

TOWN AND VILLAGE OF
ALMOND
VOLUME 2
COMPREHENSIVE MASTER PLAN

TITLE: A Comprehensive Master Plan, Town and Village of Almond, Allegany County, New York: Volume 2, Master Plan.

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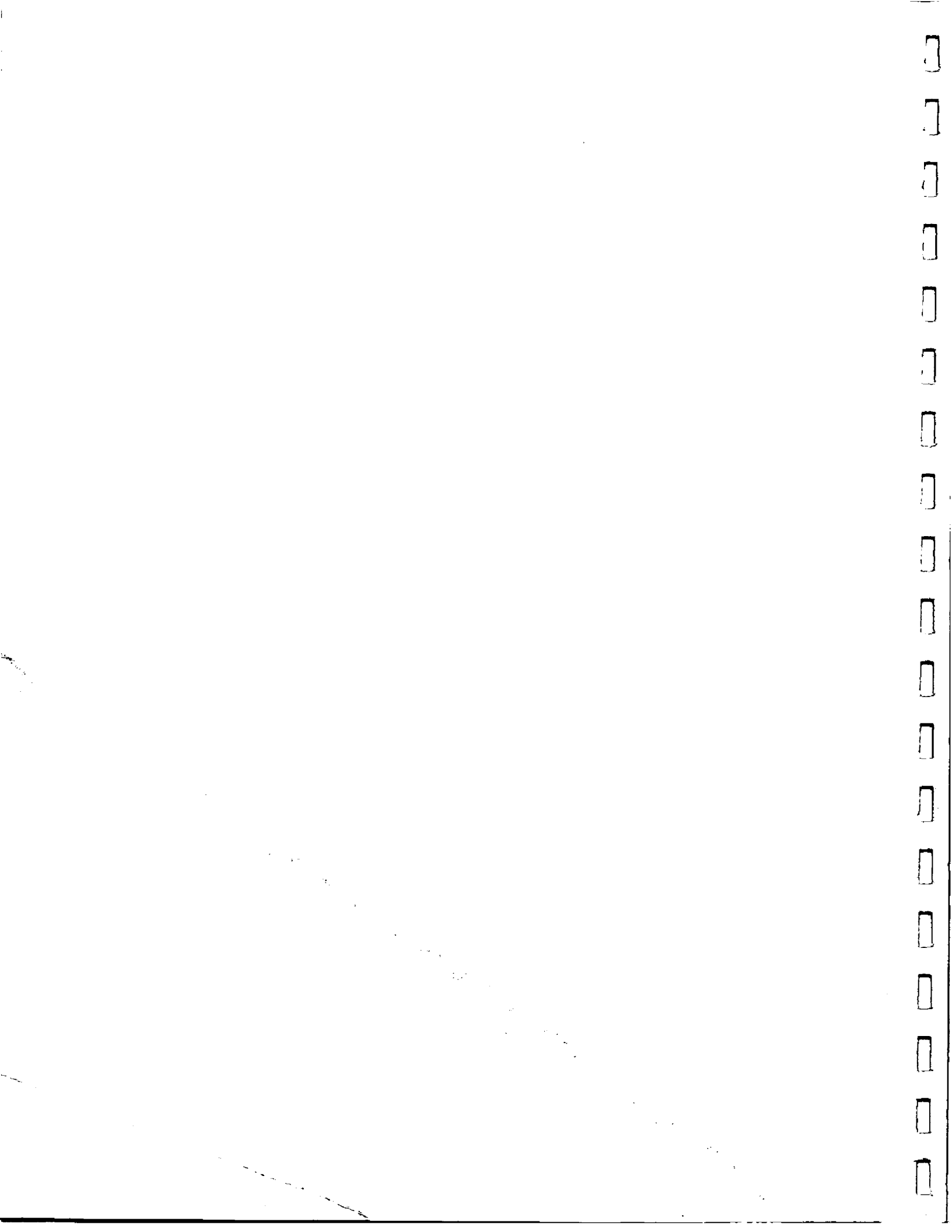
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ABSTRACT: This report contains the second phase of the Comprehensive Plan for the Town and Village of Almond and an analysis of the Alfred-Almond-Hornellsville Region. The regional study discusses those elements which will have a direct bearing on planning for all the communities, including Almond. It also points out the interrelationships between the communities and the need to coordinate planning activities between Alfred, Almond and Hornellsville. Using this regional study and the data presented in Volume 1: Basic Studies as a basis, this report--the Master Plan--makes a series of recommendations to guide future development in Almond. These recommendations are broken down into four general categories: (1) Land Use, (2) Circulation, (3) Community Facilities, and (4) the Financial Plan. The Land Use Plan proposes the various types of uses, their distribution and interrelationships with each other. The Circulation Plan makes recommendations regarding street improvements and proposes new highways and streets, based upon region growth trends and where development is likely to occur in the Town and Village. The Community Facilities Plan recommends the various public facility and utility extensions, expansions and provisions in terms of quantity and location, based upon land use proposals and the projected population in Almond. Based upon the financial capabilities of the Town and Village and the recommendations of the Land Use, Transportation and Community Facilities Plans, a Financial Plan has been prepared. This section establishes priorities for the necessary capital improvements and indicates the methods by which these projects can be financed. A Capital Improvements Program which establishes priorities, estimates costs and outlines a method of financing, has been prepared. This program covers the first six years following completion of the planning program.



A COMPREHENSIVE MASTER PLAN

Prepared By The
Planning Boards
of the

TOWN AND VILLAGE OF ALMOND
ALLEGANY COUNTY, NEW YORK

Planning Advisors:
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Rochester, New York

Volume 2
Master Plan

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**REGIONAL
DEVELOPMENT PLAN**

INTRODUCTION

Growth patterns in the country seldom, if ever, have been restrained by political boundaries. The pace of urban development has outstripped political jurisdiction and control. In many cases individual governmental units have lost their identity in the overriding pattern of development. The desire to preserve individual autonomy does not preclude the fact that the various components of an urban area are related and held together by common interests and objectives.

The rate at which urban development expands across once barren land has created the need for different approaches through which accompanying problems must be considered and ultimately solved. The scale of the problems and demands of economy necessitate a relationship to the region. Each community has physical development problems and objectives in common with its neighbor and should think of its own development in terms of what is taking place in contiguous areas. Effective planning for the various municipalities must therefore occur within the framework of comprehensive, coordinated planning for the area as a whole. The applicability of this thesis has been attested in the Alfred, Almond, Hornellsville area and has resulted in the Planning Boards of the communities jointly undertaking a study of the problems associated with continuing urban development on a regional scale.

Overview of the Region

The Alfred, Almond, Hornellsville Area is made up of a block of seven communities centrally situated in two adjacent counties, Allegany and Steuben, in the south central portion of New York State. The region is bounded on the east by the City of Hornell and the Canisteo River. It is bounded on the west by the academic complexes in the Village of Alfred. The northern and southern boundaries are formed by the various town political boundaries. The region is located 70 miles south of Rochester, 80 miles southeast of Buffalo, and 50 miles west of Elmira.

Development of the area is influenced in large measure by the same factors which affect growth in the region and counties which contain it. The following information on the two counties, Allegany and Steuben, give an indication of what these factors are.

The Two County Area is predominantly rural in character, far from major metropolitan centers with few important transportation routes. Its major industrial and commercial centers are Corning, Bath, Hornell and Wellsville. As a result of their location, Allegany and Steuben Counties have, in the main, been economically dormant in the recent past, and development in the two counties has tended to lag behind the State.

The State grew in population more rapidly between 1960 and 1968 than either of the Counties. In fact, Allegany County may have experienced a population decline during this

period. Between 1968 and 1990 population growth in the State is expected to be more rapid than in either Allegany or Steuben County. The State experienced net in-migration while each of the counties had a net out-migration between 1960 and 1968. This is anticipated to continue through 1990.

The Appalachian Program's Development Plan reinforces the finding that the area's past growth has been limited by topography and physical isolation. No major east-west or north-south highways cross the area. The development of the Southern Tier Expressway, which will pass through the northern part of the area, should do much to enhance the area's development potential. The Expressway is planned as a high speed controlled access facility which will link up with the New York Thruway in the New York Metropolitan Area and with Interstate 90 in the vicinity of Erie, Pennsylvania. Consequently, the area's accessibility to major eastern and mid-western markets will be improved.

According to economic projections for the New York State Office of Planning Coordination, much of Allegany County and Steuben County has "suffered from a comparatively stagnant economy in the recent past which is unlikely to be reversed without a development effort." Within the Two County Area, however, growth has been uneven. Certain communities, because of the unique attributes of their location, have greater potential than either County as a whole. As part of its Appalachian Development Program, the New York State Office of Planning Coordination has identified 14 "growth areas." These areas generally possess the potential necessary for economic growth and development. The potentials include:

- o A potential labor pool requiring additional occupational education and local employment opportunity,
- o A core of basic service industries to serve as a foundation for future growth,
- o Established distribution channels,
- o A basic transportation system,
- o Land suitable for urban development,
- o A diversified industrial base.

Summary of Economic Findings

- o The A-A-H area located in Allegany and Steuben Counties is in a portion of New York State that in the recent past has been economically dormant. Growth of population, employment and personal income in these two Counties has been slower than the State-wide average.

- o Certain communities within the two Counties, because of the unique attributes of their location, have greater potential for growth than either County or the Southern Tier of New York as a whole. Such communities or groups of communities have been identified as "growth areas" by the New York State Office of Planning Coordination. The A-A-H area plus the City of Hornell and Town and Village of Canisteo have been identified as one of 14 growth areas.
- o Future economic development in the A-A-H area will be influenced by three major factors: expansion of Alfred University and the State University of New York Agricultural and Technical College at Alfred, completion of the Southern Tier Expressway--improving the area's accessibility to major markets--and the degree of success experienced by the City of Hornell in expanding its industrial activity.
- o The dominant economic activity in the Town and Village of Alfred is the community's two higher educational institutions. These facilities will continue to play a leading role in the local economy in the future. The Colleges and the Southern Tier Expressway will provide stimulus for industrial development in the coming years.
- o Agriculture is and will continue as the leading economic activity in the Town and Village of Almond. Commercial development in the vicinity of the planned interchange of the Southern Tier Expressway and residential development are potential future economic factors in the community.
- o Agriculture will remain the major factor in the Hornellsville economy. Commercial development in the vicinity of the planned interchange of the Southern Tier Expressway and the New York State Route 36 and residential development are potential future factors in the local economy.

The Existing Situation

An understanding of how land has been used in the past and how it is now being used, combined with a determination of its development potential, is a definite aid in formulating a future land use plan. This section provides a measure of the relative amounts and types of land that are being used for various purposes in the A-A-H area. In addition, it summarizes the general soil conditions prevalent in the area, provides an overview of the regional drainage patterns, and analyzes the development potential of the land for urban development.

Development Pattern

The Alfred-Almond-Hornellsville Region encompasses a total area of 76,871.9 acres or approximately 120.1 square miles. In order of relative size, Almond accounts for 39.0 percent, Hornellsville for 34.5 percent, and Alfred for 26.5 percent. In terms of developed area, Alfred and Hornellsville are fairly equivalent with 5.85 percent and 5.62 percent respectively. Comparatively, Almond has a relatively low percent of developed land of only 2.66. The three Towns combined average out to 4.53 percent of developed land.

The following table entitled "Existing Land Uses, Region of Alfred-Almond-Hornellsville," incorporates the existing land use data for each of the three Towns. The existing land use data for each of the Towns, including their respective Villages, is given on the following pages.

Residential

Residential land use within the Region utilizes 1,093.1 acres or 20.39 percent of the developed land. This total usage is broken down into the following categories:

	<u>Acres</u>	<u>% of Total</u>
Single-family	834.3	76.33
Two-family	19.3	1.77
Multi-family	15.9	1.45
Farm Homes	164.2	15.02
Mobile Homes	<u>59.4</u>	<u>5.43</u>
TOTAL	1,093.1	100.00

As the above table indicates, single-family and farm homes account for over 91 percent of the residential usage. Mobile homes utilize over 5 percent of the residential area, and the remaining land usage is divided between two-family and multi-family.

Commercial

Approximately 86.9 acres or 1.62 percent of the developed land within the Region is used for commercial purposes. This total area is unevenly divided between the three Towns as follows: Alfred, 11.9 acres; Almond, 23.5 acres; and Hornellsville, 51.5 acres.

