



FINAL
TOWN OF HORNBY
COMPREHENSIVE
PLAN

as part of the:

Caton/Hornby/Lindley
Cooperative Rural Futures Project

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Quality Communities Program
Three Rivers Development, Inc.
Town of Hornby

with technical assistance from:

Southern Tier Central Regional
Planning and Development Board

April 8, 2002

Town Of Hornby

Board Members, Officers and Representatives

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Council Members	Debra Borden Eleanor Connell Michael McLaughlin Paul Turner	
Town Clerk	Veronica Martin	
Highway Superintendent	Donald Divens	
Code Enforcement Officer	Donald Burnside	
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Planning Board Chairperson	Dolores Bixby	
Planning Board Clerk	Edward Bassett	
Planning Board Members	Daniel Bulkley Rev. James Couzens B Douglas Gray Patricia Kosty Donalyn Wexell Deborah Wagner	
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Community Representatives	Sylvia Radford Janet Thigpen Renee Jacobson Dave McGarry Paul Turner Susan Moore	Storm Water Specialist Soil Specialist Historical Summary
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FINAL TOWN OF HORNBY COMPREHENSIVE PLAN

I. PURPOSE

The purpose for the Town of Hornby Comprehensive Plan is to provide policy and recommendations for both town officials and property owners to ensure that:

development occurs in a planned and orderly manner in keeping with the predominant desires of the current residents of the Town of Hornby;

current features of the town, e.g., rural character, scenic views, wetlands, streams, open space, etc. are preserved; and

individual property owners are encouraged to enjoy their property as they see fit within the guidelines set forth in this plan.

The Plan, to be successful, depends on:

the personal commitment of town residents to consider the long term well being of their children and grandchildren when considering a short term financial gain from the sale of their property.

the public commitment of town officials to update their land use laws where they need improvement, to enforce the laws that meet the residents' needs and to budget for major town expenses such as roads, facilities and parks.

II. BACKGROUND

The years immediately prior to and after the turn of the century produced accelerating change for the Town of Hornby. A flurry of gas wells, new pipe line corridors, communication towers, increased logging, and, perhaps, most importantly, the subdivision of "old family farms" for new housing projects created the need for a comprehensive plan for the future development of Hornby. The planning process was formally begun with a survey of resident opinions. The overwhelming response from the residents was that they wanted the Town of Hornby to remain rural residential and agricultural. Thus, rural preservation is a focus of this plan. The complete planning process, historical background, maps showing agricultural lands, open space, roads, trails, residential properties, drainage issues, and gas wells, an air photo, and a detailed discussion of existing conditions at the time of this plan are found later in the plan.

III. ISSUES

A. RURAL WAY OF LIFE

SITUATION

Rural preservation is the most important issue of the town's residents. "Keep Hornby like it is," or as the Town of Lindley expresses it, "We pay taxes here; not for services, but for the right and privilege of living in an agricultural/rural setting." This means that you "buy into" what is here because that is how Hornby has been structured by its residents. Conditional uses or other departures from this plan will not be approved when they change the nature of what exists in Hornby. A good example, again from the Town of Lindley, is the purchase of land on a dirt road because it is cheaper or more plentiful, than requesting that the road be paved or improved to increase the value of the property that was previously purchased at a cost to the rest of town taxpayers. This concept of rural preservation will stay primary in all decisions.

POLICY

- 1 **Protect the rural quality of life** for Hornby residents and their families.
- 2 **Permit individual house lots** on land suitable for development (that is, "buildable land").
- 3 **Discourage speculative housing subdivisions.**
- 4 **Maintain open space** relative to residential development, the following shall be considered:
 1. scenic views
 2. privacy
 3. wildlife habitat
 4. unique landscape features such as hedgerows, stone walls/fences, individual large trees which give a homestead its special character

RECOMMENDATIONS

1 Rural Rights

Adopt the following "Statement of Rural Rights" and provide to all new landowners at the time of property sale.

TOWN OF HORNBY STATEMENT OF RURAL RIGHTS

All of the statements below assume that these rights are exercised while regarding the health and safety of neighboring properties and existing laws and regulations.

1. To own and maintain private property.
2. To conduct standard farming practices.
3. To own and care for domestic and farm animals.
4. To enjoy the quiet and fresh air of the countryside.
5. To accept that roads will be maintained as they are: seasonal, gravel, or paved, and not expect upgrades unless they are in the interest of the town.
6. To construct and maintain private driveways so that they do not cause a hazard to the road or other drivers.
7. To accept that creeks, streams and wetlands were here first and may change course or overflow into natural floodplains.
8. To volunteer as a firefighter, planning board member or other community service post.
9. To respect and protect the land and its plants and wildlife.

2 “Buildable Land”

Define “buildable” land as those lands which are not

1. steep slopes 15% or greater.
 - 1 a. Slopes greater than 15% must follow established guidelines.
2. floodplains as defined by the town flood hazard boundary map
3. wetlands, state or federal
4. lands covered by water bodies
5. stream corridors (50' setback from each streambank. See diagram in the Appendix)
6. hydric (wet) soils
7. frontage with poor sight distance (less than 250 feet)

3 Housing Lots

Permit new residential lots of five acres or more through the building permit system. Two of these acres must meet the criteria of “buildable” land.

Require a Conditional Use Permit for lots less than five acres. Two of these acres must meet the criteria of “buildable” land. No site preparation or grading would be permitted on the parcel before the Conditional Use Permit is issued. These lots will share an existing curb cut, or homeowners may utilize a private road off an existing road. Each homeowner may build/maintain his/her own driveway, but adjoining neighbors would share the curb cut within the town or county right-of-way.

4 Subdivisions

Amend the definition of “subdivision” to mean the division of any parcel into two or more lots.

5 Minor Subdivision

Amend the definition of “minor subdivision” to mean the division of a parcel, not adversely affecting the development of the remainder of the parcel or the development of any adjoining property, within a five year period:

1. into two, three, or four lots of at least five acres on an existing road.
- OR
2. into two, three, or four lots of less than five acres on private drives/shared curb cuts.

6 Major Subdivisions

Subdivisions of five or more lots at one time (major subdivisions) will be considered a Planned Residential Development (PRD) which will require a zone change and follow the “conservation subdivision” or “cluster” approach, or hamlet design standards.

Consider incentive zoning to encourage large landowners to keep land in large parcels instead of selling off the frontage little by little, the Town of Hornby could permit the number of homes per acre overall to increase with at least half the parcel to be maintained in permanent open space or agriculture.

Require developers to design a planned development using a short access road. This would decrease the number of curb cuts on the higher traffic existing town road, ensure that the best location for an access is selected, and provide more privacy to the new homes.

