

volume one

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TOWN AND VILLAGE OF CALEDONIA
NEW YORK

**TOWN AND VILLAGE OF
CALEDONIA NEW YORK
MASTER PLAN**

INTRODUCTION

The Town and Village of Caledonia are situated in the County of Livingston directly south of the Livingston-Monroe County line. The community is regionally located due south of the City of Rochester and the Thomas E. Dewey Thruway.

Caledonia was organized in 1803 as the Town of South Hampton but had the name changed in 1806 to its present title. In 1891, the center of population in Caledonia was incorporated as a Village.

The community has been basically an agricultural and railroad center. Now, in recent years, the growth of the Rochester metropolitan area has influenced Caledonia by causing suburban development within the community. The rural character of Caledonia now stands to be threatened by this suburban growth. The community is still a minor hub of railroad activity with several lines including the Lehigh Valley main line. However, the railroad is an industry of uncertain future and cannot be relied upon, at this time, for any real contribution to the growth of Caledonia. Moreover, the real problem is attempting to achieve a balance of suburban residential growth and yet maintain continued agricultural usage of the better soils in the Town.

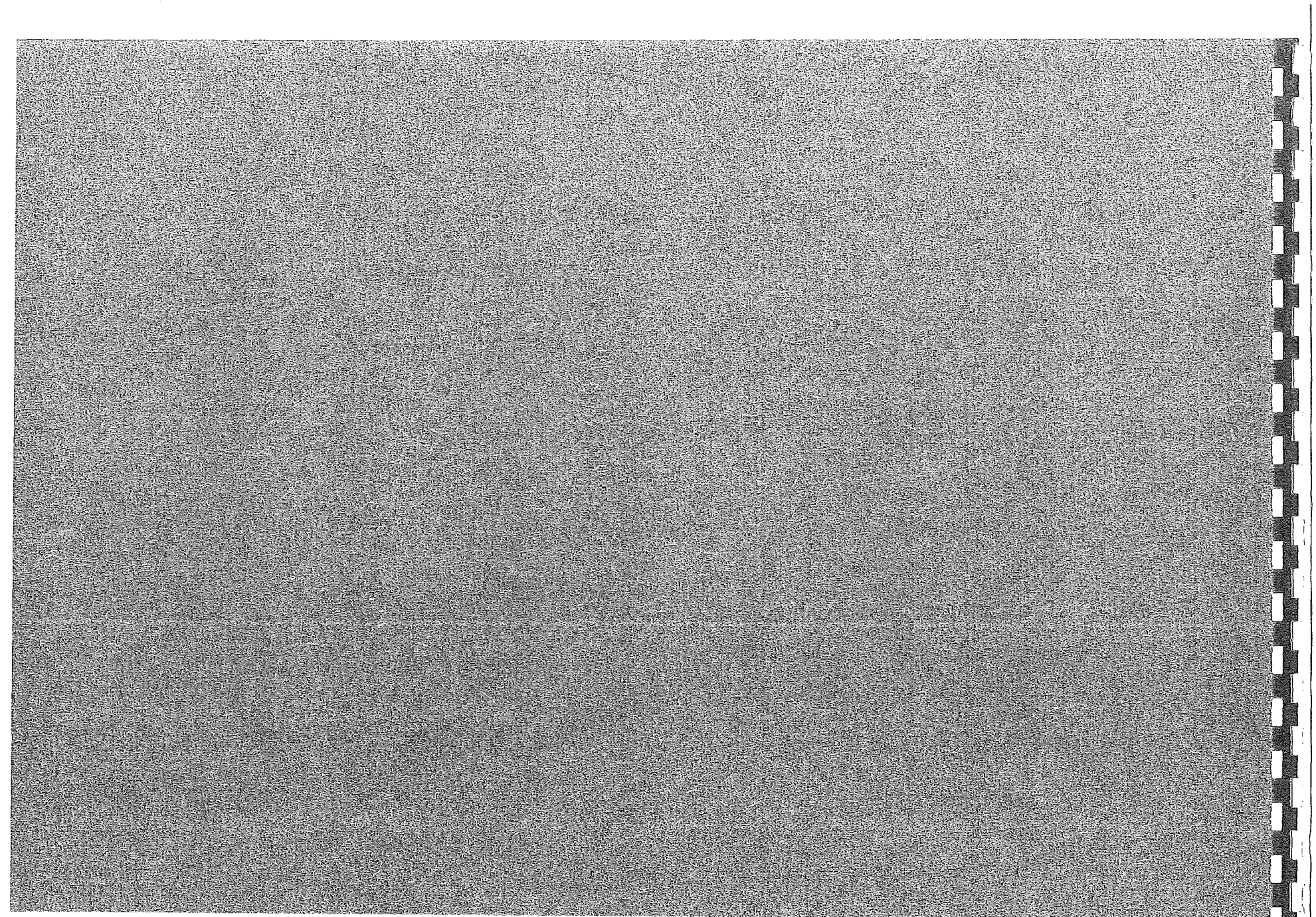


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BACKGROUND AND ANALYSIS

For

PLANNING PURPOSES

in the

Town and Village of Caledonia
Livingston County, New York

Volume One
of the
Master Plan

prepared by
SARGENT-WEBSTER-CRENSHAW & FOLLEY
Architects Engineers Planners
2112 Erie Boulevard East
Syracuse, New York 13224

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York and in part through an Urban Planning Grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

PARTICIPATING STAFF AND CONSULTANTS

John V. Vatet, Director of Planning
Robert L. Mann, Responsible Planner
Romeo Supancic, Chief Cartographer

