Tools for Municipal Planners and Developers:

The following are potential measures which can help promote conservation planning and other forms of good design, from the perspectives of both municipal planning boards and developers. Each of these measures is worth considering, and generally needs to be addressed in local planning codes.

Conservation Easements

Purpose: To protect the important resource value of the property forever, and often to improve property values of neighboring properties.

Eligibility: Owners of private land with natural resources / open space value.

Description: A conservation easement is a voluntary legal agreement between a land trust, such as the Finger Lakes Land Trust, and a landowner, who places restrictions on the use of his / her land to protect the natural value of the land. The permitted uses normally include: agriculture, some types of forestry, recreation, wildlife habitat, and other open space uses. The easement limits or prohibits activities such as industrial, commercial, and residential development on all or part of the property.

Benefits: Easements allow certain economic benefits such as one-time income and estate tax breaks. Over the long term, the property value on the parcel may be reduced due to the easement restrictions, thus reducing property taxes. Neighboring properties, however, often enjoy increased property value since permanent open space is a highly-prized next-door neighbor. Because of this trend, the local community usually breaks even or gains taxes townwide.

Financial Incentives:

Tax Benefits:

Deduction of fair market value of the easement from state and federal income taxes.

Clustered Housing

Purpose: To encourage preservation of open space and enhancement of community by developing in nodes.

Eligibility: Density and requirements are dependent upon local zoning codes; generally, lot sizes of half standard are permitted provided there are adequate buffer zones between clusters and at the edges of the development.

Description: A system of property layout which groups lots together rather than stringing them out with equal frontage along one road.

Benefits: Can be used to reduce road lengths and corresponding infrastructure costs, and facilitates shared leach fields or other measures of waste disposal. Smaller lots also leave more land to be held in conservation, and provide a feeling of community.

Financial Incentives:
Potential significant reductions in road and infrastructure costs, and of increased number of properties.

Homeowners Associations

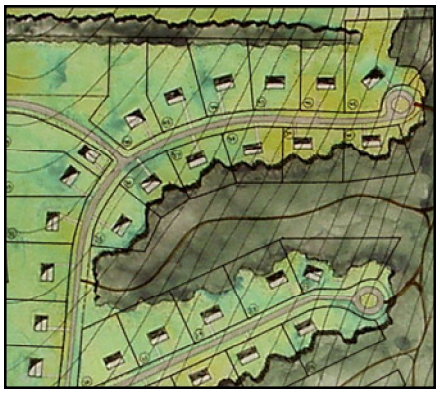
Purpose: To facilitate and coordinate the management of, and provide economies of scale to the infrastructure costs of, multiple-home developments on a single property.

Eligibility: A Homeowner's Association is a legal entity. Membership is frequently required as a condition of purchase of property. For more information, follow the references in Appendix B.

Description: Organizations formed as part of a development, particularly when measures such as sewage lift stations, shared septic leach fields, or private roads (which follow different restrictions than public roads) are desired.

Benefits: Shared expenses and responsibility over measures which are beneficial to the development's residents as a group; also ensures joint maintenance of commonly-held open space.

Financial Incentives:
Reduced or jointly managed infrastructure and maintenance costs; joint ownership of preserved open spaces.



Considerations for Commercial Development Alternatives:

Not every rural development needs to be, or should be, purely a housing subdivision. Opportunities abound for creative uses of land for a wide range of commercial and public uses as well, ranging from recreation to hotels or bed-and-breakfasts, from restaurants to outdoor activity centers, from commercial horse farms to wineries. In many cases, these options may make better use of land not particularly suitable for housing, or provide a more financially attractive option in a saturated new-housing market. Frequently, suchdevelopments can also better preserve the overall rural character of the area and enhance tourism.

What follows are the major considerations that need to be taken into account in thinking about, and designing, a commercial rather than a residential development, or a combination of the two. A successful commercial alternative needs to be suited to the site, the market, and the surrounding land, and needs to be able to maintain itself in terms of infrastructure and handling the increased vehicular traffic which it will create.