The assessed value on the new homes will offset the increased cost of public services, i.e., road maintenance, dust control, winter maintenance, etc.

Major subdivisions, regardless of lot size, will be submitted to the NYS Department of Health for their review of on-site sewage disposal and water supply. This ensures that these important facilities are properly designed.

Planning and engineering review costs for major subdivisions shall be paid for by the developer.

Limit the number of housing lots in a major subdivision to maintain the rural/low density development intent of the zoning law.

7 ALL Subdivisions: the conservation subdivision approach

The “conservation subdivision” approach is preferred for ALL subdivisions, major or minor. This involves identifying

1. Land unsuitable for development (a-g above)
2. Calculating amount of “buildable” land
3. Features to be preserved (see Policy: open space features 1- 4 above)
4. Optimum home sites
5. Road location
6. Lot lines

The Town Board shall revise the existing subdivision ordinance to reflect the above principles and rural siting criteria as adopted by the Town of Reading (see Appendix.)

8 Scenic Views

Scenic views would be identified and a “Scenic Preservation Overlay” would be added to the zoning law to require special landscaping or setback requirements.

The Planning Board and the Town Board would require developers to file a “Visual Assessment Form” as part of the NYS Environmental Quality Review Act (SEQR) process for any project proposed for land within the “Scenic Preservation Overlay” area.

9 Signs

The Town Board would revise the sign law, as appropriate, to prohibit permanent offsite advertising.

10 Hornby Stewardship Award

The Planning Board would institute a yearly Hornby Stewardship Award to recognize landowners who maintained / protected the rural quality of their property to the benefit of all town residents by :

- landscaping for privacy or siting the home out-of-view
- minimal disturbance of land
- streambank maintenance
- preservation of scenic view/ historic or outstanding natural feature
- creation of wildlife habitat

B. AGRICULTURE

SITUATION

The Town has only a few full time farms, but many acres of “worked land,” that is, land that is rented for hay or crops. This worked land gives Hornby much of its character and rural quality of life. Many acres are in agricultural districts or receive an agricultural exemption, but this may not be enough to keep land in farming.

POLICY

- 1 **Retain active farm land and “worked land”** in active farming.
- 2 **Direct any new housing development to abandoned agricultural land**, if developable and not located in agricultural districts, since existing trees and shrubs could be retained as privacy screens and wildlife habitat.

RECOMMENDATIONS

1 **Active Farm Land and “Worked Land”**

Work with the Steuben County Farmland Protection Board and Cooperative Extension to find financial incentives and to maintain and expand our agricultural industry.

Encourage farmers to maintain their enrollment in Agricultural District #22 when it is up for review in June 2004. Talk with the farmers formerly enrolled to see why they withdrew from the agricultural district (the district is down from 43 to 34 parcels) and address their concerns, if possible.

Expand District #22 to include the 22 parcels (2215 acres) of “worked land” not currently enrolled.

Encourage farmers to join the American Farmland Trust to learn about estate planning and capital gains tax reduction techniques to enable the land to be passed down to future generations or sold to other farmers.

Encourage voluntary easements to Land Trusts. This method allows tax breaks on personal income tax which benefit the owner but does not affect the local tax base.

Encourage owners of active and worked land not currently receiving the agricultural exemption to take advantage of that program. Currently, four active agricultural parcels with a land value of \$160,600 and 26 “worked land” parcels with a land value of \$872,300 do not receive ag. exemptions. This value multiplied by the town’s portion of the agricultural exemption in 2001 would equal a savings to these farmers of \$1201.68 per year.

Maintain and continually keep an inventory of the number of acres in “worked land” and their location.

2 Abandoned Agricultural Land

Assess each parcel for appropriateness for housing development and create a map showing these preferred locations. Develop incentive zoning options to encourage housing on abandoned land instead of active farmland.

C. MANUFACTURED/MOBILE HOMES

SITUATION

“Single-wide” manufactured/mobile homes provide a cost effective housing solution for many people and make up about 15% of the existing homes as well as 15% of the recent building permits. However, there are concerns about the impact on the tax base since manufactured/mobile homes receive the same amount of services, but contribute fewer taxes than a site built home. The nearby Towns of Corning, Erwin, and Big Flats limit single-wides to manufactured/mobile home parks and the Town of Caton is considering similar action. These zoning restrictions may make Hornby and other non-restrictive towns look attractive to single-wide owners looking for land in the country.

POLICY

- 1 Improve the quality of existing housing.**
- 2 Permit a wide range of types of housing** for Hornby residents.

RECOMMENDATIONS

1 Living Space

Amend the zoning law to require that manufactured/mobile homes may only be used for human habitation and that they be removed from the property and properly disposed of within six months of abandonment. Manufactured/mobile homes, which are under renovation for future habitation or are rental properties that are temporarily empty between tenants, are not considered abandoned.

2 Home Size

Amend the zoning law to require that all new residential dwellings less than 20' on any side be restricted. They would require a Conditional Use Permit from the Planning Board based on special need (temporary home while building a house, space for an ailing relative, etc.) Said permit would be issued for a period of up to three years with an opportunity to request one time extension.

Amend the zoning law to update the standards for a Manufactured/Mobile Home Park Conditional Use Permit. This would reflect the latest design standards to accommodate the larger manufactured/mobile homes and to encourage attractive, liveable park design. Single-wide manufactured/mobile homes would also be permitted in the park.

D. HOUSING QUALITY

Although an important issue, housing quality is not considered in the Comprehensive Plan at this time. The Neighborhood Preservation Coalition of New York State, Inc. is conducting a housing conditions report on behalf of the Steuben Churchpeople Against Poverty. The Town should review this report and use it as a basis for additional study if needed.

E. OPEN SPACE - RECREATION

SITUATION

Hornby has state forest of more than 2700 acres and a county park. The bulk of the landscape is under private ownership. Much of Hornby is in large parcels which can be good for hunting, forestry or wildlife habitat. A series of hiking trails exists and is shown on the Roads and Trails map. This system is interconnected with the trails on the state land.

POLICY

- 1 Avoid subdivision of continuous forest land.**
- 2 Encourage voluntary creation of private hiking/biking trails** connecting public lands.
- 3 Allow marked roads for snowmobile use.** (*See Map 7 in the Appendix*)

RECOMMENDATIONS

1 “Unbuildable” Land

Apply “buildable” land standards strictly to preserve steep slopes on which are located the majority of unbroken forest lands.

2 Trails

Encourage the Finger Lakes Trails Association to develop additional trails in cooperation with landowners.

Clearly mark snowmobile routes and enforce law.

Post signs prohibiting ATV use and enforce law.