TABLE 1
EXISTING LAND USES
REGION OF ALFRED - ALMOND - HORNELLSVILLE
NEW YORK

LAND USE	AREA IN ACRES	PERCENT OF DEVEL. AREA	PERCENT OF TOTAL AREA
Residential	1093.1	20.39	1.52
Single Family	834.3		
Two-Family	19.3		
Multi-Family	15.9		
Farm Homes	164.2		
Mobile Homes	59.4		
Commercial	86.9	1.62	.12
Public & Quasi-Public	464.8	8.67	.64
Institutional	1780.5	33.22	2.48
Industrial	23.9	.44	.03
Other	1910.2	35.66	2.69
Parks	1.8		
Extractive	21.0		
Trans., Commun., Utilities	1887.4		
Total Developed	5359.4	100.00	7.49
Total Undeveloped	71512.5		92.51
Water Bodies	590.5		
State Reforestation Areas	9576.9		
U.S. Preservation	888.9		
Agriculture, Unused, Wooded	60456.2		
Total	76871.9		100.00
Includes: Town and Village of Alfred			
Town and Village of Almond			
Town of Hornellsville			
Village of Arkport			
Village of North Hornell			

Source of Data: Land Use Survey by Consultant, December 1968 and January 1969.
Data Compiled and Prepared by Herbert H. Smith Associates

TABLE 2
EXISTING LAND USES
TOWN OF ALFRED¹
NEW YORK

LAND USE	AREA IN ACRES	PERCENT OF DEVEL. AREA	PERCENT OF TOTAL AREA
Residential	389.3	13.97	1.91
Single Family	291.8	10.47	
Two-Family	13.3	.47	
Multi-Family	15.0	.53	
Farm Home	63.0	2.26	
Mobile Home	6.2	.22	
Commercial	11.9	.42	.06
Public & Quasi-Public	114.8	4.12	.57
Institutional	1780.5	63.90	8.70
Industrial	4.6	.20	.02
Other	484.7	17.40	2.38
Extracting	12.0	.40	
Trans., Commun., Utilities	472.7	17.00	
Total Developed	2785.8	100.00	13.70
Total Undeveloped	17566.2		86.31
Agriculture, Unused, Wooded	17230.6		
Water Bodies	98.9		
State Reforestation Area	236.7		
TOTAL	20352.0		100.0

¹ Including Village of Alfred

Source of Data: Land Use Survey by Consultant, January, 1960

Data Compiled and Prepared by Herbert H. Smith Associates

TABLE 3
EXISTING LAND USES ¹
TOWN OF ALMOND
NEW YORK

<u>Land Use</u>	<u>Area in Acres</u>	<u>Percent of Developed Area</u>	<u>Percent of Total Area</u>
RESIDENTIAL	298.5	37.38	<u>.99</u>
Single Family	<u>199.5</u>	<u>24.98</u>	
Two Family	4.0	0.50	
Farm	85.0	10.65	
Mobile Home	10.0	1.25	
COMMERCIAL	23.5	2.94	<u>.08</u>
Wholesale	<u>1.5</u>	<u>.19</u>	
Retail	22.0	2.75	
PUBLIC & QUASI-PUBLIC	47.5	5.95	<u>.16</u>
Public	<u>29.5</u>	<u>3.69</u>	
Quasi-Public	18.0	2.26	
INDUSTRIAL	5.5	.69	<u>.02</u>
Light	<u>1.5</u>	<u>.19</u>	
Heavy	4.0	.50	
OTHER	423.5	53.04	<u>1.41</u>
Recreational	<u>.5</u>	<u>.06</u>	
Extractive	9.0	1.13	
Transportation, Communication, Utilities	414.0	51.85	
TOTAL DEVELOPED	<u>798.5</u>	<u>100.0</u>	<u>2.66</u>
TOTAL UNDEVELOPED	<u>29,853.5</u>		<u>97.34</u>
Agricultural, wooded and Unused	21,298.7		
Water Bodies	66.9		
State Reforestation Areas	7,787.9		
TOTAL	<u>29,952.0</u>		<u>100.00</u>

¹Includes Village of Almond

Source of Data: Land Use Survey by Consultant, January, 1969
Data compiled and prepared by Herbert H. Smith Associates

TABLE 4
EXISTING LAND USES ¹
TOWN OF HORNELLSVILLE
NEW YORK

<u>Land Use</u>	<u>Area in Acres</u>	<u>Percent of Developed Area</u>	<u>Percent Total Area</u>
RESIDENTIAL	<u>405.3</u>	<u>22.82</u>	<u>1.53</u>
Single Family ²	343.0	19.32	
Two Family	2.0	.11	
Multi Family	.9	.05	
Farms	16.2	.91	
Mobile Homes	43.2	2.43	
COMMERCIAL	<u>51.5</u>	<u>2.90</u>	<u>.19</u>
PUBLIC & QUASI-PUBLIC	<u>302.5</u>	<u>17.03</u>	<u>1.14</u>
Public	135.3	7.62	
Quasi-Public	167.2	9.41	
INDUSTRIAL	<u>13.8</u>	<u>.77</u>	<u>.05</u>
OTHER	<u>1,002.0</u>	<u>56.44</u>	<u>3.77</u>
Parks	1.3	.07	
Trans., Commun., Utilities	1,000.7	56.37	
TOTAL DEVELOPED	<u>1,775.1</u>	<u>100.00</u>	<u>6.68</u>
TOTAL UNDEVELOPED	<u>24,792.8</u>		<u>93.31</u>
Water Bodies	424.7		
State Reforestation Areas	1,552.3		
U.S. Reservations ³	888.9		
Agriculture, Wooded, Unused	21,926.9		
TOTAL	<u>26,567.9</u>		<u>100.00</u>

¹Including: Village of Arkport, Village of North Hornell
Excluding: City of Hornell

²Includes home occupations

³Reservoirs Areas included under water body classification

Source of Data: Land Uses Survey by Consultant, December, 1968.

Data compiled and prepared by Herbert H. Smith Associates

Public and Quasi-Public

Land use for public and quasi-public purposes encompasses 464.8 acres, or 8.67 percent of the developed area within the Region. Of this total, 24.8 percent is in Alfred, 10.2 percent is in Almond, and 65.0 percent is in Hornellsville.

Institutional

The only land in this category is located in Alfred and is composed of lands belonging to Alfred University and the State University Agricultural and Technical College. This use covers 1,780.5 acres or 33.22 percent of the developed land.

Industrial

Land used for industrial purposes within the Region covers 23.9 acres or .44 percent of the developed area. Of this total area, Alfred accounts for 19 percent, Almond for 23 percent and Hornellsville for 58 percent.

Other

This category within the Region accounts for 35.66 percent of the developed land or 1,910.2 acres. Of this total, parks utilize 1.8 acres, extractive operations utilize 21.0 acres, and transportation, communication and utility facilities utilize 1,605.9 acres.

Undeveloped Land

For the purposes of this report 73,389.6 acres or 92.51 percent of the Region is considered undeveloped. This total is broken down into the following categories:

	<u>Acres</u>	<u>% of Total</u>
Water Bodies	590.5	.81
State Reforestation Areas	9,576.9	13.05
U. S. Reservation	888.9	1.21
Agriculture, Wooded, Unused	60,456.2	84.93
TOTAL	71,512.5	100.00

Of the total undeveloped land, approximately 15 percent falls into either water bodies, State reforestation areas or U.S. reservation lands and represents land which, in all probability, will never be developed.

This leaves approximately 85 percent or 62,333.3 acres in the agriculture, wooded, and unused category.

PHYSICAL FEATURES OF THE A-A-H REGION

Climate

The A-A-H region is located in a section of the United States referred to as the "eastern cloudy belt"; this is so named because of the fact that during the winter this area receives less sunshine than other portions of the United States. The winters tend to be long and severe, and generally last from mid-November until March.

Summertime is characterized by relatively high daytime temperatures and cool nights; the relative humidity is sufficiently low that few days are sultry.

Annual precipitation approaches 36 inches, on the average, and is rather even throughout the year. Snowfall averages about 64 inches annually.

Although parts of the area are classified as poor in relation to the distribution of air-borne particles, strong efforts are being developed to control the emission of these substances.

Geology

Most of the region is underlaid by nearly horizontal beds of shale and sandstone which are buried under glacial drift. The character of the rocks and their apparent exposure to geologic erosion for a long period of time, in a zone of high divides between north and south flowing streams of considerable magnitude, accounts for the major feature of the relief. After the main features of the rock topography were formed, the region was covered by snow and ice of the Wisconsin glacial stage. Ice erosion acting on this landscape resulted in smoothly rounded hills and deeply cut valleys.

The melting ice caused an abundant flow of water that frequently carried large quantities of gravel, sand, and silt. This is evidenced by the deposits of gravel found throughout the A-A-H region.

These geologic events had much to do with the formation of soil-forming material and had a direct influence on the nature and properties of the present soil. They account in part for the depth, density, texture, reaction, and other characteristics of the soils. The great variety of parent materials has resulted in a great variety of soils throughout the A-A-H region.

Topography

The A-A-H region lies in the glaciated Allegheny Plateau section of the Appalachian Plateaus. Elevations above mean sea level range from approximately 2,355 feet at Jericho Hill in the Town of Alfred to 1,136 feet where the Erie-Lackawanna passes from Hornellsville into Canisteo. This difference in elevation amounts to about 1,200 feet.

Soils

A great variety of soils series and soil types are found in the A-A-H region. The soil conditions range from shallow, stony soils on sever slopes to deep, well-drained bottom land soils; their suitability for urban-type development varies correspondingly. In each Town and Village, each soil type was examined for properties required to sustain urban development, and then judged good, fair, or poor, for these purposes. It was found, in most cases, that those soils most suited for urban development were located at lower elevations along the stream valleys or on the crests or less severe slopes.

The implications of these findings for urban development are serious; prime land is in short supply. Most of the prime land in the valleys is occupied by existing development of varying intensities, and the ridge-top lands are either inaccessible or too far removed from existing centers of development to make their future uses for these purposes unlikely.

It should be noted, however, that because a soil is judged to be "fair" or "poor" for urban development, it is not automatically excluded for such development. It does mean that there will be certain limitations placed on the type of uses, and that development costs will be substantially increased.

Water Resources and Drainage

Most of the A-A-H region is drained by the Canisteo River and its tributaries. The Canisteo is part of the Susquehanna River System, which eventually flows into Chesapeake Bay. A small portion of the Town of Alfred is drained by the Genesee River System, which flows northward to Lake Ontario.

Annual precipitation in the region is sufficient to keep a continuous flow of water in most of the larger streams; continuous flow springs are not unusual. In most of the major stream valleys the permanent water table is 5 to 10 feet below the surface, while the water table depths at higher elevations range from 10 to 20 feet.

THE TRANSPORTATION SYSTEM

An understanding of the regional circulation patterns is important to the development of a General Plan for a region. The suitability and effectiveness of the regional circulation system has a direct impact upon the location and extent of future growth within the community. Changing patterns of circulation have affected, and will continue to affect, the growth and development of the communities. Today the area depends primarily upon motor-vehicle passenger and freight service. Other transportation services are available in the area (primarily at Hornell), but are utilized only to a limited extent by residents and businesses outside this urban center.

Regional Highway System

The Alfred-Almond-Hornellsville region is not served by any Federal or Interstate highways; the nearest Federal Highway is United States 15, which is 24 miles east of the Village of Almond. There are also no major State Highways through the region, although there are connecting State highways. New York State Route 36 runs south from the Rochester area through Hornell to the Pennsylvania State line and New York State 21 runs from Hornell, south through Almond and Alfred, to Andover, where it intersects State Route 17, a major east-west regional highway through the Appalachian region of the State.

Plans have recently been implemented to construct a new east-west limited access road, the Southern Tier Expressway, through portions of the A-A-H Area. The Appalachian Regional Development Act has designated the Southern Tier Expressway, which will run from Binghamton to the Chautauqua County line, as an Appalachian Development Corridor Highway and as such will receive Appalachian funding.

Plans for another expressway in the Appalachian Region, the Genesee Expressway, have also been formulated and given a high priority by the State Department of Transportation. This expressway, also a part of the Appalachian Corridor Program, is in the vicinity of U.S. Route 15, and will serve to connect the northern Appalachian Region with the rapidly growing Rochester Metropolitan Area. The Genesee Expressway will join the Southern Tier in the vicinity of Bath and will connect many of the growth areas in the New York Appalachian Region to the City of Rochester and the New York State Thruway.

Although these expressways will not be completed for several years, they will have a very important influence on the region, as they will greatly reduce travel time to the major metropolitan areas in New York. This, of course, will greatly affect the growth potential of the A-A-H area. The Map of the Regional Highway System shows the existing and proposed transportation system in the Alfred-Almond-Hornellsville region.