Economic Consultants Organization, Inc.

December 26, 1964

Commissioner Keith S. McHugh
New York State Department of Commerce
112 State Street
Albany 7, New York

Dear Commissioner McHugh:

We are pleased to submit herewith a report entitled, "Background and Analysis for Planning Purposes", for use in the Town and Village of Caledonia, New York. This report is volume one of a two part report on the Planning Program accomplished over a two-year period under the sponsorship of the Town and Village of Caledonia and the New York State Department of Commerce, with the assistance of the United States Housing and Home Finance Agency under Section 701 of the Housing Act of 1954, as amended.

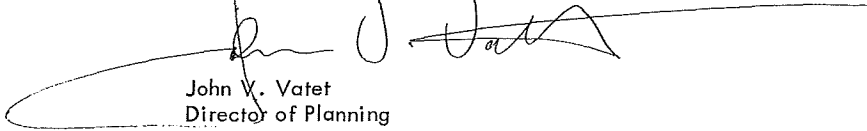
It is believed that the basic considerations covered under this report provide a sound background for the formulation of realistic planning proposals developed in volume two "The Comprehensive Plan" for the Town and Village of Caledonia.

Regular monthly meetings were held jointly with the Planning Boards of the Town and Village and excellent cooperation was evident during the progress of the work. The Representatives of the New York State Department of Commerce who participated in the program rendered invaluable assistance in this program.

We hope that the work which has culminated in this report will be actively continued by both units of government in order to fulfill satisfactorily the future needs of the Town and Village of Caledonia.

Respectfully submitted,

SARGENT-WEBSTER-CRENSHAW & FOLLEY
Architects Engineers Planners



John V. Vatet
Director of Planning

RLM:kb

Town Board

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Harry H. Emerson, Councilman
E.A. Tennent, Justice of the Peace
William S. Elkins, Justice of the Peace

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Town Clerk - Frank Schoeneck
Village Clerk - Annabelle Root
Town and Village Attorney - James E. Cooney
Town and Village Zoning Officer - Francis J. Courneen