F. OPEN SPACE - WILDLIFE

SITUATION

Hornby is known for its diverse natural habitats, from wetlands, lakes, ponds and stream corridors to meadows and mixed forest lands. However, no town-wide detailed study has been made to identify the ecological communities, wildlife habitats, bird and wildlife species, migration routes, game animal wintering areas, stream corridors and other important natural features of the Town.

POLICY

- 1 Protect important wildlife habitats and species**, especially wildlife corridors which connect habitats and enable wildlife to travel freely, safe from roads and other human contact.

RECOMMENDATIONS

1 Open Space Inventory

Conduct an Open Space Inventory to document:

1. Unfragmented forests (over 20 acres)
2. trails
3. Ecological communities (using the NYSDEC, "Ecological Communities of New York State," March 1990 for definitions)
4. Bird and wildlife surveys
5. Natural, archeological and historic landmarks
6. Scenic views and ridge lines
7. Aquifers
8. Wetlands
9. Steep slopes

Contact scientists with the NYS Department of Environmental Conservation, NYS Office of Parks, Recreation and Historic Preservation, Cornell University, and others for assistance.

Use a rating system (perhaps the Town of Lewisboro Open Space Inventory Matrix created by the Conservation Advisory Council, September 2000) to rank important parcels for protection as open space.

2 State Open Space Plan

Nominate exceptional parcels to the NYS Open Space Plan which defines areas important for protection through easement or purchase by the state.

3 Conservation Easements

Review the open space resources with conservation organizations such as the Finger Lakes Land Trust to explore the donation of easements by the private landowner.

G. OPEN SPACE - FORESTS

SITUATION

Land had been heavily farmed in 1800's and early 1900's. In the 1930's, large tracts of land went out of production and were put into reforestation. Hornby sees continued conversion of agricultural land to “succession” growth of shrubs, poplars and finally mixed forests. Forest land is now reaching maturity and landowners are turning to woodlots as a cash crop. Poor logging practices can lead to soil erosion, sediment in streams and poor regrowth to viable forest. However, some forest landowners are contacting timber management foresters to come in and mark the land, then the harvesting is put out to bid. The landowners have been able to make considerable profit using this process, and the forest is left in a condition that promotes healthy regrowth.

POLICY

Encourage sound forest management practices as beneficial to the woodlands and as an income generator for landowners.

RECOMMENDATIONS

1 Timber Harvesting Registration

Adopt a local law requiring registration of timber harvesting operations so that the Town can provide information about good timber harvesting practices and can notify adjacent property owners. Implement a plan to monitor and enforce these practices.

The Town will implement a bonding procedure to ensure that timber harvesters reimburse the Town for any and all road damage incurred during the timber harvesting procedures.

Distribute copies of forest management practices handbooks to new residents and upon request by current landowners.

H. FLOODING AND STREAMBANK EROSION

SITUATION

The narrow valleys of Hornby are prone to flash flooding which affect homes, bridges, culverts and property on the roads in these hollows as well as downstream low lying areas. The streams erode their banks, changing their channels and depositing sediments in the valleys at the foot of stream. Many streambanks are forested which reduces these problems, but some have been plowed or graded so that they become unstable.

Map 6 Drainage Issues in the Appendix shows areas of flooding, ponding, erosion and similar problems. Many of these situations can be addressed in a cooperative way between the landowner, town and county Soil and Water Conservation District.

Flood insurance may cover water damage to buildings and contents, but generally does not cover damage caused by gradual or sudden storm erosion of stream banks.

POLICY

- 1 **Discourage development or grading** near streams, in floodplains, and on the alluvial fans at Mormon Hollow, Wilson Hollow, Kerrick Hollow, and Buck Hollow. Where such development is permitted, insure that the new development
 1. is protected from flood damage,
 2. is protected from streambank erosion damage,
 3. does not adversely impact water quality, and
 4. will not increase the risk of flooding or erosion damage on other properties
- 2 **Discourage private stream crossings.** When such crossings are necessary, insure that they are adequately designed and installed to provide a stable flow path during all water level conditions including low-flow, channel forming flow, and flood conditions.

Maintain or replant native vegetation in **stream riparian areas** to provide water quality benefits and protect streambanks from erosion.

RECOMMENDATIONS

1 Enforce existing environmental laws

Stream banks shall be defined/illustrated as stated by NYS Department of Environmental Conservation. See the Appendix for the sketch.

On all site plans within a floodplain, the Planning Board shall add the following cautions:

1. Landowners must accept the fact that the protection of property is and will be their responsibility.
2. The Town is under no obligation to assist in stabilizing a stream that threatens private buildings or property.

Strictly enforce the town's floodplain protection law.

Recommend that the Town request a copy of NYSDEC Article 15 Stream Disturbance Permit for any disturbance within 50 feet of a stream having a state classification of C(t) or higher.

2 50 Foot Setback from Streams

Require that any new buildings have a minimum setback of 50 feet from the bank of any perennial or intermittent stream indicated in blue on Map #2 Natural Features map (This information is taken from the U.S. Geological Survey topographic quadrangle map).

Require Site Plan Review for any other development within 50 feet of a streambank, such as roads, grading, shaping, or removal of vegetation.

3 Private bridges

Require site plan review by the Planning Board and Town approval of any bridge or culvert used for a private stream crossing on any perennial or intermittent stream as noted on the Natural Features map. If professional engineering and/or review is necessary, incurred costs are the responsibility of the property owner.

Prepare a map delineating the alluvial fans in the Post Creek Valley and require additional development standards for any new structures located on these features.

I. DRAINAGE AND SEDIMENT CONTROL

SITUATION

The natural drainage patterns of interconnecting streams, ponds, wetlands are in a delicate balance which can easily be upset by uncontrolled development, poor farming practices and under-designed drainage structures.

POLICY

- 1 To the extent possible, **maintain natural vegetation and existing drainage patterns** at development sites. Encourage management practices that minimize offsite drainage impacts, erosion, and sedimentation. Encourage compliance with state permit requirements for stormwater management and erosion control.
- 2 **Protect existing drainage structures** (bridges, culverts, ditches, etc.) from increased runoff resulting from development, timber harvesting, agriculture, or altered land use.
- 3 **Discourage development in wetlands and on poorly drained soils.** Where such development is permitted, insure that
 1. any necessary wetland permits are obtained
 2. the development is adequately protected from flooding and drainage problems

RECOMMENDATIONS

1 Land disturbance

Limit the land areas that are disturbed during construction as part of the building permit process. Have the developer show these areas on the proposed plans and give a total.

Require that all disturbed areas be successfully seeded or stabilized with erosion control materials when the construction is complete.

2 Driveways

Require site plan review by the Planning Board of all driveway designs on all town, county, and state roads within the Town to insure that concentrated water runoff is not directed onto the road or into the roadside drainage system. If professional engineering and/or review is necessary, incurred costs will be the responsibility of the property owner.