Air Transportation

The growth of private air travel in the region during the past couple of decades for transportation, business and recreational purposes has been accelerating. Correspondingly, there has been an increased demand for airport facilities to serve this need. The region is served by four commercial airport facilities and one airline airport facility. The four commercial airports are located at Hammondsport (Bath-Hammondsport, Inc.), Corning (Corning-Painted Post), Prattsburg (Prattsburg Park, Inc.), and the municipal airport of Hornell (Maple City). The only airline facility is located in Chemung County about 6 miles east of Corning. There are also two non-commercial airports located within Steuben County.

Rail Transportation

Rail transportation has been adversely affected by the mobility, adaptability, and economy of motor vehicle freight and passenger service. A mainline of the Erie-Lackawanna Railroad passes through the Region, although only freight operations are performed. For this service, regional residents must utilize the Hornellsville dock and terminal facilities.

Bus Transportation

Individual communities are linked to other communities within the region by bus transportation. Service to Rochester, Buffalo, and other large cities is provided by both Greyhound and Trailways bus lines, both of which provide scheduled service.

Transportation Summary

Analysis of the regional circulation system has revealed several significant factors. These findings should be considered in the development of the necessary highway framework to provide the circulation requirements for the region as well as the Towns and Villages.

- o Land development has progressed primarily in "strips" along roadsides. Pressure for this type of development is expected to continue along existing roads, especially in the outlying portions of the Towns. Concerted efforts should be made by local officials to insure that future development along these roads provides adequate means of ingress and egress to interior lands and other design features to enable traffic to flow safely and efficiently.
- o An established functional and physical hierarchy of roads is a basic fundamental of any highway system. The recognition that different streets must perform separate and independent functions is essential. The designation of functionally separated

streets allows the routing and regulating of traffic. The efficiencies and economics of a circulation system cannot be realized without functional separation. The physical features of the roadway, the types of roadside uses and their development standards may be varied in accordance with road types.

- o While there is likely to be increased utilization of mass transportation facilities in the future, it is apparent that the Region will be more dependent upon private vehicular and truck traffic for the movement of people and goods.
- o In the designing of an effective circulation plan, minor streets should be planned to discourage any unnecessary traffic. On the other hand, rural thoroughfares and collector streets should be designed to carry higher volumes of traffic between points of activity as freely as possible. The discouragement of strip development will reduce the number of conflict points.
- o Adequate consideration must be given to the effects of new road construction in the towns and the region. The Genessee Expressway and the Southern Tier Expressway will have marked effects on the volume of traffic in the A-A-H area, particularly on the use of roadways in the Towns and Villages.
- o Continued future growth will, as it has in the past, focus its thrust on the Village areas. Consideration of future circulation patterns and proposals must also focus on the Villages as centers of activity.
- o Certain improvements should be made to existing roadways in the immediate future, especially within the Villages, for highway safety purposes and to improve visual impressions within the communities.
- o The adoption of official maps will assure the availability of right-of-way to construct the needed facilities provided for in the transportation and circulation plan.

DISTRIBUTION OF PUBLIC UTILITIES

Public utilities provide a range of essential services for the population of the region. This section provides an overview of these facilities, including their location and the type and extent of the services they provide.

Public water systems are operated in Hornell City which extend water service to the Village of North Hornell. The Villages of Arkport, Almond and Alfred have their own water systems. Alfred is the only Village in the area with an operational sewage treatment plant, although North Hornell is contemplating sewer extensions from the City of Hornell. The

Villages of Arkport and Almond are studying the feasibility of future sewer systems. All of the current projects are being assisted by Federal grants by the Department of Housing and Urban Development, State Department of Health, and Federal Water Pollution Control Administration. It is probable that almost all of the urbanized portions of the region will have to turn to public utility systems in the near future, because the proliferation of septic tanks will cause pollution of ground water supplies. There are some localized pollution problems at each of the municipalities involved, the most serious being the industrial waster water leaching into the Canisteo River and individual septic systems pumping raw sewage into Canacadea Creek.

The dis-economies of scattered densities throughout the region precludes the construction of individual treatment plants within separate municipalities; the expansion of small individual plants will not solve the Region's long-range problems. The solutions lie in large treatment plants either within a large urban center such as Hornell or other regional sewage plant locations.

The urban areas adjacent to the City of Hornell could be served by the City's system; an example would be Arkport providing utility service to its industrial complex via the Canisteo River. This extension could follow the natural drainage flow to the City of Hornell. A combined regional system could service the remaining areas of Alfred, Almond and Hornellsville, with a secondary treatment plant located at Almond and discharging into the Canacadea Creek.

Allegany and Steuben Counties have joined together to study the facts and ramifications of the solid waste disposal problems faced by each county. The results of this study have not as yet been developed and, therefore, no recommendations made. The most likely method of area-wide disposal could come in the form of a bi-county, or larger, facility to replace the current methods now employed by each community in the two counties. Nonetheless, each of the seven communities within this study area should maintain a close contact with the county planning agencies and cooperate as need arises to provide the citizens with the best service at the least cost.

Both electric and natural gas are provided through private utility companies throughout the region. All of the region is served by electricity largely supplied through the sub-station located in the Town of Hornellsville south of the City of Hornell on New York Route 36. Gas services are provided to the more populated areas of the region from lines coming from the south and southwest portions of the region. With few exceptions, electricity and gas can accommodate regional growth within the planning period.

THE GENERAL DEVELOPMENT PLAN

The A-A-H area is a fast tract of hilly, predominantly rural land, thinly populated and containing four relatively small urban places and one urban center. As mentioned earlier, population growth for the next 20 years indicates a moderate growth rate. However, rapid changes are taking place within the region in terms of land use and in the economy. The total population is increasing slowly, mainly caused by the internal movement of the population. The expansion of the academic complexes of Alfred University and the State University of New York Agricultural and Technical College at Alfred, completion of the Southern Tier Expressway--improving the area's accessibility to major markets--and the Urban Renewal program by the City of Hornell expanding its industrial activity, will be responsible for a more rapid change. The region today is almost totally unprepared to accommodate growth at an accelerated rate. With proper restraint and guidance, the area could become one of the more dynamic centers in Southern New York State. At the same time, much can be done to strengthen the growth of the region. The objective of this plan is to provide a point of departure for those who will be responsible for guiding the future development of the region.

Objectives

The General Development for the A-A-H area is based on the following objectives:

- o To initiate action for a Continuing Planning Process at the regional level. The continuous planning process is the best method for dealing with regional needs and problems in the areas of recreation, industry, zoning, and transportation.
- o To urge local governmental units to work "with" rather than "around" regional plans. Putting the proposed plans before the public will create the necessary initiative for their implementation.
- o To maintain a good social and political climate for regional action. Good communication among all persons and groups living and working within the region is an important part of the climate necessary for regional action.

The map in the rear of this report shows the land development plan for 1990. The following sections describe the various categories of land use and explain the rationale for the location of each.

Table 5 shows the estimated future land use development and compares it with the 1969 figures.

TABLE 5
ESTIMATED FUTURE LAND USE DEVELOPMENT

<u>Type of Use</u>	<u>1969 Acreage</u>	<u>Projected Development Acreage</u>
Residential	1093.1	3,816.0
Commercial	86.9	354.0
Public and Quasi-Public	464.8	469.8
Industrial	23.9	560.0
Parks and Open Space	1.8	436.0

Residential Development

It is anticipated that a considerable amount of new residential development will take place, the majority of this occurring in the Valley areas of the region. The area between Arkport and the City of Hornell, including the adjacent areas east of the Village of North Hornell and west of the City, will receive much of this residential growth. The Village of Arkport will acquire the majority of its residential growth in the southeast section of the community. Alfred will receive growth south and west of the current corporate limits of the Village. Almond will experience residential growth south of the Village limits and within the Village itself. The pace at which this residential development will take place is subject to many economic variables including mortgage money and development costs. The advent of sewer and water could greatly increase the speed at which this development could take place. Sewer facilities would also enhance the possibility of higher densities including multiple family development. Utilities also justify the economics of cluster residential development in the plateau areas of the hills.

Commercial Development

The vast majority of new commercial development will take place close to urban areas and near good transportation access. The area north of and adjacent to Route 36 and the Southern Tier Expressway interchange will provide space for a community shopping center serving nearby urban areas as well as the region as a whole. The existing commercial land use module along old Route 36 will provide areas for more intense commercial use. The Village areas will condense their commercial areas serving local residents to provide the full complement of day-to-day needs and the necessary amenities such as off-street parking.

The areas located near interchanges and urban areas will also provide space for auto-oriented commercial uses. The land area south of the Village of Almond and east of Route 21 is an example of this. The Village of Alfred's commercial core will in the near future undergo a dynamic change and provide a shopping mall with the full complement of shopping goods.

Public and Quasi-Public Uses

Both communities within Alfred and Almond will construct joint municipal buildings in the near future. In the Village of Alfred, at the corner of West University and Main Streets, the Town and Village jointly will construct a municipal building to provide administrative office space, meeting space and housing for the Village fire department. The Village of Almond together with the Town will also construct a municipal building providing meeting and administrative space as well as housing its fire department. Through planning, and in some cases redevelopment, the communities throughout the region will provide space for off-street municipal parking.

Industrial Development

The greatest expanse of industrial development is planned for the areas adjacent to the Hornell municipal airport and east of Route 36. This industrial growth would include research and development firms, affording them excellent access to the transportation systems of the airport and highways. The industrial activity within the Village of Arkport, adjacent to the Erie-Lackawanna Railroad, will be an expansion of the types that exist there presently; however, the rate of expansion will be gauged by the provision of public utilities such as sewers. The Town of Alfred will provide space for research and development west of Route 21 adjacent to Shaw Road and along Route 244. This area would provide good access to major highways as well as proximity to academic resource pools. The area east of Route 21, in what is existing gravel pits, will provide space for heavier industrial development. Almond will provide space for industrial development but at a limited scale.

Parks and Open Space

All of the villages within the region have programmed space for community recreation. The Parks and Open Space Programs for these communities include areas set aside for neighborhood parks, community parks and entranceways. It is recommended that the State Reforestation Area in the Town of Almond, in the future, be developed as a regional park. This natural area is of considerable size and could provide recreational facilities for the large urban areas of Buffalo, Syracuse and Rochester. The Town of Alfred has set aside an area east of the Village limits known as Pine Hill; this area could be developed as community recreational area serving Town and Village residents alike. The Village of North Hornell

has designated approximately 40 acres for open space located between New York State Route 36 realignment and the Canisteo River. The recreation and open space areas throughout the region will be tied together by a system of open space linkage. This will be provided via easements on the major streams and tributaries. These open space corridors could provide hiking trails, riding and cycling paths.

The planning process is a concept which refers to the continuous, advisory process of guiding land development in accordance with established policy and towards predetermined goals. It represents a conscious effort to shape the physical environment. Its ultimate aim or objective is the welfare of those who live and will live in the community insofar as control of the physical environment will contribute to this end.

The function of the General Comprehensive Plan is to enable the municipalities to accomplish these goals. The general plan provides the basis for an intelligent course of action by enabling the planning boards and governmental bodies to consider specific projects upon which they must act in terms of a clear, overall picture of the end product they wish to achieve. It also enables public and private agencies to relate their development to the design principles and objectives expressed in the plan. In order to guide and control the future development of the region and its component parts, the following recommendations are made:

- o It is recommended that the communities which presently do not have subdivision regulations adopt them.
- o It is recommended that the communities adopt up-to-date comprehensive zoning ordinances.
- o It is recommended that the communities set building inspection and code enforcement programs.

The needed implementation tools of zoning ordinances, subdivision regulations, and building codes are of little value unless they are administered and enforced.

**COMPREHENSIVE PLAN FOR
THE TOWN AND VILLAGE
OF ALMOND**

GENERAL PLANNING CONSIDERATIONS

Introduction

The significant population increase expected in the United States will be accommodated primarily in the metropolitan fringe of our large central cities and, to a certain extent, in rural areas farther removed from existing urban settlements. Although we have been able to house our burgeoning population in suburbs which are quantitatively and at times qualitatively impressive, the resulting environment of our towns, cities, villages and rural areas has been generally less than successful or inviting. Basic public utilities such as water and sewerage systems have often been inadequate or unavailable. Highways have been built with little thought as to their effect on future land use patterns. Schools have not expanded to meet the needs of an increased population. Today, there are suburban communities which have little or no cultural facilities.