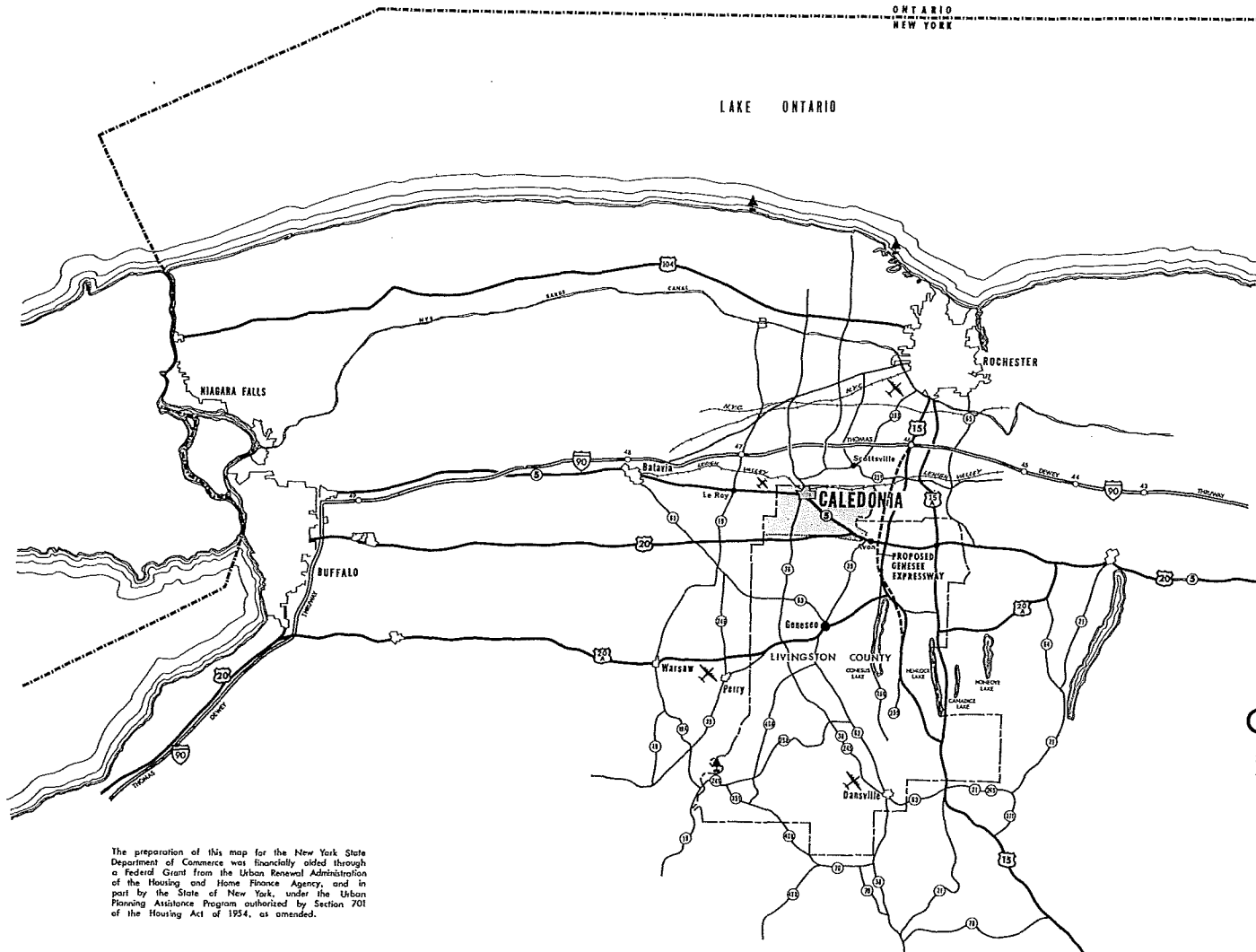
Members of the Planning Board serving during the
Master Plan Study whose terms have expired:

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Vernon L. Johnson, Member

CANADA

ONTARIO
NEW YORK

LAKE ONTARIO



- X COMMERCIAL AIRFIELDS
- X PRIVATE AIRFIELDS
- ▲ STATE PARKS
- ◻ INTERSTATE HIGHWAYS
- ◻ U.S. HIGHWAYS
- STATE HIGHWAYS
- ≡ INTERCHANGES
- RAILROADS