Amend the zoning and subdivision laws to require that residential and/or commercial driveways are no more than 10% slope and that the slope of the driveway shall provide satisfactory and safe access to the intersecting road.

3 Stormwater

The Planning Board requires that a development proposal that is likely to increase runoff into the existing roadside drainage system will be referred to the Town or County Highway Department for review.

Obtain training for the Code Enforcement Officer, Planning Board members, Town Supervisor, and Town Councilmember in stormwater management and erosion and sediment control.

4 Timber harvesting

Enact a timber harvest registration ordinance to inform the landowner about good timber harvesting practices that minimize erosion, sediment, and runoff problems.

5 Soils

The Code Enforcement Officer requires information on the soil type in areas that will be disturbed as part of the building permit application. The developer should indicate how the project would overcome any soil limitations applicable to the proposed development (as indicated on tables in the *Soil Survey of Steuben County, New York*). Technical assistance is available from the Steuben County Soil and Water Conservation District.

J. ROADS

SITUATION

Roads are biggest line item in town budget. People moving in often are used to suburban roads and make demands that roads be upgraded. Smooth, wide roads encourage faster traffic and are more costly as is shown later in this report.

POLICY

- 1 **Maintain rural roads** in accordance with desired traffic levels as economically as possible.
- 2 **Maintain “collector” roads** as higher speed/higher volume roads.
- 3 **Encourage the construction of well planned, minor/private roads** to serve new housing areas.
- 4 **Require sound road construction for new roads.**

RECOMMENDATIONS

1 Collector/Minor Roads

Adopt a map designating “collector - minor” road designations as shown as Map 4 in the Appendix to this Comprehensive Plan.

Require a minimum of 500' distance between driveway cuts on collector roads. This restriction will encourage developers to develop short access roads to new cluster developments or hamlets off the higher speed town, county and state roads.

Allow a minimum of 250' distance between driveway cuts on minor roads.

2 Rural Road Design and Maintenance

Adopt applicable design and construction specifications for rural roads as recommended by the Cornell Local Roads program.

Require that developers maintain a new road like new at their expense for five years to ensure that the road was constructed properly. Developers are responsible for repairs and reconstruction if necessary.

3 Capital Improvement Plan

Work with the Cornell Local Roads program to develop five year and yearly maintenance and capital improvement plan for roads.

Complete the following projects proposed for 2002 and beyond:

Chambers Road Reconstruction	Widening the road, ditches, culvert pipe replacement, regravol (modified screened gravel for driving surface).
Buck Hollow Road Reconstruction	Widening the road, ditches, culvert pipe replacement, regravol (modified screened gravel for driving surface). Approximate cost \$20,000/mile.

K. BUSINESS/HAMLET DEVELOPMENT

SITUATION

The hamlets of Hornby, Ferenbaugh, Post Creek and Dyke are the only settlements in the Town. They could form the core of larger communities if site conditions and lack of sewer and water services were overcome and if an increase in population warranted it.

POLICY

- 1 Encourage future neighborhood business to locate in hamlets.**

RECOMMENDATIONS

1 Design Standards

Adopt hamlet design standards which encourage mixed uses and allow higher density with well placed green spaces.

2 Incentives

Work with the Small Business Development Center and the Regional Energy and Economic Development Corporation (REDEC) to encourage small business creation.

L. INDUSTRY

SITUATION

The only industry in the Town of Hornby are the gas wells, which are projected to generate limited income over only a few years, and an occasional communication tower. There is little land suitable for large scale industrial development. Although Route 14 traverses the Town's southeastern corner and provides access north and south, most of the adjacent land is flood prone. Although concerned about the lack of tax base in the town, Hornby residents generally agree that few industries would be appropriate for their rural town.

POLICY

- 1 **Encourage high tech/low impact, small scale industry to locate in the Town.**

RECOMMENDATIONS

1 Economic Development

Discuss opportunities for economic development with Three Rivers Development, the County Industrial Development Agency (IDA) and other economic development organizations.

M. COMMUNITY SERVICES

SITUATION

The Fire Hall and Town Hall are used for community events and meetings, but there is no space specifically designed for youth.

Space in the Town Hall is no longer adequate to meet community needs in the computer age.

The City of Corning requested that the Town of Hornby give consideration to their locating a leaf composting facility on a site adjacent to Route 414. The City did not pursue the matter after an informal presentation to the Planning Board where residents of the specific area were in attendance.

POLICY

- 1 **Provide public space for all age groups** in the community.
- 2 **Improve the Town Hall** to meet the needs of Hornby boards and residents.

RECOMMENDATIONS

1 Youth

Consider the proposed Hornby Community Youth Center Plan.

2 Town Hall

Conduct a feasibility study for the expansion and/or replacement of the Town Hall.

IV. PLANNING PROCESS

- 1965 Regulations pertaining to individual trailers and trailer parks were adopted by local law.
- 1966 The first Town of Hornby Planning Board was established. The New York State Construction Code was accepted and minimum lots sizes were adopted.
- 1967 The first Subdivision Ordinance was adopted. It was last amended in 1979.
- 1968 Hornby approved joining the Southeast Steuben Council of Governments.
- 1972 The Planning Board was dissolved and a new one of five members was appointed. A Zoning Commission was established to begin preparing a zoning law.
- 1975 Hornby formally adopted the NYS Building Code.
- 1978 The first Zoning Law as adopted and the Zoning Board of Appeals was appointed.
- 1990 The Zoning Law was revised.
- 1998 During the late 1990s, the Hornby Planning Board became concerned about a range of issues: the potential impacts of expanding growth in the Corning/Erwin area, the flurry of gas well exploration, the influx of communications towers to the valley and the pressure to allow ATV use on town roads, just to name a few. They mailed out a **one page resident survey with the overwhelming response that people wanted Hornby to “remain Rural, Residential, and Agricultural”** (106 - yes; 25- no; 12 - no answer); yet, they were split on the need for some new commercial development in the Town. (62 - yes; 69 - no; 12- no answer.)
- through 1999 Gaining the support of the Town Board, they gathered up existing maps and reports and approached Southern Tier Central Regional Planning Board for **planning and funding assistance**.
- Feb. 3, 2000 STC staff helped them conduct a joint Town Board, Planning Board and Zoning Board of Appeals **Strategy Planning Meeting** on

February 3, 2000 **to identify priority issues and to create a vision for Hornby.** The boards agreed that they wanted Hornby to maintain its rural quality of life for many years to come. They also knew that Hornby would not “stay the same” if they simply sat and did nothing to prepare for the future. They felt that the time was right to see what their options were.