The automobile influences significantly the character and physical appearance of the American community today. It has fostered the sprawling environment which is common to us all. No practical solution to land use problems can be resolved that fails to take into account the automobile as well as other forms of transportation. The proposed Southern Tier Expressway, for example, could have a dramatic effect on the rate of growth, not only in Almond, but in the entire Hornell-Wellsville region as well. As the road is not yet built, but is anticipated in the near future, the time is near at hand to realize and estimate what developmental pressures are likely to be over the next twenty year period and to determine the best plan to accommodate the various land uses that will be seeking to move into the community.

A word at this time should be said concerning the Land Use Plan's usefulness for solving the problems that Almond is now facing. A well-thought out plan, one which is sympathetic to the desires of the citizenry, will combine cognizance of the trends of development in the community and surrounding area with an awareness of the current problems. Further, there must be an awareness of proposals which could radically change the physical appearance of the Town. Hopefully, this plan takes into account all these factors.

The Plan for Almond takes into consideration its positive aesthetic qualities (and there are many), the probability that residential development is going to come to the community in greater numbers than it has in the past and that many of the local residents would like to see Almond retain as much of its rural character as possible.

This Plan accommodates all of these points, to a certain extent. These areas having the greatest natural landscape value are proposed for either the lowest density residential use or for recreation and open space use. Higher intensity residential use is proposed adjacent to the Village of Almond, south of the Village, straddling Route 21. Further,

it is proposed that within the Village, land for residential purposes be developed at densities equal to, if not higher than present densities. Concentrating residential development within a well-defined district such as this will enable large sectors of land to remain in very low density of use and thereby enable the Town to retain much of its rural character. In addition, this concentration of housing will enhance existing commercial development and could lead to more commercial facilities, thereby increasing the selectivity to Almond residents. Further, this would improve the tax base of the community.

The following is a listing of the community goals for the future physical development of the Town and Village of Almond.

Broad Land Use Categories

- A. Residential - It is fundamental to the development of planning proposals for the Town and Village that recognition be accorded to those characteristics which presently constitute positive features, such as landscape having great scenic and/or recreational potential, and to allocate residential areas sympathetic to preserving this land.
 1. Agricultural Residential - Those lands which have soil conditions conducive to high agricultural productivity; have positive landscape qualities which merit consideration for conservation; or have natural features such as heavy forestation, steep slopes, or rock outcroppings.
 2. Low Density Residential - These areas which, because of existing adjacent development or because they lie within a sector which appears to be the path of future development, lend themselves to the larger sized lot, Cluster development might be considered as an alternative means of laying out new residential lots in this area.
 3. High Density Residential - Those areas that should offer a more intensely developed housing pattern for reasons of topography, proximity to community facilities and relationship to existing and proposed major traffic arterials. The concept of cluster development could be applied in those areas also.
- B. Commercial - Commercial activities are initiated as a result of demand reflecting on shopping habits. The neighborhood-sized center is where most of the grocery shopping is still done and where services are provided for people close by, such as a barber shop or beauty salon. Regional shopping - In the case of Almond, is filled by downtown Hornell offering an opportunity for the day-long shopping trip because of its greater variety of merchandise. The Town and Village of Almond, because it is now largely rural and is not expected to grow significantly

over the next twenty year period, will not demand any more than an expansion of its Village center, which functions primarily as a neighborhood center. Additionally, highway-oriented commercial functions can be expected to expand in the community.

1. Neighborhood Shopping Center - These areas generally range in size from 5 to 10 acres and offer space for 7 to 15 convenience stores. The magnet of this center is usually a supermarket and the convenience operations may include a barber shop, beauty salon, drug store, liquor store, bakery and personal service stores.
2. Highway-Oriented Commercial Activities - Up to now, in most communities, these operations have been poorly handled, to the point where they are both "eyesores" and major traffic hazard areas. However, it is not necessarily the fault of the commercial function, but may rather be blamed on poor site design, inadequate consideration of traffic controls, and a lack of controls in the zoning ordinance regulating signs, landscaping, etc.

LAND USE PLAN

Introduction

A word at the outset should be said about the use of this plan to the community. This plan is not intended to be a binding document committing the Planning Boards or the governing bodies for time immemorial, or to be rigid and inflexible. This study is an attempt to determine what the trend in development is now and what it is likely to be in the next few years; following these determinations, a plan was prepared which recognizes these trends. Consideration has been given to the manner in which the residents of Almond would like to see their community grow, and to coordinate those feelings with good planning principles. If building technology changes drastically in the next ten years and the plan cannot accommodate these changes, then the plan will have to be changed accordingly. The plan has been prepared today with the best professional knowledge regarding trends in the building industry, trends in the outward movement to suburbia, etc., today. It is strongly urged that the plan be reviewed periodically, and that appropriate amendments be made to keep it current.

The primary goal of the plan is to achieve a balance between the residential, commercial, public and open space land uses of the community. The integration of these elements is of vital importance, as each of them depends upon the other to develop a successful, cohesive community. For instance, commercial facilities should be located conveniently for the residents; if stores and shops were proposed to be located on the west side of the Town, there were inadequate roads leading to this area, and the majority of people lived in and around the Village on the east side of Town, then the plan would make no

sense. This is an obvious exaggeration, but it has been done to make the point that there must be a relationship between the land uses, existing and proposed.

Discussion of Plan Details

- A. Introduction - Through analysis of past and present growth trends of Almond, the Hornell-Wellsville area, and the Southern Tier region, a determination can be made as to what the pressures for future development will be in the Town and Village. What form this future development will take will depend upon how well it is controlled. If no control or guidance is provided, a pattern of suburban sprawl will emerge. Such a pattern would be highly inefficient and costly in terms of providing community services and utilities. Obviously, this is not what is being proposed. Rather, a plan which concentrates population around major transportation routes and leaves the remainder of the land as open as possible is suggested. And by developing a zoning ordinance which reflects this plan, significant progress will be made toward preserving the most positive features of the landscape in the community.
- B. Residential Land Use Proposals - It is anticipated that relatively little additional land in the Town will be developed in the next twenty years, while the Village will probably be at a near-saturation point in terms of development. However, pressures will become greater to develop certain sectors of now vacant land, especially after the Southern Tier Expressway is completed and the regional sewer system becomes a fact. A demand will occur for all types of housing; single-family homes on large lots, single-family units on small lots, even garden apartments. The demand will come from primarily three sources: people wishing to escape from the congestion of the city, developers wishing to make a profit on their investment in land and construction, and property owners who see their land escalating in value.

The above three groups can not be ignored; rather, their needs must be appreciated and a method as to how to best cope with them must be determined. An attempt to satisfy all those demands would simply be an invitation to chaos. The community has the option of trying to satisfy everyone (and thereby satisfying no one) or of capturing the initiative now to develop a realistic, meaningful and creative land use plan. Obviously, it is hoped that the latter course is the one that will be pursued.

As was indicated earlier, it is felt that the existing population center of the Village of Almond offers an excellent foundation upon which population densities can be intensified. Other areas for high density residential development are located south of the Village in the general area of Route 21. Our society is completely geared to the automobile; if it were not, suburban-type development would not be occurring at the pace it is today. As this is the case, it would seem logical to intensify residential

densities at or near the access points of major roads such as Route 21.

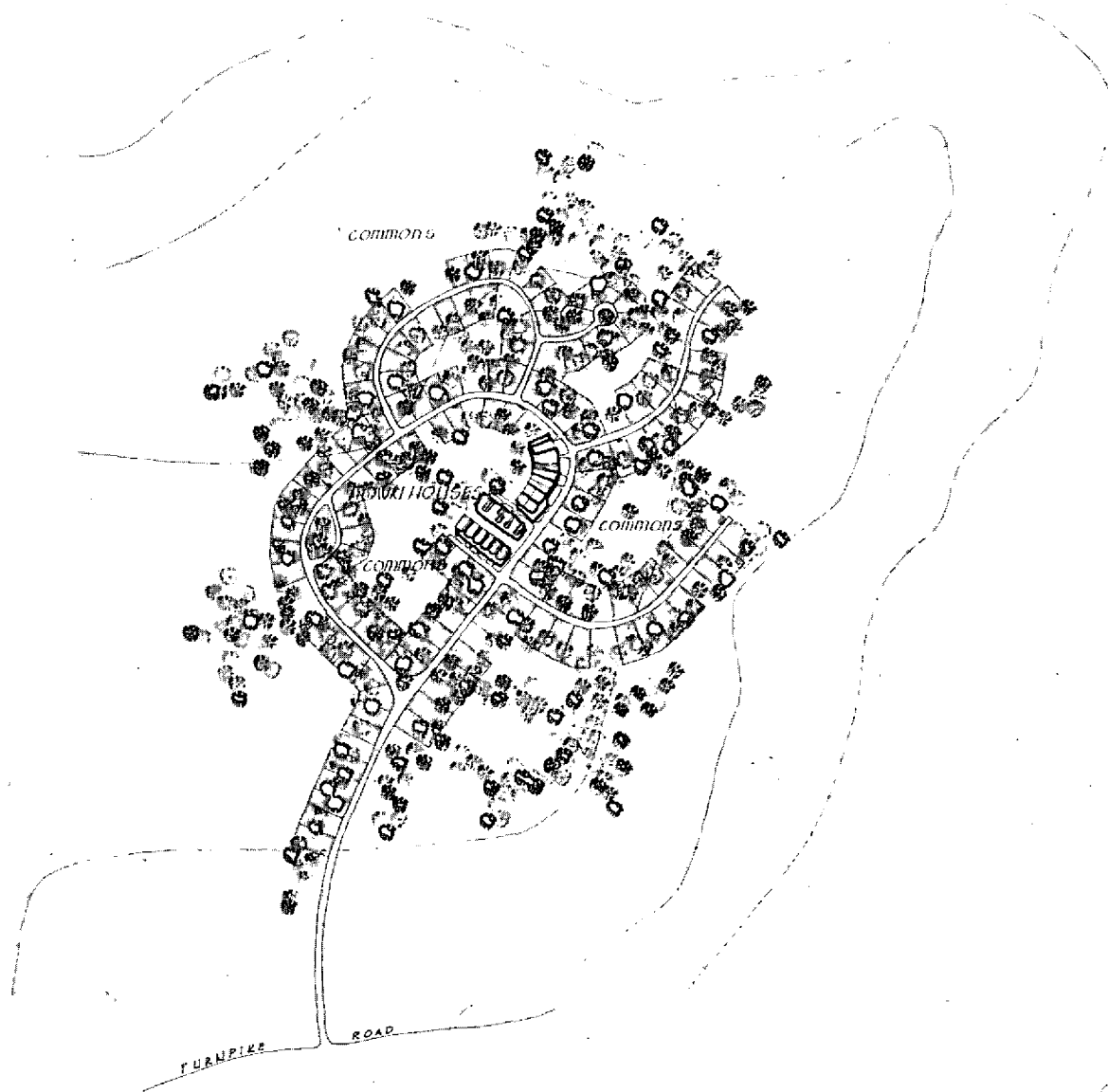
New techniques of arrangement or grouping of housing have been evolved and it is strongly urged that the Town encourage developers to utilize them wherever possible. These include such concepts as cluster development. Use of land design concepts such as this invariably produces a more interesting and stimulating environment and, at the same time a cheaper method of developing a residential area. The overall development costs are lowered because fewer and shorter roads are required, thus lowering paving costs; and, as utility lines generally follow the street pattern, a lesser amount of these facilities will be required, further reducing costs. Sketches of how two areas in the town could be developed utilizing the cluster design principle are shown on the following pages.

The remaining land designated for residential use is devoted to a low density classification. This land, in many areas has outstanding landscape and scenic qualities which makes it advisable to develop at the lowest possible density to preserve these features. A factor working in favor of preservation of these lands is the inadequacy of the local roads to serve these areas. The developer of subdivisions must meet minimum standards in road construction, but has no obligations to improve the local roads leading to their development. Until these roads are improved, there will be little interest in developing any areas of the Town other than the lands along Route 21.

It must be recognized that a plan which contains a wide range of housing densities is dependent greatly upon public improvements to realize any significant development of high and medium density dwelling units - mainly the provision of public sanitary sewers. The Almond Town area, being quite rural up to now, has not really felt the need for this public utility. However, as the demand for higher density land usage intensifies, and there is a plan to develop a regional sewer system through this area, it can be expected that land development in the Town of Almond will occur at a much more rapid pace than in the past.