CALEDONIA REGION

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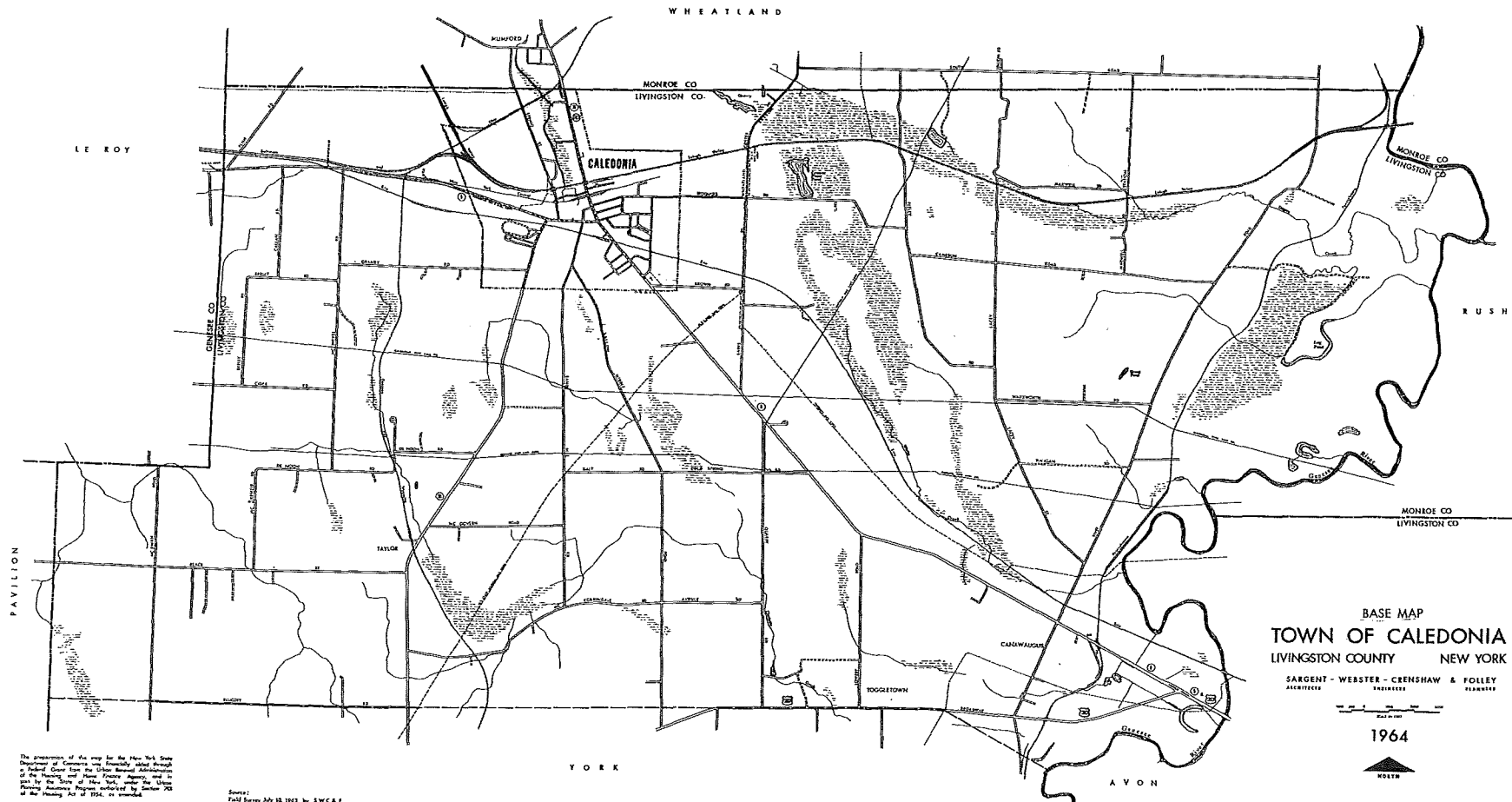
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1964



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BASE MAP
TOWN OF CALEDONIA
 LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
 ARCHITECTS ENGINEERS PLANNERS



1964



The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration and by the State and Federal Highway Agency, and is hereby dedicated to the State and Federal Highway Planning Assistance Program authorized by Section 202 of the Housing Act of 1954, as amended.