Jan. 9, 2001

In 2000, the New York State Department of State had announced planning funds through the **Quality Communities Demonstration Program** to help communities work cooperatively to ensure “smart growth.” Meanwhile, the Towns of Caton and Lindley were also concerned about mounting development pressure and they agreed to be partners with Hornby in a joint planning effort. Their application to undertake the **Cooperative Rural Futures Project** was one of twenty-six projects statewide to be funded. The contract was signed on January 9, 2001.

Apr. 9, 2001

The Town Board appointed the **Comprehensive Planning Committee** made up of members of each board and several at-large citizens.

Apr. 12, 2001

The Townwide **“Getting Your Just Desserts” Kick Off meeting** was held at the Fire Hall on April 12. About ninety town residents came with their potluck desserts to talk with town officials about the **resident survey, the Issues/Visions summary and their concerns about Hornby’s future.** They also picked up **film or single-use cameras to record their favorite places** in Hornby. This library of photos would be used to guide the Planning Committee.

May/June 2001

Six **Expert Roundtables** were held to discuss: the **future of agriculture, open space preservation, hamlet revitalization / commercial development, rural roads, manufactured/mobile homes, and environmental concerns.** Everyone in Caton, Hornby and Lindley was invited. Special invitations went to a mailing list of more than 300 large landowners, business owners, and local officials.

Summer 2001

The Comprehensive Planning Committee met with STC to develop maps, review assessment / tax information and discuss land use policy over the summer. **“How to protect Hornby from larger scale development while allowing local residents their accustomed use of their land?”** was the primary question to be answered in this Comprehensive Plan.

V. HISTORICAL PERSPECTIVE, *by Susan J. Moore, Hornby Town Historian*

The Town of Hornby was established on January 27, 1826, as part of the original Painted Post Township. It was named for John Hornby, a prominent English businessman and owner of a majority of the town's lands. At that time Hornby included the town of Campbell until 1831 when that town was formed. The first settlers to the wilderness that was to become Hornby were Asa and Uriah Nash who arrived in 1814. The Nash settlement was in the northeast part of town near Nash Lake, also known as Cinnamon or Hornby Lake. In 1841, part of that area was annexed to the Town of Orange in what would become Schuyler County and most of the lake is in that county.

By the time of its incorporation, many pioneer families had established homes and farms in Hornby. The Ferenbaugh settlement was on what is now NYS Route 414. James Gardner, Chester Knowlton and Aden Palmer settled in the central area of Hornby and Rogers Roads. The West Hill section was settled by Elijah Robbins but was also home to the Stanton, Covenhoven and Easterbrook families. This is but a small list of the brave and hearty pioneers, who came to the new Town of Hornby, saw its potential and decided to call it their home.

Perhaps Hornby's most influential and distinguished citizen was the honorable Andrew Bray Dickinson. He was elected as the first town supervisor, had established the first store in town, and was a successful farmer and stock-grower with extensive land holdings. He also created a stage coach route to Corning. The Dickinson House, a first class hotel, was built by A.B. Dickinson and stood on the present day site of the Baron Steuben building in the City of Corning's Centerway Square. A.B. Dickinson was a member of the U.S. Senate and was appointed by President Abraham Lincoln as Ambassador to Nicaragua and served in that capacity until his death in 1873. A.B. Dickinson was inducted into the Steuben County Hall of Fame in 1980.

The Town of Hornby was settled mainly by farming families and as their commercial and social needs arose, sawmills, gristmills, blacksmith shops, wagon shops and even a post office were established. By the late 1800's there were three churches, 12 school districts and a railroad line that ran through the Ferenbaugh district, a great boon to the area. By the mid-twentieth century, it became more and more difficult to earn a living totally through farming. Many of the long time residents, while still keeping their old homesteads and farms in the family, traveled to nearby towns for employment. The aura of the Town of Hornby was changing. While still unmistakably rural in atmosphere, gone were many of the working farms so common only a few decades earlier. Town of Hornby residents remain steadfastly loyal to their rural environment, enjoying the beauty of the rolling hills and peacefulness of the countryside.

VI. EXISTING CONDITIONS

A. LOCATION

The Town of Hornby is located due north of the Town and City of Corning in Steuben County, NY. This approximately six-mile by seven-mile rectangular town covers 41.5 square miles of rolling to steep terrain. Dry Run Creek, Post Creek and Cutler Creek are several of the larger streams which drain to the Chemung River to the south through steep, narrow valleys or “hollows.” Road names such as Mormon Hollow and Wilson Hollow, Shady Grove and Pine Hill give a flavor of the countryside through which they traverse.

B. RURAL WAY OF LIFE

Sentiment at the April 12, 2001 public kick-off meeting was that “we don’t want to be like Erwin or Big Flats” implying that large suburban developments and extensive commercial/industrial complexes are out of keeping with Hornby’s character. Meeting participants wanted to discourage speculative housing subdivisions. They want to keep things “just the way they are.”

However, “just the way things are” includes the current zoning law which allows two acre lots with 250 foot frontage. If all of the 86.9 miles of road frontage in Hornby were subdivided into two acre lots, 2700 more lots could be permitted by simply filing for a minor subdivision and building permit under the current system. More likely is that larger lots, split off to avoid health department review or to provide some privacy, will split up the existing road frontage. About 1300 more lots, or more than double the current number of lots in Hornby, could line the existing roads, doubling the curb cuts, slowing traffic and blocking the views. This is also a probable “build - out scenario” which this Comprehensive Plan hopes to address.

Numerous studies on the tax-dollars-generated-by vs. tax-dollars-used-by different types of land use consistently show that forest land, agriculture, and other open spaces pay more in taxes than they need in services such as road repair, schools, fire and police, to name few. Single family homes may “break even” or even cost more in services than they pay for. Higher density residences, business and industry tend to pay more taxes than they use in services. This underscores Hornby’s desire to maintain the status quo and look for lower impact ways to improve the tax base (increase farm revenues or encourage small businesses) than to encourage residential development.

Hornby’s landscape also presents obstacles to widespread development which works in favor of maintaining open space. The Natural Features Map illustrates limitations to

development including steep slopes, wetlands, stream corridors, poorly drained soils, and floodplains.

However, Hornby has seen an increase in housing development. Two new subdivisions proposed in 2001, one on Pine Hill Road and one on Haradon Road, are typical of the development which Hornby can expect in the future. The former Roloson property totaling approximately 98 acres is being subdivided into nine housing lots with 44 acres remaining for future development. The Quinn and Morock property is proposed to be split into a 21 acre parcel including the existing home, with the remaining frontage proposed for three two-acre lots, three lots of about 5 acres each, two nine acre lots and the remaining 200+ acres for a family home with eventual plans for additional subdivision.