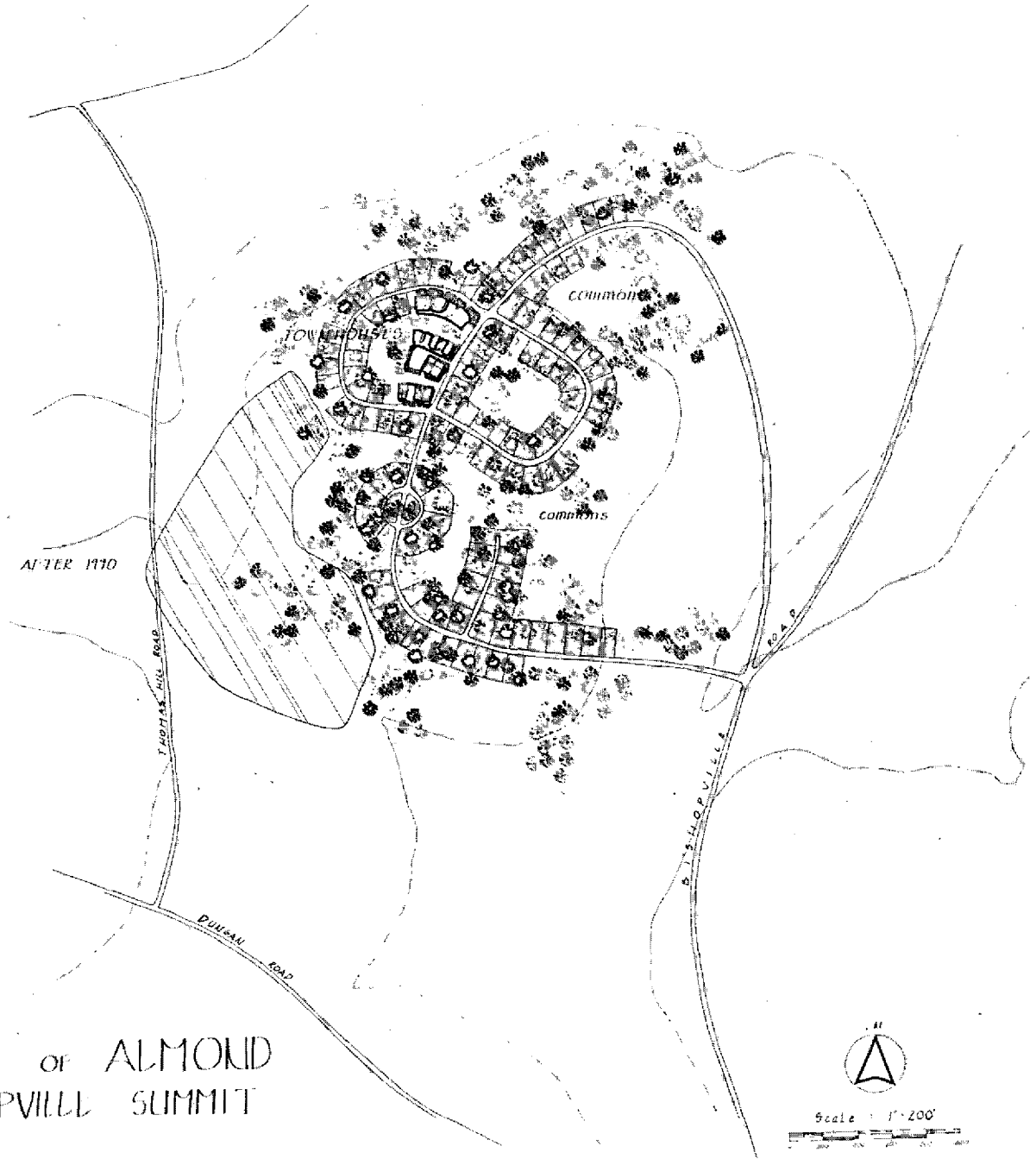
- C. Commercial Land Use Proposals - In determining the proper location for commercial facilities in the Town and Village, the following factors were felt to be among the most important: how critical the automobile is to the success of the total operation and where and in what density the new population would be located. "Out of town" shopping centers are almost completely dependent on the private automobile - the rapid rise in car ownership following World War II was a prime catalyst in the development of these commercial operations. With this in mind, it was felt that the commercial center in the Village of Almond should be consolidated and that commercial expansion should be considered in the Town along Route 21.

As has been stated, the Village center functions as a neighborhood center, as its catchment area, in terms of population, is relatively small. It is proposed that it



TOWN OF ALMOND
TURNPIKE ROAD DEVELOPMENT





TOWN of ALMOND
BISHOPVILLE SUMMIT



remain as a neighborhood shopping function, and that residential development around it expand to strengthen its base of operations.

It is recognized that there is a need for highway-oriented commercial facilities, such as gasoline service stations, automobile repair shops, car dealers, motels, etc. However, these operations should be controlled better than they have in the past. On the one hand, these "strip" developments create an extremely hazardous traffic situation, where every turning movement (and there are invariably many in this type of land use pattern) is a potential traffic accident area. And, on the other hand, they are not very aesthetically pleasing with the business advertising a rather ugly display of monolithic signs by day and a seemingly never-ending and confusing array of neon by night. To properly develop those commercial operations, there are two solutions available which are better than what is commonly done today. First, an in-depth type of facility resembling a small industrial park at least 25 acres in size with a loop service road could be developed. An alternative to this would be to allow "strip" development in a more restrictive form than is currently the practice, and to provide a separate parallel one-way service road for the commercial facilities to better control traffic. In either case, stronger regulations regarding signs and landscaping must be developed.

- D. Recreation and Open Space Proposals - Basic to the recreation and open space plan and its relationship to other land use proposals is the preservation of stream valleys. These stream valleys provide an excellent base upon which to build a municipally-oriented recreation system for many reasons: (1) by their nature, with small streams running into larger ones, a linear park system can be developed which puts open space within reasonable reach of most of the community's residents; (2) these areas are generally the most heavily wooded sectors in Almond and therefore are quite conducive to recreational pursuits; and (3) because water-oriented recreational activity is growing more dynamically than any other leisure time pursuit, the streams and creeks of the community will be in great demand for recreational purposes. Therefore, it is recommended that a minimum of 50 feet along both sides of stream, creek and river valleys be preserved for recreational use.

It is important that these streams valleys be preserved now, before the expected growth reaches the Almond area, since once the population comes, the demands of recreations will be the last to be satisfied.

In the Village of Almond, two proposals have been made regarding recreation and open space. The major proposal is for a 5 acre park north of Mill Street. It is intended that this be a passive recreation area and that easement rights be obtained to tie the park to Canacadea Creek. The second recreation proposal is to develop a one acre parcel at the end of Karrdale Avenue, on the east side of Main Street into a landscaped, passive recreation park. In addition, to providing needed recreation

space to the Village, it will do much to create a good initial impression of the community, as those who get off the Southern Tier Expressway at Almond will be entering at this point.

- E. Summary - As the Almond area is still quite undeveloped, and the proposed Southern Tier Expressway and proposed regional sewer system will bring greater pressures on the land than have been experienced in the past, the aim of the land use plan has been to promote the orderly and balanced development of the Town and Village. The area is at a stage where opportunities exist to create the type of environment which will be beneficial to the residents of Almond.

TRANSPORTATION PLAN

Introduction

Land use and transportation proposals cannot be analyzed separately. Transportation affects land development and vice-versa. In the development of land planning and transportation planning goals, two factors must be appreciated first, human desires and values second, the primary economic forces, of which transportation is one of the most important. The growing reliance upon the automobile as the main form of transportation, along with a projected increase of population, makes it evident that many of the existing roads, especially in the Town, cannot be expected to adequately serve the needs of Almond. Thus, the provision of a modern transportation network which serves the traffic needs of today and the future is essential to the orderly development of the Town and Village.

The analysis of the existing transportation pattern has pointed out many shortcomings in both the regional and local networks. This can be largely explained by the fact that the community is still quite rural and therefore pressures for highway development have been relatively minor compared with other areas of the Southern Tier Region. This in no way lessens the fact that Almond's transportation network is in need of improvements, especially in light of the anticipated population growth which could, in certain areas, compound transportation problems.

A basic problem to which this study is directed is how to develop a transportation system in which the kind of traffic carried on its routes matches the function of the route. In other words, a regional highway should be carrying primarily through traffic, while collector, feeder and residential streets should be handling local movements. When one road has to perform both functions -local and through traffic- the transportation system begins to break down and the desires of both types of traffic go unsatisfied. The potential for this type of problem is present on Route 21.

Implications of the Land Use Plan

Future residential development, according to the proposals made in the Land Use Plan,

should be concentrated either in the Village of Almond or in the area immediately south of the Village in the vicinity of Route 21. Commercial facilities are in existence now, and it is proposed they be reinforced within these residential areas as much as is physically possible. As new development moves into the community, it is expected to bring significant increases in the number of vehicles using the roads and, consequently, there will have to be significant improvements made on the existing transportation network to accommodate this expected influx.

Highway oriented commercial facilities, although not the most desirable manner of developing future business operations, have a definite place in today's automobile oriented society and, rather than pretend that they are not there and never will be there as far as Almond is concerned, it would be a far better policy to allow them to develop in the community, but with certain regulations and controls on them. Parallel service roads designed to serve these uses, which would significantly reduce the potential of highway accidents, should be provided. In addition, strict controls regarding the outdoor advertising of these uses as well as landscaping should be developed and enforced.

Land use and traffic volume are closely related. Approximately forty percent of all trips originate in residential areas. A great many of these are made for shopping and therefore end in commercial areas. Another twenty percent of the total trips are accounted for by various other traffic generators in which residential, commercial and industrial centers play a great role.

Factors Affecting Capacity and Service Volumes

Except in those rare instances where prevailing roadway and traffic conditions are "ideal" the capacities listed in the following table must be adjusted downward to account for the variety of influences adversely affecting flow.

CAPACITIES UNDER IDEAL CONDITIONS

<u>Type of Facility</u>	<u>Capacity</u>
Multi-lane roadways	2000 cars/hour, each lane, average
Two-lane, two-way roadways	2000 cars/hour, total both directions
Three-lane, two-way roadways	4000 cars/hour, total both directions

While most of the influences affecting capacity can be identified specifically as roadway factors or traffic factors as shown in the following listings, a few are interrelated. For instance, trucks (a traffic factor) and grades (a roadway factor) are obviously closely interrelated.

- A. Roadway Factors - These factors represent the influence of restrictive physical features incorporated into the design of a highway:

1. Lane Width. Lanes should be twelve feet wide for free flow, particularly where trucks and buses are included in the traffic make-up. Lesser widths will restrict the ability of the road to carry traffic at its designed capacity.
 2. Lateral Clearance. Objects closer than six feet from the edge of the pavement restrict the effective width of that roadway.
 3. Shoulders. Adequate shoulders should be provided as a refuge for stopped vehicles if the capacities of the through traffic lanes are to be maintained.
 4. Surface Conditions. If a poor pavement surface prevents attainment of high speeds, then the highway will be unable to provide the better levels of service.
 5. Alignment. Poor alignment prevents attainment of the higher level of service due to the deduced possible speeds and affects capacity of two- and three lane roads by reducing passing opportunities.
 6. Grades. Grades influence capacity, in terms of differing safe spacings between vehicles, as related to braking and reduced speeds of trucks and buses and reduced sight distances. Capacity may be little influenced until speeds of heavy vehicles are reduced to about 30 miles per hour. The provision of climbing lanes can greatly reduce the adverse effect of grades by removing the influence of trucks almost entirely.
- B. Traffic Factors - Highways which are designed according to an identical set of standards may have differing capacities, depending upon the composition, habits and desires of the traffic using them, and the controls which must be exercised over the traffic. These traffic factors include:
1. Trucks. Trucks take up more space than passenger cars on any roadway. As a minimum, on multi-lane highways, one average truck is equivalent to two passenger cars; on two-lane roads, this becomes 2.5 passenger cars. When grades are present, the effect becomes progressively greater as the grade increases in length or steepness.
 2. Variations in traffic flow. Traffic demand fluctuates with the peak hour, just as it does within the day or year. Usually, capacity analyses are based on conditions over a full day.
 3. Traffic Interruptions. Any feature or device installed on a street or highway which forces some or all traffic to stop, no matter how necessary impedes the highway's ability to carry traffic. Once stopped, traffic can get away at a rate of only about 1,500 passenger cars per lane per hour; because

uninterrupted flow may reach 2,000 passenger cars per lane per hour. It is easy to see that back-ups are likely if stops are introduced into heavy uninterrupted flows. Even speed limits below 30 mph will be interruptions in a sense, since they prevent attainment of the optimum speed for maximum capacity. Typical interruptions include at-grade intersections, railroad grade crossings, etc.

