PERMISSIBLE RANGE OF WIDTHS (FT.) WITHIN 30 FT. OF TRAVELED WAY FOR ROADS POSTED 40 MPH OR LESS</u>	<u>PERMISSIBLE RANGE OF WIDTHS (FT.) WITHIN 30 FT. OF TRAVELED WAY FOR ROADS POSTED 45 MPH OR MORE</u>
<u>RESIDENTIAL LESS THAN 50 FT. IN LENGTH MEASURED ALONG THE CENTERLINE</u>	<u>9 TO 12</u>	<u>10 TO 24</u>
<u>RESIDENTIAL GREATER THAN 50 FT. IN LENGTH MEASURED ALONG CENTERLINE</u>	<u>9 TO 12</u>	<u>10 TO 14</u>
<u>MINOR COMMERCIAL SHARED TWO-WAY DRIVEWAY</u>	<u>22 TO 30</u>	<u>28 TO 35</u>
<u>MINOR COMMERCIAL DIVIDED OR ONE-WAY DRIVEWAY</u>	<u>12 TO 24</u>	<u>12 TO 24</u>
<u>MINOR COMMERCIAL MULTI-LANE DRIVEWAY</u>	<u>12 TO 15 EACH LANE</u>	<u>14 TO 16 EACH LANE</u>

§ 150-135. Required mitigation of traffic impacts.

- A. Any proposed residential subdivision or nonresidential development projected to generate more than ~~150-100~~ trips during any weekday or weekend peak hour may be required to mitigate the traffic impacts of such new development. Required mitigation shall be recommended by a qualified traffic engineer based on the assumptions and analyses included in a comprehensive traffic study completed in accordance with the procedures of the State Environmental Quality Review Act.

- B. Required mitigation may include, but shall not be limited to, the installation of signals, turning lanes or medians; the use of shared driveways, cross access or the construction of access or development streets; and/or other traffic demand management strategies.
- C. Phased mitigation may be allowed where phased development is proposed.

§ 150-136. Standards for estimating peak-hour trip generation.

- A. The standards and methodologies for estimating peak-hour trip generation shall be as follows:
 - (1) Trip generation rates shall be determined through application of the most recent Institute of Transportation Engineers' trip generation methods and statistics.
 - (2) Trip generation shall be based on full build-out of the proposed parcel and/or abutting parcels.
 - (3) Peak-hour trip generation shall be the peak hour of the proposed use or the adjacent street, whichever is greater.

- B. The following are examples of developments which would generate approximately 150-100 peak-hour trips.

Use	Size	Peak-Hour Trips Generated
Single family dwellings	157 dwellings	150 Saturday
Low-rise apartments	268 dwellings	150 Saturday
General office	75,900 square feet	150 weekday a.m.
Medical office	34,400 square feet	150 weekday p.m.
Industrial park	124,000 square feet	150 weekday p.m.
Shopping center	6,700 square feet	150 Saturday

<u>Land Use</u>	<u>> Greater than or = equal to 100 Peak Hour Trip Thresholds</u>
<u>Single Family Home</u>	<u>95 units</u>
<u>Apartment</u>	<u>150 units</u>
<u>Condominium/Townhouse</u>	<u>190 units</u>
<u>Mobile Home Park</u>	<u>170 units</u>
<u>Shopping Center</u>	<u>6,000 square feet (gross floor area)</u>
<u>Fast Food Restaurant with Drive-in</u>	<u>3,000 square feet (gross floor area)</u>
<u>Gas Station with Convenience Store (Fueling Positions)</u>	<u>7 fueling positions</u>

<u>Bank with Drive-in</u>	<u>3,000 square feet (gross floor area)</u>
<u>General Office</u>	<u>67,000 square feet (gross floor area)</u>
<u>Medical/Dental Office</u>	<u>31,000 square feet (gross floor area)</u>
<u>Research and Development Facility</u>	<u>73,000 square feet (gross floor area)</u>
<u>Light Industrial/Warehousing</u>	<u>180,000 square feet (gross floor area)</u>
<u>Manufacturing Plant</u>	<u>149,000 square feet (gross floor area)</u>
<u>Park-and-Ride Lot with Bus Service</u>	<u>170 parking spaces</u>
<u>Hotel/Motel</u>	<u>250 rooms</u>

Stormwater Management
Draft Language

Stormwater Management.

A. Purpose. The purpose of this section is to provide regulatory standards governing stormwater management. The Town finds that inadequate management of accelerated runoff of stormwater resulting from development throughout a watershed increases runoff volumes, flows and velocities, contributes to erosion and sedimentation, overtaxes the carrying capacity of streams and storm sewers, greatly increases the cost of public facilities to carry and control stormwater, undermines floodplain management and flood control efforts in downstream communities, reduces groundwater recharge, contributes to surface flooding, threatens public health and safety, and increases nonpoint source pollution of water resources.

1) Introduction.

The use of green infrastructure (GI) and low impact development (LID) are intended to address the root cause of water quality impairment by using systems and practices which use or mimic natural processes to:

Infiltrate and recharge

Evapotranspire, and/or

Harvest and use precipitation near where it falls to earth. Green infrastructure practices and LID contribute to the restoration or maintenance of pre-development hydrology.

2) Applicability.

a) All regulated activities and all activities that may affect stormwater runoff, including land development and earth disturbance activities, are subject to regulation by this Title.

3) Exemptions.

a) Agricultural activity is exempt from the SWM Site Plan preparation requirements of this Title.

b) Roadway resurfacing and maintenance projects, which do not increase impervious area, and underground infrastructure projects are exempt from the provisions of this Title, provided the activities meet the requirements of all other municipal, state and federal requirements.

c) The Town may deny or revoke any exemption pursuant to this Section at any time for any project that the Town believes may pose a threat to public health and safety or the environment.

4) Definitions.

B. Stormwater Management Standards

1) General Requirements

a) For all regulated activities that result in cumulative earth disturbances equal to or greater than ten thousand (10,000) square feet, or the addition of five thousand (5,000) square feet of impervious area, or lower thresholds as defined in the Zoning Ordinance.

1. Preparation and implementation of an approved SWM Site Plan is required.

2. No regulated activities shall commence until the City issues written approval of an SWM Site Plan, which demonstrates compliance with the requirements of this Title.

- b) All regulated activities shall include such measures as necessary to:
 - 1. Protect health, safety, and property.
 - 2. Meet the water quality goals of this Title by implementing measures to:
 - a. Minimize disturbance to floodplains, wetlands, natural slopes over 25%, existing native vegetation, trees, and wooded areas.
 - b. Maintain or extend riparian buffers.
 - c. Minimize soil disturbance and soil compaction.
 - d. Avoid erosive flow conditions in natural flow pathways.
 - e. Minimize thermal impacts to waters.
 - f. Disconnect impervious surfaces by directing runoff to pervious surface areas where possible.
 - 3. Incorporate green infrastructure methods described in the Conesus Lake Watershed Management Plan.
- c) Surface stormwater discharges from a project site to the public right-of-way are prohibited.
- d) All stormwater runoff and groundwater originating from a project site are the sole responsibility of the property owner to provide for, and maintain, private stormwater management infrastructure that safely conveys all discharge flows. No discharges shall result in a public safety and/or nuisance risk to adjacent public and private property. In the event of insufficient capacity to meet this requirement, the developer must construct new or existing infrastructure upgrades, either on adjacent private property or to the public right-of-way infrastructure. Cost for upgrades shall be provided at developer's expense. Depending on the type of the upgrade, the Town at its discretion may require regular maintenance, at the developer's expense, to ensure long-term functionality.