NAME	# OF PROPOSED RESIDENTIAL PARCELS	PARCEL SIZES IN ACRES		AVERAGE SIZE OF NEW PARCELS <i>(when less than 40 acres)</i>
ROLOSON	10 totaling approx. 98 acres	5.1	6.7	6.1
		5.1	6.7	
		5.1	7.6	
		5.1	8.2	
		5.1	43.7	
QUINN/MOROCK	10 totaling approx. 270 acres	2.2	5.5	6.9
		2.2	9	
		2.2	9	
		5.2	21.1	
		5.3	208	

C. AGRICULTURE

1 Active Farm Land. Town assesses ag land as property with a gross income of \$10,000 or more derived from agricultural produce/sales. Using this yardstick, Hornby had only five parcels containing 664 acres in active farming in 2000 including livestock and field crops. These are the field crops located off Hart Road in the northeast corner of the Town. As this plan was being written, the large dairy at Shady Grove Road and Chambers Road, sold all of its equipment and its future is in question.

2 “Worked Land.” The Committee reviewed 1995-96 air photo and noted “worked land,” land which is being used for hay, crops or raising animals but which falls below the required income. However, in terms of “rural quality of life,” the existence of “worked land” is indistinguishable from farmland to the resident or traveler and is an important feature of the countryside. The Comprehensive Planning Committee renamed these parcels “worked land” if some or all of the parcel was in production. This new classification applies to 35 parcels which are currently classified as “single-family

residence” (1); “rural residence with acreage” (8); “residential with small improvements” (2); “residential vacant”(2); “abandoned agricultural” (8); or unclassified (2).

These 35 parcels of “worked land” total 3610 acres in the Town.

3 Land in NYS certified Agricultural Districts Hornby has 3268 acres in 34 parcels of farmland in agricultural districts (see Agricultural Land and Open Space map.) Much of the active farmland (four of the five parcels totaling 589 acres) and worked land (13 out of 35 parcels with 1395 acres) are included in Steuben County District #22. Additional non-farm acreage may also be included. Agricultural Districts provide protection against sewer and water line extensions which discourage development incompatible with farming, among other benefits for farmers who keep their land in the district for eight years or more.

4 Land with agricultural assessments. Agricultural assessment are also a tool used to help farmers stay in business. They are tax breaks given by the state to help ease the farmer’s tax burden. Twelve parcels totaling 1161 acres in Hornby receive these tax breaks valued at \$71,648. The Town forgave these farmers a total of \$506.12 in 2001 as the Town’s portion of the savings provided to Hornby farmers.

5 Abandoned Agricultural Land. Another land classification is “abandoned agricultural land” which is “nonproductive; not part of an operating farm. The Committee double-checked these parcels against the air photos and generally agrees that these areas are grown up to shrubs and small trees and that it was unlikely that they would be returned to farming.

D. POPULATION

The mid-1800's were a prosperous time for all three town. However, Hornby’s population of 1317 in 1875 wasn’t seen again for almost 100 years as people left Hornby when the economy declined and farms failed. In 1910, Hornby recorded a low of 870 people. Modern records show a rebound to 1383 people in 1960 as again the national economy flourished. Population has gained and lost since then to stand at 1742 in the year 2000.

TOTAL POPULATION

TOWN	1875	1890	1900	1910	1960	1970	1980	1990	2000
CATON	1634	1445	1345	1078	1359	1747	1847	1888	2097
HORNBY	1317	1011	959	870	1383	1377	1786	1655	1742
LINDLEY	1481	1537	1306	1153	1313	1414	1831	1862	1913

E. SITE BUILT HOUSING AND MANUFACTURED/MOBILE HOMES

People live in the hamlets of Hornby, Shady Grove and Ferenbaugh or on individual parcels throughout the town. The large 1000 to 2000 acre farms of a hundred years ago have been split over time among family members so that a 500 acre parcel is considered large now. Individual house lots are being subdivided from the larger parcels along existing roads and generally account for the recent subdivisions. The chart below shows the recent housing activity.

RESIDENTIAL BUILDING LOTS SINCE 1998

information from town building permit records

YEAR	NUMBER OF NEW RESIDENTIAL PARCELS	PARCEL SIZES IN ACRES	AVERAGE SIZE OF NEW PARCELS (when less than 50 acres)
2001 (to date)	6	3.5 23 6.25 45 10 50	17.5
2000	5	5 11.5 5 72 6	6.8
1999	6	2 3 19 65 20 213	18
1998	3	5 2 33.5	13.5

ASSESSED VALUE OF RESIDENTIAL PROPERTIES BY TYPE, 2000

Property Class	Residential # of Parcels		Land & Buildings Assessed Value	Parcels %	Assessed Building Only
210	1 Family	309	17,461,200	.538	15,340,300
220	2 Family	5	281,300	.008	198,900
230	3 Family	3	310,500	.005	259,100
240	Rural Res.	148	12,842,500	.257	8,571,000
260	Seasonal	20	606,500	.034	183,100
270	mobile	89	2,355,000	.155	1,538,900
TOTAL		574 ¹	33,856,900	.997	26,091,300

¹Difference between county/town 2000 rolls because of slight adjustments at town level .

The quality of manufactured/mobile housing has improved dramatically since their introduction to the housing market after World War II. In the seventies, the federal government set standards which these units must meet. Since then, the styles and construction of these individual homes are changing so that they are difficult to tell from traditional site built housing and the need to regulate all of them as special cases has become blurred.

There were 89 manufactured/mobile homes in Hornby in the year 2000 on individual lots. This is 16% of all homes in the town. Over the past five years (since 1997), 24 building permits were issued: 3 for manufactured/mobile homes, 7 for single family homes and 14 for single family on rural residential lots (houses on more than 10 acres). This trend shows that 13% of new homes are manufactured/mobile homes, consistent with the ratio in the past. There are 45 homes are located in the only mobile home park in the Town.

When referring to the assessment tables later in this chapter, the average assessed value of all single family (210) and rural residential (240) homes (buildings only) :

$$23,911,300/457 = \$52,322$$

Average assessed value of all manufactured/mobile homes (270) (buildings only):

$$1,538,900/89 = \$17,291$$

Because of this disparity in tax generation, many townspeople are concerned that manufactured/mobile home owners require the same services, but pay much less in taxes (15% of the parcels with only about 5% of the total assessed value). They are also concerned that locating a “single-wide” manufactured/mobile home next to a more expensive home will devalue the neighbor’s property. On the positive side, the difference in cost between a “single-wide” and “double-wide” is shrinking so that someone looking for an affordable home may be as likely to purchase a “double-wide” as a “single-wide.” Also, the manufactured/mobile home park in Hornby appears to have room to expand and offers an affordable alternative to large lot living.