Street Classification System

The amount of traffic which flows on a street is directly related to the existing land use pattern. Different uses and varying intensities of uses generate different traffic volumes and different kinds of traffic. Each vehicle has a specific use and the roadways should be designed and built to fit these uses.

A functional street classification system includes the establishment of several categories of roads, each having different rights of way and development standards. Three different types of roads appear to be necessary to serve the future needs of Almond. Each class of roadway should be developed and improved to maintain certain minimum standards in order for each road to fulfill its designated function in the overall Circulation Plan.

A proposed street classification system for Almond has been recommended and is shown on the following listings, with appropriate standards. A summary of the roads in Almond within each classification, its function within the overall system and its role as a traffic carrier now follows:

- A. Major roads - Major roads carry traffic to and from the various traffic generators and accomodate all types of traffic including automobiles, trucks and buses in large volumes and at relatively high speeds over long distances. Major roads connect Almond with Hornell and Wellsville and with other development concentrations in western New York. Presently, New York State Route 21 is the only major road serving the Almond area. However, the Southern Tier Expressway is expected to be completed in the not-to-distant future and will provide the Almond area with a significant new major route.
- B. Secondary roads - In Almond, as in most rural areas, a major part of the transportation system is composed of secondary routes. They carry moderate volumes of traffic from the scattered rural residential homes to the major roads and traffic generators, such as schools, stores and places of work. Additionally, they provide access into the adjoining communities of Alfred, Hornellsville and Birdsall. The secondary routes envisioned in the Plan, which will provide the "framework" around which the internal circulation system will be built, are North Almond Valley Road, Karr Valley Road, McHenry Valley Road and Bishopville Road in the Town.
- C. Minor streets - Although the remaining streets in the Town and Village of Almond perform, at various times, more than one function, they can generally be grouped together as minor or local access streets. Some of these streets, especially in the Town,

are presently utilized only to provide access to individual properties; others provide outlets for inter-community travel. In rural areas such as the Town of Almond, the distinction between secondary roads and minor streets is not always easily disemible. As the density of development increases, the need for a functional classification of streets which may involve additional groupings will become more apparent.

An established functional and physical hierarchy of roads, such as that described is a basic prerequisite to the establishment of a transportation system that is going to move traffic efficiently. The recognition that different streets must perform separate and independent functions is essential. The designation of functionally separated streets allows for the routing and regulating of traffic. Many of the potential efficiencies and economies that can be derived from a circulation system will not be realized in Almond unless a functional separation of the traffic is attained.

New Roads Proposed

The major new road in Almond is, of course, the Southern Tier Expressway. As has been mentioned, this will not only provide for the efficient movement of regional traffic through the Almond area, but could also be a significant catalyst for new development in this sector.

The second proposed new route is a north-south connector road between North Almond Valley Road and Karr Valley Road. The best roads in Almond, including the latter two, run in an east-west direction and there is a definite need for an adequate north-south thoroughfare. The proposal is to utilize an existing road, Bishopville Road, for this purpose. Bishopville Road would have to be improved, paved, widened, and straightened in some locations, but as the right-of-way is in existence and the road itself is near the areas proposed for future development, it would appear that this is a reasonable proposal.

An official from the New York State Highway Department has expressed the view that it will be necessary, in the future, to provide a four-lane road from the proposed access road of the Southern Tier Expressway south on Route 21, at the minimum, to Alfred. This will be necessary as increased amounts of traffic utilize the Expressway and desire to exit in the Almond area. Route 21, as it now exists, will not be able to efficiently handle the volume of traffic anticipated in ten years. A careful, continuous study of this situation will be necessary to determine if and when the road will have to be widened.

Problems and Recommendations

Regional traffic along Main Street in the Village conflicts with local traffic. Turning movements, stopping, parking and cross traffic, all local types of movements, inhibit the free flow

which is desirable for regional traffic. The movement of traffic through the Village at relatively high speeds creates a dangerous situation for local motorists and pedestrians. To prevent this situation from worsening, short of proposing a Route 21 By-Pass around the Village, it is suggested that off-street parking be provided near existing commercial facilities and that access to these parking lots be provided from local streets rather than Main Street wherever possible.

It is also recommended that a conscious effort be made to include aesthetics as a fundamental element of future street design. This will include the control of street planting, building setbacks and roadside clutter such as billboards. Such measures will insure a favorable community appearance in the future.

Bus Transportation

The low population density of Almond limits the economic feasibility of inter-community bus service. It is envisioned that in the next ten to twenty years there will be no appreciable shift away from the automobile as the prime mover of people in the Almond area. The amount of land envisioned to be developed, and at the densities proposed, in the next twenty years could not, according to today's criteria, justify the development of a comprehensive inter-community bus system between Hornell and Wellsville.

Of course, there are other factors to be considered in the development of a public transport system, whether it be bus or rail. These include such things as the financial capability of existing public transport companies to expand and the availability of government funds to subsidize the cost of developing and maintaining such a system. Other factors to be considered include the availability of other systems now in existence which conceivably could be utilized to develop a total network and the existing topography, as steep slopes would have to be avoided.

COMMUNITY FACILITIES PLAN

Introduction

Community facility proposals must be coordinated closely with the land use plan of the Town and Village of Almond. Not only will it be important to closely watch the rate of growth to determine when new facilities will be required, but it will also be necessary to mark the location of development so that these new facilities are situated to serve the people as conveniently as possible. A well-conceived plan will take into account where development pressures are likely to be greatest in the area, an approximate time as to when the development will occur and where and what facilities will be necessary to serve the people. These include schools, police and fire facilities, public utilities and recreation.

Up to this time, Almond has felt only minimal pressures for development and, is still quite rural in nature. The corresponding need for community facilities, has, therefore, been limited. However, as has been pointed out in this study, the construction of the Southern Tier Expressway through the Town, with an interchange in this area, is bound to change the demand for housing in Almond somewhat. Because this population expansion will require more community facilities, it is important to be aware of this impending demand and to determine how to best cope with this demand.

Educational Facilities

It was determined in the analysis of existing educational facilities in the Basic Studies volume of this study that 15 elementary and 10 secondary classrooms will be necessary before 1990 to meet the needs of the anticipated population growth projected in the Alfred-Almond Central School District. The presented trend of population growth in this area would seem to indicate that additional construction would not be necessary during the next five years, but that plans for future construction should be completed by that time, as it is anticipated that by 1975 the maximum capacity of the present structure will be reached.

With the present school being located on a 60 acre site; much of which is unused, with the bulk of the population housed now and, if the plan is adhered to, in the future in the Villages of Alfred and Almond; and as this school is roughly located between the two Villages, it is recommended that, when the construction of new facilities becomes necessary, it be done on the present site of the existing school.

However, the new facility should be built as a unit separate from the existing school. There are a number of reasons for this recommendation (1) the present facility now houses over 1,000 pupils and a further concentration of population would result in the children becoming a part of a "faceless mass"; (2) this can result in the psychological loss of identity for the student; (3) a facility for approximately 2,000 students (which is what the school would be if it were to be built as one unit) become somewhat unwieldy and difficult to manage for school administrators and (4) high-school students and elementary school students simply do not mix well together.

It is proposed that the new facility, when it becomes a necessity, be developed as an elementary school and that the present school be converted to a complete secondary school. It has been determined that the present school complex would require only minimal modifications to convert it in the manner proposed.

Recreation and Conservation Areas

At the present time, Almond can be characterized as a predominantly rural community. Therefore, because there are relatively few people living here and because they tend to live on homes on large lots or on farms, it is not now, nor has it been necessary to develop any large-scale recreation facilities. This intensity of development is expected to remain relatively stable for sometime, but, again, with the construction of the Southern Tier Expressway and its interchange in Almond, the community will be far more accessible than it has in the past and therefore, the potential for more people to move into the community will be greater and the presence of more people will create a demand for more recreational facilities.

The residents of Almond should be aware of this potential demand now, for as development pressures come, the cost of land for any kind of use will inevitably increase. The private market will pay the price for the land if they can make a monetary profit from it. Local government must purchase the land at the market price, or at least purchase the development rights.

The recreation and conservation proposals have been presented in the Plan Details section of the Land Use Plan of this study. Land or the development rights to the land may be purchased by the Town or Village, and the purchase may be financially aided by the Federal Open Space Program and the New York State Parkland Acquisition Program. In addition, Federal grants are available to assist communities in carrying out local beautification programs for the greater use and enjoyment of open space and other public land in urban uses. The adoption of an Official Map can also permanently prevent the intrusion of structures along streambeds and floodplain areas.

Library Services

The 20th Century Club Library, situated in the Village, is centrally located and the building is in fair condition. Although the book stock and circulation might be considered to be inadequate when compared to library standards, the library is a member of the Southern Tier Library System which enables participating libraries to obtain books from anywhere in the System on a loan basis. It is recommended that the library stock be expanded to meet the needs of the anticipated growth in the community.

Municipal Maintenance

The Village Highway Department has recently built a new-all-steel garage in the Village for equipment maintenance and administration purposes. A second storage garage is also on this site, but as some of the equipment must be stored outdoors, additional storage facilities are needed. It is recommended that a second storage shed be built as soon as possible to rectify this situation.

The Village Department of Public Works is in even greater need of storage space, as the one existing garage now functions as a storage and maintenance facility. When maintenance work is necessary on a particular piece of equipment, all the other machinery must be shifted around the garage to make room for this work. A new garage, at least as large as the existing one is necessary for this department to operate properly. It is recommended that this be constructed as soon as possible.

Water Supply and Distribution

Only the Village is served by a public water system, with a few homes adjacent to the Village connected to the system as well. It has been determined that the yield from the well which supplies the Village system will be more than adequate for the next twenty years. However, the water storage facility which holds 150,000 gallons could be depleted within half an hour by a major fire in the Village, and it is recommended that an additional storage facility be built.

Sanitary Sewers

At present, the Town and Village do not have a municipal sanitary sewer system, and the sewerage is now disposed of in septic tanks. The principle danger in not having a public system is in the possible pollution of the Village's water supply. As the population of Almond grows the need to develop a public sewer system will become increasingly apparent.

A major development drawback in this area is the lack of public sewers. There has been discussion within the area of making a study of the possible solutions to the service facility; such as, the area to be served, the location of the treatment plant, how the construction costs will be paid and the availability of outside financial aid. The first step should be an in depth study of the problem and the most economic methods for solutions. This could be done at the local level, but could also come from state or county involvement. The most important factor is that the service is needed now and the need will continue at an ever increasing level until the service is provided, whatever method is selected.

Fire Protection

Because the present firehouse is or will shortly be inadequate in terms of location, size and condition, it is recommended that studies be undertaken to determine the best location for a new facility. As the present station is located on Main Street, there is always the potential conflict between a relatively high volume of traffic and the fire trucks attempting to get to a fire. If a station were to be located on a side street instead

the trucks, in many cases, could avoid Main Street when large numbers of traffic are using it and, therefore, get to the scene of the fire much more quickly. The new facility should be located in the Village as it will continue to house the greatest population concentration in the Almond area for the foreseeable future.

Administrative Facilities

As most of the functions of the Village Town clerks are handled in their respective homes, with the Village garage be utilized to store files, an obviously inadequate situation with respect to the effective discharging of administration functions has arisen.

Plans have been made to build a new Town Village Municipal Center, housing administrative offices, the police department and fire station. A location for this building has not yet been scheduled. It is recommended that it be built in the center of the Village, for many reasons. First, it would be centrally located for most of the people who would need to use the facility. Second, because of the amount of traffic it would generate, it would help to strengthen the commercial facilities in the Village, and thereby strengthen its tax base. Third, it would aid in the development of a community focal point.

FINANCIAL PLAN

Previous sections of the Comprehensive Plan have pointed up the need for various community facilities and services within the 1990 planning period. It is evident that any attempt by Almond to obtain all of the necessary facilities and services now or in the very near future would be a fiscal impossibility. The Financial Plan represents the consultant's view of the priorities which should be attached to the various facility and service needs and suggests ways in which their financing may be accomplished.

Goals and Objectives

The primary objective of the Financial Plan is to obtain all the community facilities and services which will be necessary to the well-being of the citizens of the Town and Village without imposing undue financial hardship. The Plan is intended to be general through the setting of priorities and suggestions of sources. The Capital Improvements Program, which provides a detailed study of the first six years of the Financial Plan, will then be presented.

