

LAND USE, ZONING AND FUNDING SUBCOMMITTEE'S RATING OF RECOMMENDATIONS

MAY 27, 1998

Recommendations	Most Important	Important	Somewhat Important	Not Important
<b>I. Financing Traffic Improvements and Mitigation</b>				
• Require Applicant Constructed Mitigation Improvements.	7	7		
• Use Public/Private Financing through Developer Agreements.	3	<b>10</b>	1	
• Require Dedication of Rights-of-Way for Future Improvements.	6	5	3	
• Consider Creation of Transportation Development Districts (separate taxing districts to provide transportation improvements within the district).	4	3	4	2
• Section 200 Assessment Districts (localities allowed to assess for improvements).		5	4	
• Require Assessment of Impact Fees (would require State Legislative approval).	5	6	2	
• Consider Creation of Business Improvement Districts.	5	1	6	1
• Consider using funds for traffic improvements for transit enhancements.	4	2	4	
• Allow for donation of transportation improvements.	2	1	5	
<b>II. Cumulative Traffic Impact and SEQRA</b>				
• Site reviews should include cumulative impacts.	4	2	1	
• Site reviews should also include cumulative impacts by considering opening day traffic and a fair share of future cumulative growth the project induces.	7	2	2	2
• A Traffic Impact Study and Mitigation Plan should be required for all sites generating over 100 peak hour trips.	9	2	2	1
• NYSDOT and Local Planning organizations must work closely on SEQRA coordinated reviews.	11	2	1	
• Consider Generic Environmental Impact Studies for active development areas, growth corridors and/or large scale zoning changes.	11	3		
• Intermodal Land Uses (rail, freight or ferry terminals) require coordinated review.	4	2	1	
<b>III. Traffic Management Techniques and Access Control</b>				

Recommendations	Most Important	Important	Somewhat Important	Not Important
• Adopt Access Management Plans for all major arterials.	11	2	1	
• Develop driveway and intersection spacing requirements based on the prevailing roadway characteristics.	5	7	1	
• Set minimum distances between intersection corners and driveways based on highway characteristics.	4	7	3	
• Require cross access easements from all commercial properties.	5	5	3	
• Provide for shared or combined driveways.	3	7	3	
• Provide medians or median barriers to reduce turning movement conflicts.	3	6	4	
• Provide interconnection between developments internally rather than externally.	10	2	2	
• Enhance driveway operations by providing access/decel lanes and wide turning radiuses.	4	6	3	
• Restrict difficult or potentially hazardous movement at driveways.	4	8	1	
• Develop a standard for sight distance at intersections and driveways such that obstructions can not be placed where they will interfere with minimum required sight distance.	2	6	6	
• <b><i>Increase front yard set backs to buildings and parking on major roadways outside from Village or Community Centers.</i></b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>2</b>
• Limiting curb cuts on State highways.	9	3	2	
• Set minimum driveway throat standards based on site traffic generation and highway character.	2	8	2	
• Provide reverse access/frontage roads where possible.	1	7	5	
• Require office/industrial site plans to provide preferential parking for car pools.	6	3	5	1
• Require large commercial site plans to be transit friendly. Include bus shelters.	9	2		
• Provide incentives for mixed use projects appropriately located.	3	1	3	1
• Encourage housing in business districts.	2	3	2	
• Require freight use (truck access) to be addressed in all access plans.	4	2	3	
<b>IV. Zoning Techniques</b>				
• Local jurisdictions should have Master Plans which consider the transportation impacts of the plan.	10	3	1	
• Access management plans should foster the design of site plans from the outside in.	6	5		
• Consider reduction of land density in congested corridors.	6	4	3	1

Recommendations	Most Important	Important	Somewhat Important	Not Important
• Only consider higher densities where they can be served by transit or rail service or offer transportation demand management strategies.	9	4	1	
• Village and Community commercial centers should be encouraged to develop common parking areas, access and parallel circulation routes off of primary arterial network.	11	1	1	
• Access to developments should be placed on the lowest class of highway when there are alternatives, not the highest.	2	5	4	
• Village and Community centers should be made pedestrian and bicycle friendly.	7	5	2	
• Consider “overlay zoning” to implement transportation friendly elements into sensitive corridors and community centers.	4	5	1	2
• Consider zoning incentives such as parking relaxation or setback relaxation to achieve shared driveways/parking facilities.	3	8	3	1
• Consider reducing density outside Village Community centers by implementing controls such as:				
- Floor to area ratios	3	7	1	1
- Limitations on height	3	3	4	2
- Limitations on structural parking	2	5	3	2
- Limitation on lot coverage	3	5	2	2
- Increases in setbacks	3	4	3	2
• Consider increases in density only when associated with Village and Community centers and where projects include strong transit or rail access provisions.	6	4	4	
• Consider increased cluster zoning particularly when connected with transit/bus provisions.	5	3	4	2
• Consider more mixed use development so that trips can occur internally rather than externally.	4	6	3	1
• Reduce parking requirements on site as a means of encouraging lower traffic generation from the site.	2	3	3	6
• Encourage redevelopment of CBD’s to increase density and make them transit compatible.	8	3	3	
• Incentives to combine small lots with poor access.	4	5	3	2
• Zoning incentives which encourage desirable transportation outcomes.	5	7	1	
• Transfer of Development Rights to relocate density to transit hubs and down towns.	3	2	4	2
• <b><i>Have minimum standards for landscaping/ streetscape standards.</i></b>	<b><i>1</i></b>	<b><i>3</i></b>	<b><i>3</i></b>	<b><i>1</i></b>
• Consider intermodal (mixed use) zoning in areas surrounding train stations, bus stations or other intermodal hubs.	7	1		
• Purchase of Development Rights in high stressed corridors.	Approved by General Consensus May 19, 1998			
• Offer commercial properties incentives to reduce parking spaces from the required minimum if spaces are converted for transit access purposes.	Approved by General Consensus May 19, 1998			
<b>V. Effective Cooperation</b>				

**LITP2000**

<b>Recommendations</b>	<b>Most Important</b>	<b>Important</b>	<b>Somewhat Important</b>	<b>Not Important</b>
<ul style="list-style-type: none"> <li>The basis of effective cooperation is a plan for Access Management of the highway system and townwide Master Plans.</li> </ul>	9	4		
<ul style="list-style-type: none"> <li>Close cooperation between Town Planning Departments and State and County Highway Agencies early in the site plan development and SEQRA process is necessary.</li> </ul>	12	2		
<ul style="list-style-type: none"> <li>Consider setting up regular working committees consisting of Town planners, and State and County Transportation representatives to review specific projects and discuss planning and transportation issues on Town or multi Town wide areas.</li> </ul>	9	4		1
<ul style="list-style-type: none"> <li>Work with Towns to classify roadways by adjacent community character and existing and projected highway use to select “desirable” highway section.</li> </ul>	3	6	3	1
<ul style="list-style-type: none"> <li>Development of Corridor Memorandum of Understandings (MOUs) between the municipality with zoning authority and the owner of the road.</li> </ul>	2	7	3	1
<ul style="list-style-type: none"> <li><b><i>Develop a coordinated sign (road and business) management program.</i></b></li> </ul>		<b><i>3</i></b>	<b><i>3</i></b>	<b><i>1</i></b>
<ul style="list-style-type: none"> <li>Provide joint training for State, County, Town and Village officials dealing with land use and access issues.</li> </ul>	3	3	1	
<ul style="list-style-type: none"> <li>Land Use/Access Management (LUAMs) funded by NYMTC Planning funds should be undertaken in critical transportation corridors.</li> </ul>	Approved by General Consensus May 19, 1998.			