Rural towns are increasingly requiring that ALL homes, no matter how they are constructed, are a certain minimum width such as 20' on all sides, if the home is located on an individual lot. This effectively prohibits “single-wides” on individual lots. The zoning laws in these towns then permit “single-wides” in manufactured/mobile home parks. This opportunity for a “single-wide” to be located in a park avoids the charge that a town is being “exclusionary.” However, some towns go one step further to require that all homes, no matter where they are in a town, to be a certain minimum width. This prohibition may be challenged in court if there is no evidence that affordable housing (“single-wides,” for example) are permitted or available in neighboring towns.

F. LAND USE

The major land use, according to codes assigned by the town assessor's office is residential. The breakdown of land uses and their assessed values is as follows:

LAND USE CODE AND NAME	# of PARCELS	TOTAL ACRES	% AREA	TOTAL ASSESSED VALUE 2000	% TOTAL ASSESSED VALUE 2000
100 Agriculture	25	3,343	13.0	1,463,300.0	3.0
200 Residential	576	10,571	41.5	33,941,400.0	71.4
300 Vacant	267	7,598	30.0	3,327,200.0	7.0
400 Commercial	3	14	-	1,031,500.0	2.1
500 Recreation	3	378	1.4	455,000.0	1.0
600 Community Service	15	45	0.1	537,300.0	1.0
700 Industrial	1 ²	-	-	110,363.0	-
800 Public Service	14 ³	42	0.1	4,786,136.0	10.0
900 Parks/Forest	39	3,558	13.9	2,165,300.0	4.5
Other (no code)	14 ⁴	72	-	-	-
TOTAL	943	25,620	100.0%	47,817,499.0⁵	100%

² Not included in parcel count because this is an additional value to a property due to the installation of a gas well.

³ Only one parcel included in parcel count. Others are added value from utility easements.

⁴ No land use categories assigned at this time. Will be revised for 2001 database.

⁵ This figure varies slightly from the town tax assessor's value due to small adjustments.

G. ASSESSMENT PROCESS

Land use codes are assigned to give a general idea of the types of land uses in a town. These are handy to track changes from year to year and to prepare maps. However, they DO NOT necessarily reflect the way a property is assessed. Parcels, especially large ones, may contain different types of land, such as wetlands, forest or pasture in addition to the two-acre building lot. The assessment takes these values into account with “wasteland,” land which is cannot be used for any economic purpose, being the lowest value. Building lots are the highest value while “residual” land is assessed at decreasing rates as the acreage gets larger.

H. TAX BASE

While residential land is the major tax generator in the town, recently drilled gas wells are a new source of income to the town and increased the assessed value of industrial land from the \$110,000 shown above to \$3,360,000 in 2001. Although this appears to be a significant gain to the Town, the gas wells are projected to be active for only five to eight years with a projected income to the Town of about \$25,000 per year.

COMPARISON OF TAXES OF NEARBY TOWNS

TOWN	Equalization Rate 99/2000	TOWN TAX		RATE %	Town 2000 Tax Rate (Reflects Equalization Rate)
		1999	2000	LEVY \$	
				% CHANGE	
ORANGE	44.46%	13.57	13.61	3%	6.051006
	44.46%	333,995	347,020	4%	
CATLIN	99.98%	2.558939	2.435571	- 5%	2.5174062
	103.36%	N/A	168,000	N/A	
CAMPBELL	4.28%	84.631620	83.340894	- 2%	3.5669903
	4.28%	331,458	328,012	- 1%	
HORNBY	96.73%	7.062481	6.803656	- 4%	6.803656
	100%	290,432	285,022	- 2%	
CATON	78.80%	9.904393	10.055450	2%	8.370774
	79.31%	453,823	475,053	5%	
LINDLEY	6.37%	126.093858	125.217521	-1%	7.675834
	6.13%	369,368	371,114	-	

I. OPEN SPACE

More than 2700 acres are included in state forest land. Hornby is also home to Hornby Park, a county owned facility. Ferenbaugh Campgrounds and the St. Charles Country Club are other outdoor recreational facilities.

J. FLOODING AND STREAMBANK EROSION

The Hornby landscape is drained by a network of streams that are prone to flash flooding of adjacent low-lying areas. In addition, the banks of these streams are subject to erosion. These natural processes can be worsened by human activities that increase flow rates or de-stabilize stream channels. This streambank erosion can occur over an extended period of time with the stream gradually changing its pattern; or it can be abrupt, with the stream changing its course by 50 feet or more in a single storm event. Although natural grasses and forest vegetation currently protect many miles of streambank in Hornby, some streambanks, also known as riparian areas, lack this vegetated buffer. Riparian buffer plants are desirable because they tolerate occasional flooding, their root systems reduce the susceptibility to erosion, and they filter pollutants from surface runoff.

Areas adjacent to all streams in the Town are potential hazard areas for flooding and/or streambank erosion. However, flooding and streambank erosion are only serious problems in locations where human development encroaches on areas adjacent to the streams. Stream crossings are a particular concern because of the potential for undersized culverts or bridges to block or divert water which can affect adjacent properties. The Town of Hornby regulates development within the areas identified as 100 year floodplain on the Flood Insurance Rate Maps developed by the Federal Emergency Management Agency (FEMA). However, these maps do not note all the streamside areas that are potentially subject to flooding and bank erosion problems.

Of particular concern are the “alluvial fans” located in the Post Creek valley near the mouths of the streams that drain Mormon Hollow, Wilson Hollow, Kerrick Hollow, and Buck Hollow. “Alluvial fans” are the sandy and gravelly mounded areas at the bottom of steep valleys where they meet the flat floodplain of the larger creek. Streams on alluvial fans are actually subject to sediment buildup within their channels and major changes in channel locations.

Because they appear to drain well during drier months, alluvial fans are often favorite places to build. New residents are unaware, usually until it is too late, that the “quiet” stream in their back yard can suddenly become a rushing torrent, threatening buildings and eroding into their yards. With little room to move, solutions, such as rip rap bank stabilization, are often costly to the homeowner and taxpayer alike.

The Town has many resources to reduce flooding, ponding and stormwater runoff problems and to protect the natural drainage system. These include:

1. The Local Law for Flood Damage Prevention (Local Law #1 of 1989 and Local Law #1 of 1987), which regulates all development within the 100-year floodplain

delineated on the Flood Insurance Rate Map. This includes (among other activities): buildings 9 other structures 9 mining 9 dredging 9 filling 9 paving 9 excavation 9 drilling 9 pipelines.

2. A Storm Water Pollution Prevention Plan which is required as part of a a State Pollution Discharge Elimination System (“SPDES”) Permit for Storm Water Discharges Associated with a Construction Activity. The requirement for this state permit is based on the size of the land area that will be disturbed. Any land on which the soil is disturbed or the existing vegetation is removed for development purposes is considered to be “disturbed.” This includes: building sites, driveways and parking areas, lawns, other areas that will be disturbed by excavating, grading or other activities.