Finances and Debt Limitations

The Municipal Finance report, prepared for the Planning Board as part of the current planning program, showed that projected revenues based on past trends, would be less than projected expenditures for the Town, while the reverse would be the case for the Village. The report also showed that, in recent years, property taxes have been supplemented from other revenue sources, excluding borrowing but including revenues

from special activities, interest and penalties on taxes, licenses, permits and rentals, departmental fees and charges, sales, reimbursements, recoveries, fines and forfeits. If present revenue trends continue and assuming that property taxes will be supplemented by other sources of revenues, both the Town and Village will be able to undertake an expanded capital improvement program with a continuing stable tax rate.

At the present time, little of the Town's or Village's constitutional debt limit is being utilized. The Financial Plan attempts to limit incurred debts by recommending utilization of revenue bonds and State and Federal assistance programs wherever possible. Although educational facilities are financed separately, the effect of new school construction may have a definite relation to the ability of the Town and Village to finance other projects. Fortunately, Almond has no immediate need for additional school facilities so no potential conflict exists in the early stages of their Financial Plan on their initial Capital Improvements Program.

PUBLIC IMPROVEMENTS PROGRAM

Table 6, "Public Improvements Program", indicates the priorities for various public improvements recommended by the Comprehensive Plan. It does this by fitting each improvement into a short-range (1971-1976), intermediate-range (1977-1981), or a long-range (1981-1986) category. It suggests, in addition, a suggested source of finances and whether or not outside aid would be a possibility on the project.

CAPITAL IMPROVEMENTS PROGRAM

The completion of the Comprehensive Plan for the Town and Village of Almond is an important step in providing a basic framework for the future growth and development of the area. One of the most important means of effectuating the Comprehensive Plan is through the development of a Capital Improvements Program by which the community facilities described throughout this report can be purchased. A Capital Improvements Program is a systematic scheduling of the construction or acquisition of capital items over a period of several years. It is the detailed breakdown of the first portion of the Financial Plan. An important feature of the Capital Improvements Program is that it is prepared annually. Each year Almond's capital improvements requirements should be projected into the future and scheduled in order of priority based on the need and desirability. The items scheduled for the first year of the program would be incorporated in the proposed Town and Village budget for the next fiscal year.

Effective and sound capital improvements programming can:

- o Help effectuate the major proposals of the Comprehensive Plan as they are needed and on a systematic and orderly basis;

Table 6
Town and Village of Almond
PUBLIC IMPROVEMENTS PROGRAM
Stage A - Short Range (1970-1976)

PROJECT	Suggested Source of Funds	Possible County, State or Federal Aid
New Town Highway Department Garage	General Obligation Bonds	
Improvement of intersections at Angelica Street and Karr Valley Road, Hopkins and Bishopville Roads, Whitney Rd. and Route 21, and improve and pave Angelica Street	Highway Fund	
Construction of Town-Village Municipal Center	General Obligation Bonds	
Improvement of Bishopville Road	Highway Fund	Federal
Realignment of Klipnocky Road, North Hill Rd., Bush Rd., Andrew Perry Rd., Bill Morris Rd., Turkey Path, Bert Harvey Rd.	Highway Fund	Federal
Replacement of 2" water line with 4" line on South Main Street	Revenue Bond	Federal
Fire Protection improvements	General Obligation Bonds	
Extend and improve Maple Ridge Avenue and Crescent Place	Highway Funds	
Acquire park sites	General Obligation Bonds	State, Federal
Acquire land for municipal parking lot	Village General and Highway Fund	

Table 6 (continued)
 Stage B - Intermediate Range (1977-1984)

PROJECT	Suggested Source of Funds	Possible County, State or Federal Aid
Ongoing maintenance of Town Roads	Town General Fund	Federal
Participation in development of regional sewer system	Revenue Bonds	
Maintenance and replacement of Highway Department equipment	General Obligation Bonds	
Ongoing maintenance of Village roads	Village General Fund	
Acquisition and development of neighborhood parks	General Obligation Bonds	State, Federal
Village Water Storage	Revenue Bonds	State, Federal
Stage C - Long Range (1981-1990)		
Ongoing maintenance of Town Roads	Town General Fund	
Participation in regional landfill operation	Town and Village General Fund	
Maintenance and replacement of Highway Department equipment	General Obligation Bonds	
Ongoing maintenance of Village roads	Village General Fund	
Acquisition and development of neighborhood parks	General Obligation Bonds	State, Federal

- o Present to the citizens and to the Town and Village Boards an overall program showing the status of each capital item as it relates to all other capital items which are deferred;
- o Lead to improved municipal and departmental operating procedures. Such items are replacement funds for equipment and improved maintenance estimates often result;
- o Improve and stabilize the credit rating of the Town and Village, which could result in lower interest rates on bond issues;
- o Provide an inducement to new business and home construction since these activities are highly influenced by the overall status of a community. As businesses seek new locations, they tend to more than ever before appraise the advantages and disadvantages of the various communities in which they are interested in locating. A programmed commitment for communities improvements can furnish the confidence necessary to the private developer.
- o Help to suggest ways to finance items and to clarify the status of items which otherwise might not be considered clearly as either capital items or obvious operational costs. This will permit more easily the lumping of several items into financial packages for bond issue purposes. In addition, a sound policy of partial pay-as-you-go and partial long-term financing can be maintained.

PREPARATION AND RESPONSIBILITY FOR THE CAPITAL IMPROVEMENTS PROGRAM

In 1962, the State Legislature added Section 99-g to the General Municipal Law, (see Appendix 1), to provide a means for all communities in the State to initiate a capital program. Under the provisions of this law, any municipal corporation, by resolution or ordinance of the governing board, may undertake the planning and execution of a capital program.

While the Planning Board can restrict its interest in the capital improvements program to reviewing capital improvements for conformance with the Comprehensive Plan, more active participation in the capital improvements program process can not only aid the Town and Village Boards in reducing its work load, but also give the Planning Boards a more instrumental role in implementing the Comprehensive Plan.

The primary responsibility for preparing the capital improvements program rests with the Boards as previously mentioned. However, the Planning Boards, in acting as an administrative arm of the Town and Village Boards, serve as "clearing houses"

for capital improvements projects by coordinating with the various departments of the Town and Village, compiling a list of total needs and analyzing them with respect to urgency and available means of financing.

The Planning Boards should then consult with the Municipal Engineers for general cost estimates for the listed improvements. In unusual cases, the Engineer could either examine the projects in the field or defer a general estimate until a priority was established. Assuming that no unusual cases were encountered, the Planning Boards would then have a list of the total major capital needs of the Town and Village, along with a general cost estimate for the accomplishment of these projects. Once the estimated cost of each project is determined, the proposed method of financing would be studied and made a part of the program.

The Planning Boards should then consult with the Boards for a general estimate of the amount of funds to be allocated for capital improvements in the next six-year period.

The next step in the capital improvements process involves discussion and analysis of the general priorities established in the Financial Plan. By this process a program can evolve whereby consolidation of similar types of work will allow the cost reduction, where advance purchase of sites for anticipated facilities can reduce the long-range cost of a project by eliminating the inflation of land values involved with a later purchase, or where the overlapping of work types might call for a reduction in the scope of a project to eliminate possible areas of conflict. In this phase of the process, the municipal engineers should be consulted to determine the best means accomplishing projects requiring engineering.

With a list of recommended priorities for project accomplishment thus geared to the future general capital fund allocation estimate, and phased by year over a six-year period, coordination with the Boards for final preparation of the program should be achieved. The Boards have the power to modify the proposed capital program submitted to it.

The Capital Program is adopted in the same manner and at the same time as the budget. If a public hearing is required on the tentative budget, the public hearing would also apply to the capital program.

Appropriations are provided in the budget only for those capital projects to be undertaken during the budget year and which are to be financed in whole or in part from current revenues. In instances where projects to be financed from current revenues will take several years to complete, provision should be made in the budget only for the estimated cost of the work to be undertaken during the first year. If a project is to be financed entirely through the issuance of obligations, it would not appear in the budget.

Budgetary appropriations for capital projects should be transferred from operating funds to capital or construction funds, and the expenditures for the capital purposes made therefrom.

At any time after the adoption of the capital program, the Town and Village Boards may amend the program by a two-thirds vote, by adding, modifying or abandoning projects or changing the method of financing projects.

Planning Board Preparation of a Capital Improvements Program

It should be pointed out that an actual yearly Capital Improvements Program could be formulated by the Planning Boards, provided the Boards so authorized, by resolution or ordinance through the following steps:

1. Create a sub-committee of the Planning Board and grant it the authority and responsibility for carrying out the task.
2. Send the Individual Project Estimate Sheet (See Appendix: III) to each department head.
3. Once forms are returned, the sub-committee can begin the process of review and priority assignment.
4. The New York Department of Audit and Control has suggested a format for the next step. The Tentative Six-Year Capital Program Sheet (see tables 8 and 12) is to be used to integrate the projects selected by the entire Planning Board in a six-year program. Whatever amount to be financed from operating revenues in the following year is included as an appropriation in the budget.
5. A summary should be prepared by the sub-committee showing the method of financing the Capital Improvements Program. Again, the Department of Audit and Control has suggested the form found in tables 9 and 13.
6. The Planning Boards should maintain the Register of Capital Projects (tables 7 and 11) which would serve as a control of the program and, at a glance, reveal the projects, department which requested such, total estimated cost and year scheduled.
7. Finally, the sub-committee would review the process annually and report to the Planning Board, which in turn would report to the Village Board of Trustees or to the Town Board.

Suggested Capital Improvements Program

The following tables present suggested capital improvement programs for the Town and Village of Almond. Tables 7 and 11 list the projects, along with the estimated costs, needed the first six years to implement the Comprehensive Plan. Tables 8 and 12 provide a detailed breakdown of the potential financing for each project for the Town and Village of Almond. These figures were derived by assuming maximum Federal and State aid for each eligible project. When the projects are funded adjustments will probably have to be made. Tables 9 and 13 provide a summary of total local, state and federal expenditures by year for the six-year period. Tables 10 and 14 present schedules of debt maturities listing by project the amount of obligations due each year and the balance due beyond the last year of the Capital Improvements Program.

It should be noted that some of the longer range needs will depend on the actual pace of development in the Town and Village. Slow growth will delay the need for some of these costly capital facilities. In addition, it should be remembered that the improvements are only those recommended in the Comprehensive Plan, or those for which commitments have already been made by the Town and Village. Therefore, the total cost for all public improvements in future years may be greater than the costs for executing the Comprehensive Plan alone, depending on needs, resources, and priorities at the moment. Finally, it should be remembered that detailed engineering studies and cost estimates will have to be prepared before some of the projects can proceed. The included costs, therefore, are to be viewed as "rough" estimates at the present time.

Two appendices are contained herein to provide additional considerations for guiding future capital improvements decision-making. The following definitions are also provided to clarify the terms used in the tables. Also enclosed is a sample form for individual project information (see Appendix III).

Definitions

Assessments - assessments levied for special districts purposes as water supply or sewerage disposal.

Federal Aid - receipt of Federal funds for sewerage treatment facilities, for public works planning, civil defense equipment, etc.

State Aid - receipt of State monies, including per capita State aid, for public welfare assistance and care, youth bureaus, sewerage treatment facilities, highways, etc.

Self-Sustaining Operating Revenue - monies which are held in the operating revenue fund of a department or authority may be accumulated from year to year rather than put into a reserve fund.

Reserves - money which a municipality sets aside annually, generally for a specific purpose.

Tax Supported Operating Revenues - monies from the municipalities general fund.

Tax Supported Loans - (General Obligation Bonds) - bonds whose debt service is payable from levies on all of the taxable property in the municipality. (all of the resources of a municipality are made available for payment of the bonds.)