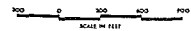
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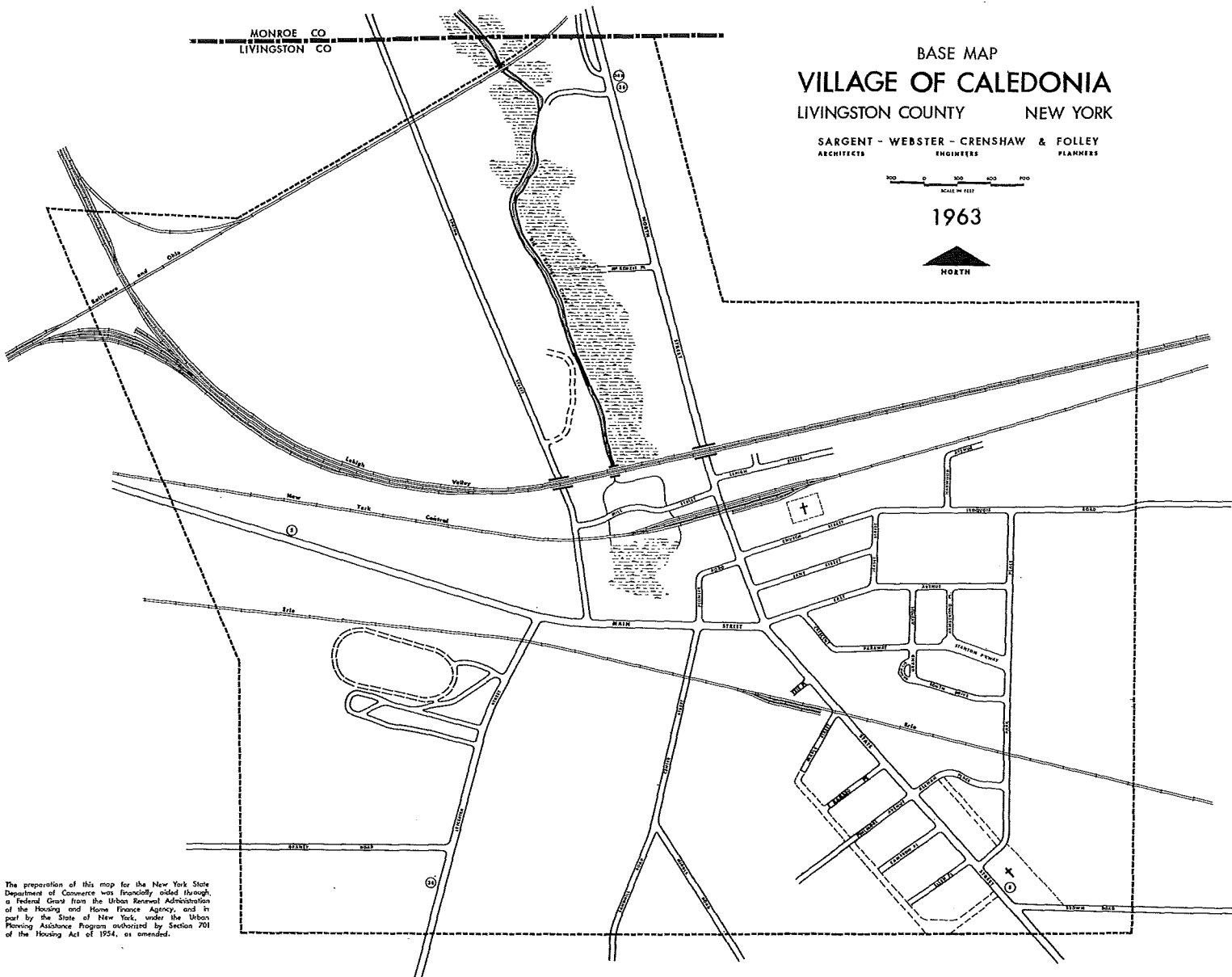
MONROE CO
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BASE MAP
VILLAGE OF CALEDONIA
LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS



1963



The preparation of this map for the New York State Department of Conservation was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

LAND USE

Introduction

The Town and Village of Caledonia have experienced significant changes in their physical appearance in the past ten years. The construction of the New York Thruway removed the major interregional traffic flow from the Town, thereby causing the reduction in number of service stations, restaurants and tourist cabins. Yet, at the same time, the exploding growth of Rochester, only 18 miles away, has already influenced the Town and Village by creating a demand for new residential construction for suburban commuters. Housing development is occurring at a rate of 20 to 25 units a year and the median value of these is higher than several other rural areas studied.

There are several permanent physical characteristics seriously affecting the Town and Village with respect to physical growth; the drumlins' steep slopes and the swamp areas' poor drainage and soil classification. At least 16% of the total area of the Town can be classified unbuildable due to these characteristics. Fortunately, the growth in the Town and Village has not yet reached staggering proportions and the community has seen the need to prepare a master plan before growth does run rampant.