A SPDES permit is required for any construction activity that:

1. will result in the disturbance of **five** or more acres total land area **before** March 10, 2003,
2. is part of a common plan of development or sale that will result in disturbance of **five** or more acres **before** March 10, 2003
3. will result in the disturbance of **one** or more acres total land area **after** March 10, 2003, or
4. is part of a common plan of development or sale that will result in disturbance of **one** or more acres **after** March 10, 2003.

It is already state law that the Storm Water Pollution Prevention Plan required for a SPDES permit must be filed with the Town and a copy retained on site. The Town can improve compliance with the permit conditions by reviewing the Storm Water Pollution Prevention Plan, monitoring compliance with the plan, and notifying DEC of any concerns.

3. A Freshwater Wetlands Permit which is required from the New York State Department of Environmental Conservation for any disturbance within 100 feet of a protected wetland, as shown on the New York State Freshwater Wetlands Map.
4. A U.S. Army Corps of Engineers wetlands permit for any development that will disturb 1/3 acre or more of water or wetland areas indicated on the National Wetland Inventory map or for any development located on hydric (wet) soils. The Steuben County soil types that are classified as hydric are:

Alden (Aa) 9 Atherton (At) 9 Canandaigua (Ca) 9 Carlisle (Cc) 9 Chippewa (Ck) Edwards (Ed) 9 Fluvaquents (FL) 9 Kanona (KaA, KaB, KaC) 9 Palms (Pa) 9 Warners (We) 9 Wayland (Wn)

The Town can also seek technical assistance, as needed, from Southern Tier Central Regional Planning Board, County Highway Department, Steuben County Soil and Water Conservation District. or NYS Department of Environmental Conservation.

K. DRAINAGE AND SEDIMENT CONTROL

The Town of Hornby contains several identified wetlands and many areas of poorly drained soils that pose limitations for development. Alteration of existing drainage patterns by development, timber harvesting, agriculture, and other land use activities can result in increased and/or concentrated runoff in down slope areas. This can contribute to flooding and washout problems at existing development and roadside drainage areas. Erosion of unprotected soils can contribute to deposition on adjacent properties, filling of roadside ditches, and sediment impairment of streams and water bodies.

L. ROADS

Route 414 is the only state road in the Town and is a major route between Corning and Montour Falls/Watkins Glen to the north. County Routes 41 (Corning-Hornby Road) and Route 42 (Shady Grove Road) connect the hamlets of Hornby and Dyke to the outside world. The remaining 64.9 miles of road are town roads.

ROADS	MILES
COUNTY/STATE	12.12
TOWN	64.91
MACADAM	13.76
DIRT/GRAVEL	51.15
SEASONAL (DIRT/GRAVEL)	9.87
PRIVATE	Not Available
TOTAL	86.9 (<i>measured from 911 road map</i>)

- NOTES: Road Classes -
- a. Dirt Roads - various base and surfaces - narrow (less than 18 feet)
 - b. Gravel Roads - gravel base and crushed or screened gravel on the driving surface which is usually 18 - 20 feet wide.
 - c. Macadam/Paved roads - 3 inch cold mix or triple oil and stone makes up the driving surface (usually 20 feet wide).

According to the Town Highway Superintendent, road reconstruction is generally done on a 20 to 30 year rotational basis or more frequently if traffic requires it. The Town also does complete upgrades of a road from dirt to macadam road, when conditions warrant it.

This costs approximately \$30,000/mile.⁶ A recent example is the Monterey Forks Road. Roads like this tend to require an additional single surface oil and stone surfacing every two to four year. The cost for single surface oil and stone runs approximately \$5,000.00 per mile. Seasonal/Dirt road construction costs approximately \$440/mile/year to maintain (for three season use). Dust oil surface is approximately \$0.74 per foot and is good for one season.

“Dust Pads” in front of homes - single surface oil and stone - cost approximately \$1.50 per foot. Since the average road frontage is 200 feet per house, the average cost is \$300.00 per house. This surface is good for about three years.

The highway superintendent’s main concern is driveways that are located above the road. His concerns include runoff impact on the town road, grade of the driveway itself and sight distance around the curves.

The following is a list of recent highway projects and their costs.⁷ This information will help the Planning Board and others assess long term costs to the town when they review subdivision proposals.

Previous Projects:

1999	Cronin Creek	.4 mile total reconstruction (approximately \$35,000)
	West Hill Road	curve realignment (approximately \$35,000)
2000	Haradon Road	1 mile re-gravel (approximately \$23,000)
	Rogers Road (Dyke Hill)	oil and stone surface treatment (approximately \$12,000)
	Kerrick Hollow	.3 miles total reconstruction (approximately \$21,000)
2001	Rogers Road	1 mile triple oil and stone surface treatment (approximately \$26,000)
	West Hill	1 mile triple oil and stone surface treatment (approximately \$27,000)
2001	Haradon Road	1 mile single surface oil and stone (approximately \$5,200)

Approximately \$50,000 is set aside for road maintenance in 2002. This figure includes road maintenance (gravel, grading and culvert maintenance). This does not include snow removal. Approximately \$70,000 is used for snow removal which includes materials, vehicles and wages. The Highway Superintendent feels that access roads to subdivisions need to be 20 feet wide at minimum within a 50 foot of right-of-way. Maximum grade to the road should not exceed 10% for the purpose of fire truck access. He would like developers to try to avoid hammer heads and cul-de-sacs because of the need to use smaller equipment when

⁶ All costs are approximate and may increase or decrease depending on several factors including existing base, existing width, material availability.

⁷ Above projects funded by Consolidated Highway Improvements Program (CHIPS).

snowplowing. Instead, he suggests building through roads for two access points to the new homes and easier maintenance.

M. COMMUNITY SERVICES

The Town is very proud of its fire department. Founded in 1948, the fire department moved its fire station to a twenty-three acre site south of the Hamlet in 1999. The new building is 8400 square feet with 3600 sf for fire trucks and the remaining 4800 for the fire hall. The fire department consists of twenty-seven volunteer fire fighters, fourteen auxiliary members and seven junior fire fighters. In 2001, twelve members completed the “First Responder” course and received their certification. There are also three EMT’s in the company. The department’s budget of approximately \$41,612 a year includes funds for the maintenance of the two pumpers, two tankers, a rescue vehicle and a brush pick up truck.

The Town Hall, in the hamlet of Hornby, has served the Town for many years. However, with increased need for storage space and computerization, the Town has been considering renovations. Police coverage is provided by the county sheriff’s office and the state police out of Coopers Plains.