TABLE 7

TOWN OF ALMOND
REGISTER OF CAPITAL PROJECTS

	Description of Project	Department	Total Estimated Cost	Year Scheduled	Year Completed	Total Actual Cost	Remarks
1	2	3	4	5	6	7	8
1	Acquire Land for Town Garage and Recreation Area	Administration	\$ 30,000	1971			
2	Construct New Highway Department Garage	Highway	65,000	1971			
3	Construct New Town-Village Municipal Center	Administration	80,000	1974			
4	Improve Bishopville Road	Highway	100,000	1975			

TABLE 8
TOWN OF ALMOND
TENTATIVE SIX-YEAR CAPITAL PROGRAM — 1971-1976

Project No.	Description of Project	Estimated Change in Annual Operating Costs	Total Estimated Cost	Cost of Work Completed in Prior Years	Cost Scheduled 6-Year Period	RECOMMENDED AND SCHEDULED FOR SIX-YEAR PERIOD						Cost 1 Comp: After 197
						1971	1972	1973	1974	1975	1976	
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Acquire Land		\$ 30,000		\$ 30,000	\$ 3,000(x) 27,000(z)						
2	Construct New Highway Department Garage		65,000		65,000	10,000(p) 55,000(z)						
3	Municipal Center	\$1,200	80,000		80,000				\$ 8,000(x) 72,000(z)			
4	Improve Bishopville Road		100,000		100,000					\$ 10,000(x) 90,000(z)		
	TOTAL	\$1,200	\$275,000		\$275,000	\$95,000			\$80,000	\$100,000		

a — Assessments
r — Self-sustaining operating revenue

c — Tax-supported operating revenue
s — State aid

f — Federal aid
x — Reserves

n — Self-sustaining loans
z — Tax supported loans

p — Payment from State for Old Facility

TABLE 9

TOWN OF ALMOND
TENTATIVE SIX-YEAR CAPITAL PROGRAM -- 1971-1976

Line No.	Description of Project	Estimated Change in Annual Operating Costs	Total Estimated Cost	Cost of Work Completed in Prior Years	Cost Scheduled 6-Year Period	RECOMMENDED AND SCHEDULED FOR SIX-YEAR PERIOD						Cost to Complete After 1976
						1971	1972	1973	1974	1975	1976	
1	2	3	4	5	6	7	8	9	10	11	12	13
						METHOD OF FINANCING						
1	SOURCE											
2	OTHER THAN FROM MUNICIPAL MONIES											
3	Assessments											
4	Federal											
5	State		\$ 10,000			\$10,000						
6	Total Other than Municipal Monies		10,000			10,000						
7	SELF-SUSTAINING											
8	Self-sustaining Operating Revenue											
9	Self-sustaining Loans											
10	Total Self-sustaining											
11	RESERVES		21,000			3,000			\$ 8,000	\$ 10,000		
12	TAX SUPPORTED											
13	Tax Supported Operating	\$1,200	244,000			82,000			72,000	90,000		
14	Tax Supported Loans											
15	Total Municipal Monies		244,000									
16	Grand Total	\$1,200	\$275,000			\$95,000			\$80,000	\$100,000		

Table 10

TOWN OF ALMOND

Accrued Local Commitments

PROJECT	Total Cost*	1971	1972	1973	1974	1975	1976	Cost After 1976
Acquire Land	\$ 41,440	\$ 3,000	\$3,844	\$3,844	\$ 3,844	\$ 3,844	\$ 3,844	\$ 19,220
Construct New High- way Department Garage	\$100,570	10,000	6,038	6,038	6,038	6,038	6,038	60,380
Municipal Center	143,920				8,000	6,796	6,796	122,328
Improve Bishop- ville Road	179,020					10,000	8,451	160,569
TOTAL	\$464,950	\$13,000	\$9,882	\$9,882	\$17,882	\$26,678	\$25,129	\$362,497

* Includes debt service but excludes change in annual operating costs

TABLE 11
VILLAGE OF ALMOND
REGISTER OF CAPITAL PROJECTS

	Description of Project	Department	Total Estimated Cost	Year Scheduled	Year Completed	Total Actual Cost	Remarks
1	2	3	4	5	6	7	8
1	Replace Water Line on South Main Street	Public Works	\$ 2,000	1971			
2	Purchase New Ambulance and Pumper/Tanker	Fire	58,000	1972			
3	Construct Town-Village Municipal Center	Administration	82,500	1973			
4	Acquire Land for Municipal Parking Lot	Administration	5,000	1974			
5	Extend and Improve Maple Ridge Avenue and Crescent Place	Public Works	75,000	1975			
6	Acquire Park Sites	Administration	30,000	1976			

TABLE 12
VILLAGE OF ALMOND
TENTATIVE SIX-YEAR CAPITAL PROGRAM - 1971-1976

Project No.	Description of Project	Estimated Change in Annual Operating Costs	Total Estimated Cost	Cost of Work Completed in Prior Years	Cost Scheduled 6-Year Period	RECOMMENDED AND SCHEDULED FOR SIX-YEAR PERIOD						Cost Comp After 1971
						1971	1972	1973	1974	1975	1976	
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Replace Water Line on South Main Street		\$ 2,000		\$ 2,000	\$2,000(n)						
2	Purchase New Abulance and Pumper/Tanker		58,000		58,000		\$58,000(z)					
3	Construct Town-Village Municipal Center	\$1,200	82,500		82,500			\$82,500(z)				
4	Acquire Land for Municipal Parking Lot	200	5,000		5,000				\$5,000(n)			
5	Extend and Improve Maple Ridge Avenue and Crescent Place		75,000		75,000					\$75,000(r)		
6	Acquire Park Sites	500	30,000		30,000							\$15,000(f) 11,500(s) 3,500(n)
	TOTAL	\$1,900	\$252,500		\$252,500							

a - Assessments
c - Tax-supported operating revenue
f - Federal aid
n - Self-sustaining loans
r - Self-sustaining operating revenue
s - State aid
x - Reserves
z - Tax supported loans

TABLE 13

VILLAGE OF ALMOND
TENTATIVE SIX-YEAR CAPITAL PROGRAM - 1971-1976

Page No. _____

Line No.	Description of Project	Estimated Change in Annual Operating Costs	Total Estimated Cost	Cost of Work Completed in Prior Years	Cost Scheduled 6-Year Period	RECOMMENDED AND SCHEDULED FOR SIX-YEAR PERIOD						Cost to Complete After 1976
						1971	1972	1973	1974	1975	1976	
1	2	3	4	5	6	7	8	9	10	11	12	13
						METHOD OF FINANCING						
1	SOURCE											
2	OTHER THAN FROM MUNICIPAL MONIES											
3	Assessments				\$ 15,000						\$15,000	
4	Federal				11,500						11,500	
5	State											
6	Total Other Than Municipal Monies				26,500						26,500	
7	SELF SUSTAINING											
8	Self-sustaining Operating Revenue		\$1,900		75,000					\$75,000		
9	Self-sustaining Loans				10,500	\$2,000			\$5,000		\$3,500	
10	Total Self-sustaining				85,500	2,000			5,000	75,000	3,500	
11	RESERVES											
12	TAX SUPPORTED											
13	Tax Supported Operating Revenue				\$140,500		\$58,000	\$82,500				
14	Tax Supported Loans				140,500		58,000	82,500				
15	Total Municipal Monies				\$252,500	\$2,000	\$58,000	\$82,500	\$5,000	\$75,000	\$30,000	
16	Grand Total		\$1,900									

Table 14
Village of Almond
ACCRUED LOCAL COMMITMENTS

PROJECT	Total Cost*	1971	1972	1973	1974	1975	1976	Cost After 1976
Replace Water Line on South Main Street	\$2120	\$2120						
Purchase new ambulance and pumper/tanker	\$101140		\$5057	\$5057	\$5057	\$5057	\$5057	\$75,855
Construct Town-Village Municipal Center	\$179820		\$5994	\$5994	\$5994	\$5994	\$5994	\$1,55844
Acquire Park Sites	\$3710						\$3710	\$3710
TOTAL	\$286790	\$2120	\$5057	\$11051	\$11051	\$11051	\$14761	\$235400

*Includes debt service but excludes change in annual operating costs.

APPENDIX I

GENERAL MUNICIPAL LAW, SECTION 99-g, CAPITAL PROGRAM

1. Any municipal corporation, by resolution or ordinance of the governing board, may undertake the planning and execution of a capital program in accordance with the provisions of this section.

2. A capital program shall be a plan of capital projects proposed to be undertaken during a six-year period, the estimated cost thereof and the proposed method of financing.

3. The officer charged with the preparation of the tentative budget shall cause the capital program to be prepared, and shall submit it to the governing board with the tentative budget. It shall be arranged in such manner as to indicate the order or priority of each project, and to state for each project:

(a) a description of the proposed project and the estimated total cost thereof;

(b) the proposed method of financing, indicating the amount proposed to be financed by direct budgetary appropriation of duly established reserve funds; the amount, if any estimated to be received from the Federal and/or State governments; and the amount to be financed by the issuance of obligations, showing the proposed type or types of obligations, together with the period of probable usefulness for which they are proposed to be issued;

(c) An estimate of the effect, if any, upon operating costs of the municipal corporation within each of the three fiscal years following completion of the project;

4. The tentative budget shall include the amount proposed for the capital program to be financed by direct budgetary appropriation during the fiscal year to which such tentative budget pertains.

5. There shall be included in the budget message, if any, a general summary of financial requirements for the capital program for the fiscal year to which the budget message relates. Additional comments and recommendations of any other board, officer or agency may also be included in the budget message.

6. The governing board shall adopt the capital program after review and revisions, if any. The provisions of any law relating to a public hearing on the tentative budget, and to the adoption of the budget, shall apply to the capital program.

7. At any time after the adoption of the capital program, the governing board by the affirmative vote of two-thirds of its total membership, may amend the capital program by adding, modifying or abandoning the projects, or by modifying the methods of financing. No capital project shall be authorized or undertaken unless it is included in the capital program as adopted or amended.

8. The term "capital project" as used in this section shall mean: (a) physical betterment or improvement, including furnishings, machinery, apparatus or equipment for such physical betterment or improvement when first constructed or acquired, or (b) any preliminary studies and surveys relating to any physical betterment or improvement, as (c) land or rights in land, or (d) any combination of (a), (b) and (c).

9. Nothing in this section shall be construed to authorize a municipal corporation to incur indebtedness for which obligations may be issued except as provided by the Local Finance Law.

Source: Department of Audit and Control State of New York.

APPENDIX II

GENERAL GUIDELINES FOR CAPITAL IMPROVEMENT PROGRAMS

The following statements are offered as general rules of thumb for future capital improvement decision making:

1. When possible, projects benefiting certain property owners should be financed by special assessments. This is done most commonly with "general-special assessment bonds", which are issued like general obligation bonds and consequently becomes a charge against the full faith and credit of the municipality if assessment collections are insufficient to meet the principal and interest payments. These are retired as quickly as possible, generally between 3-5 years, and never greater than 12 years.

2. Approximately 5-10 percent of the cost of tax supported projects should be paid out of current operating funds (generally referred to as "pay-as-you-go"). For small communities a "capital reserve" may also be used. This occurs when money for an anticipated event is put aside in reserve account ahead of time. The balance of the cost is then financed at the time of construction with bonds.

3. At least 25 percent of the total principal should always be due for amortization within the next 5 year period.

4. Duration of loans should generally not exceed either 30 years or the life of the improvement. (One exception to this is the recent trend to go to 40 years for water and sewerage projects. This has almost become necessary today because of the exceedingly high interest rates).

5. The annual debt service should not exceed 25 percent of the normal operating budget.

6. Using more than 85 percent of the available constitutional debt limit should be avoided for planned long range projects. This provides a 15 percent reserve for unforeseen emergencies.

APPENDIX III

SIX-YEAR CAPITAL PROGRAM INDIVIDUAL PROJECT ESTIMATE

1. Department _____ 2. Division _____

3. Project Title _____

4. Location _____

5. Description _____

6. Purpose and Justification _____

7. Status of Plans: (check)

- ☐ Plans not needed
☐ Nothing done on plans
☐ Preliminary estimate received

- ☐ Surveys completed
☐ Work on plans scheduled
☐ Sketch plans in preparation

- ☐ Sketch plans completed
☐ Detail plans in preparation
☐ Detail plans completed

8. Estimated Cost:

Engineering \$ _____
 Site Acquisition _____
 Construction _____
 Other () _____
 Total \$ _____

11. Proposed Method of Financing:

Obligations \$ _____
 Current Revenues _____
 Assessments _____
 Service Charges _____
 State and Federal Aid _____
 Reserves _____
 Other _____
 Total \$ _____

9. Proposed Method of Construction:

- ☐ Contract ☐ Force Account

10. Estimated Project Expenditures by Years:

19 _____ \$ _____
 19 _____
 19 _____
 19 _____
 19 _____
 19 _____
 Later _____
 Total \$ _____

12. If Obligations are to be Issued, State:

Type _____
 Period of Years from _____ to _____

13. Effect the Project will have on Operating and Maintenance Expenses for First Three-Years of Operation: (plus or minus)

19 _____ (+ or -) \$ _____
 19 _____ (+ or -)
 19 _____ (+ or -)

Submitted by _____ Date _____

Planning Board Action _____ Date _____

Governing Board Action _____ Date _____

NOTE: Furnish as much of the information requested, as is available at the time of preparation. Attach maps and other supporting data that will aid in evaluating the project.

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