As more land is developed and changes occur in the existing land uses, so do changes occur in the scale and variety of public services necessary to the life of the community. Furthermore, if the utilization of land is allowed to proceed in a haphazard manner, public services are liable to be less efficient and more expensive. Uncontrolled land development also has damaging effects on existing land uses, causing property values to fall and creating a generally undesirable situation. These changes in the physical appearance of the community, the permanent physical characteristics and existing land uses must be noted and analyzed in order to formulate a program to guide future land development in the Town and Village of Caledonia.

Physical Characteristics

Topography

The Town and Village of Caledonia lie in what may be described as an undulating plain, 600 to 900 feet in elevation. The plain is punctuated by drumlins, north-south smooth-sided hills rising from 50 to 120 feet above the general level of the plain, up to one quarter mile wide and one-half mile long.

The configuration of the landscape, its soils and drainage, are a result of a glacier formation called the Erie-Ontario Plain. This area consists of glacial till, layers of mixed stones, sand, silt and clay, and stratified layers of sand and gravel. To the south of the Town is the transitional area of the Portage Escarpment, separating the Appalachian Plateau and the Erie-Ontario Plain.

The northern part of Livingston County is drained by the Genesee River northward to Lake Ontario. The Genesee forms the eastern boundary of the Town and its tributaries drain generally from west to east through the Town. In the eastern part of the Town, a plain one to two miles wide runs from the existing rail road tracks to the Genesee River. From the topography map, it can be seen that drumlin formations are interspersed and crisscrossed by valleys, swamps and flood plains. The level and gently sloping hills throughout the Town have been cultivated for many years. The amount of land in the Town available for development is limited due to the fact that 10 per cent of the total area is in steep slopes and imperfect drainage (swamps). The Village of Caledonia has been developed on level land. Topography does not hamper development of land within the Village, but a major deterrent is the drainage area in the north section of the Village flowing into the Oatka Creek and the New York State Fish Hatchery. Another deterrent in Village development is the near surface rock formation in and about the Caledonia Fair grounds which inhibits construction.

WHEATLAND

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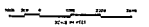
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YORK

AVON

TOPOGRAPHY
 TOWN OF CALEDONIA
 LIVINGSTON COUNTY NEW YORK

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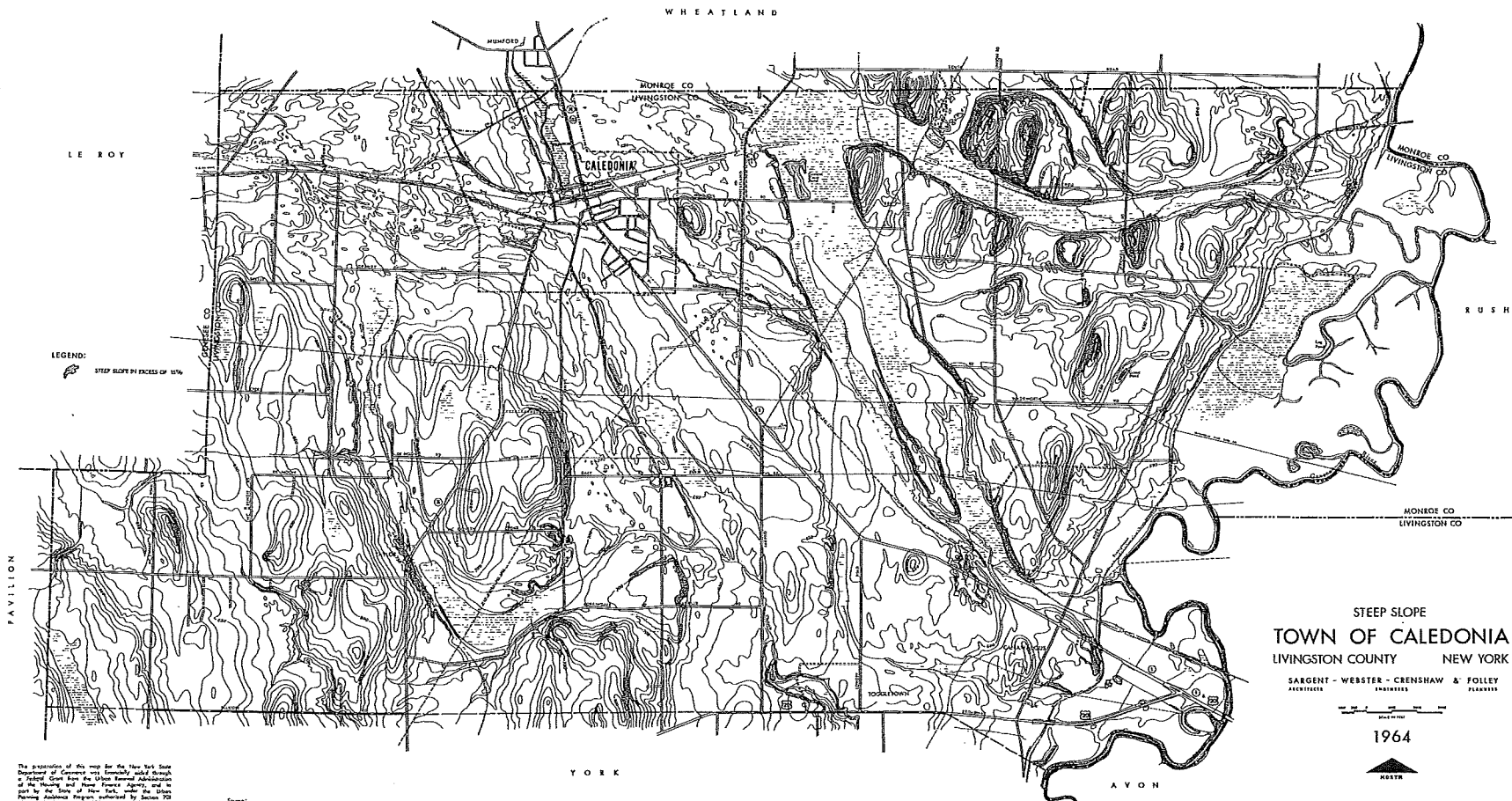
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Source:
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Source:
 Field Survey July 25, 1953, by SWC&F