Meeting Local Markets

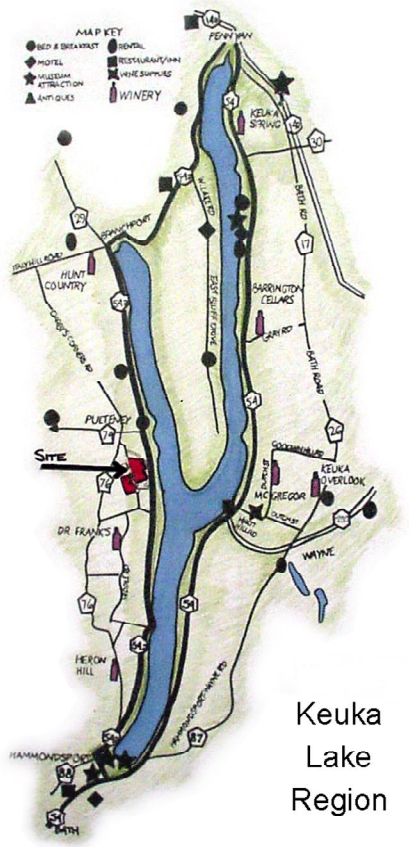
Goal: To ensure that the commercial enterprise chosen is economically viable, supported by the region, and in character with the surroundings.

Process:

- Local tourism resources, Chambers of Commerce, and other sources can help identify active or underserved markets in the area of the property.
- Map out the locations and assess the state of other enterprises in the area which might overlap or complement the intended development.
- Determine if thereis a particular type of commercial development that seems particularly well-suited to the site and is supported by the surrounding area.
- Explore alternatives or modifications of the intended program to optimize the relationship of the development to the land, the community, and the financial potential.

Issues:

- Particular uses may or may not be permitted within local zoning; check into how the land is zoned and what types of permitting are required for the intended development.
- If the development is to combine residential and commercial development, consider the possible conflicts between the uses in advance in order to avoid them, or to realize ahead of time that such a combination may not be feasible.



Keuka Lake Region

Designing Adequate Parking

Goal: To ensure that adequate parking for the proposed project is available, to assure that that parking is safe and functions efficiently, and to mitigate the aesthetic impacts of parking on the surrounding properties and on the development itself.

Process:

- Determine the projected peak occupancies of the site, as well as what modes of transportation (car, tour bus, bicycle, or on foot) those visitors are likely to use. (Include employees as well as clientele in your figures.)
- Project the number of parking spaces needed, and consider any special parking needs such as buses or horse trailers.
- Working with trace paper over a site map, lay out a basic parking scheme. Approximately, a two-way traffic lane in a parking lot needs to be 20' wide, and a parking space is about 10' x 20'. (These sizes are easier to sketch; an actual space should be 9' x 18', and a travel lane should be 24'.)
- If in doubt, consult with a Landscape Architect or other professional regarding the feasibility of the parking plan.

Issues:

- Consider the slope of the land; parking spaces should never be on a slope greater than 5%, so more steeply sloped land will require heavy grading to transform it into parking.
- Ensure that sufficient room is provided for turning; a car has a 15' turning radius at normal parking lot travel speeds, and a bus requires a 30' radius. In addition, any outside corners of curb should not be sharp; a 5' radius is ideal.
- Consider the path that vehicles will take when looking for a space; it can be very difficult to turn around in a full parking lot, so dead-end areas should be avoided. Looped systems are highly preferable.
- Consider leaving space for islands between rows of parking. In order to successfully maintain a tree in it, an island should be at least 15' across. Islands not only create a more pleasant parking environment and shade, but they can provide a safe aisle for pedestrians to walk in.
- Include handicapped-accessible spaces and access areas, as required by law. The easiest way to do this is to cluster handicap spaces in groups of two, leaving an extra space between them as the access aisle.