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WHEATLAND




HUMFORD

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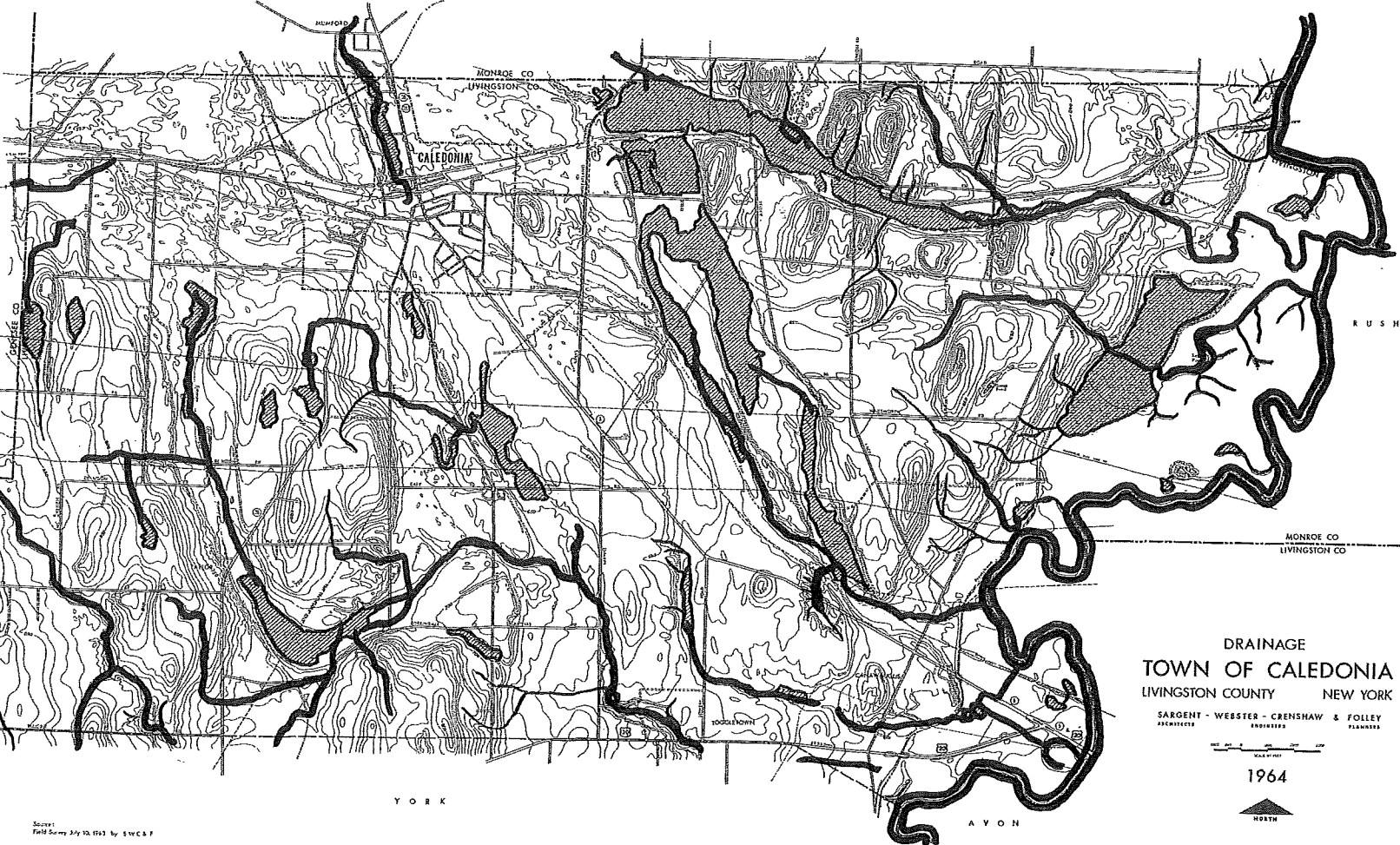
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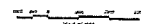
-  FLOOD PLAIN
-  MAJOR WATER COURSE
-  MINOR WATER COURSE

LE ROY



DRAINAGE
TOWN OF CALEDONIA
LIVINGSTON COUNTY NEW YORK

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1964



NORTH

PAVILION

YORK

AVON

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Scale: Field Survey July 10, 1963 by 11WCL:7



Drainage

The drainage map shows that all of the Town of Caledonia is drained by the Genesee River and its tributaries. Christie, White and Dugan Creeks drain from West to East into the Genesee at various points, and a branch of Oatka Creek drains northward through the Village.

Large areas of swamp and poorly drained soils are found throughout the Town and the Village. On sloping topography, drainage does not present a problem, due to the well drained soils and natural drainage ways. A majority of the poorly drained swamp areas are on level topography. The area of muck in the Village presents a problem for future development. When well drained, this organic soil is excellent for agricultural purposes; but has severe limitations for any other purposes.

The development of land for residential, commercial or industrial purposes is subject to the limitations of imperfectly or poorly drained areas. With adequate treatment these lands can be developed. As in other areas under the influence of metropolitan growth, it is most likely that land currently used for agricultural purposes is the most likely for future development, generally because of the existing drainage conditions.

Soils

An analysis of the soils of the Town and Village of Caledonia was directed at capabilities for agricultural and urban usage. Although many soils are found in the Caledonia area, these are dominated by the Honeoye-Lima Series, a medium and moderately fine textured high-lime soil on glacial till. It is a deep, well drained and moderately well drained soil found on undulating to sloping topography.

The following general soil types and characteristics are found throughout the Town:

Farmington Loam - Developed on the limestones in the northern part of the Town this shallow, well to poorly drained soil contains outcrops and stone fragments. Relief is gentle, but many minor irregularities are caused by sink holes, sink ridges, rock ledges and depression in the bedrock. Topsoil is 0-30 inches deep and with a low water holding capacity is unsuitable for most agricultural purposes. Approximately two-thirds of the Village is in this soil classification but is suitable for development.

Palmyra-Ontario Soils - In this series, drumlins are the most conspicuous features of the landscape. These drumlins are separated by extensive areas of a fairly glacial outwash, consisting of sand and gravel derived mainly from limestone. Located in the central, and eastern parts of the Town and the central and eastern part of the Village, this is a deep, well drained soil. These are some of the most productive areas and intensively used for crops, being almost free from surface gravel and stones, capable of absorbing water rapidly with moderately good water holding capacity.

Honeoye-Lima Soils - This is a fertile, well drained, high lime series. Surface and internal drainage is good and this soil is one of the most productive in the Town. Found in areas scattered throughout the Town on mildly sloping topography, this soil is cropped intensively with most of the acreage used for vegetables and other tilled crops.

In addition to these major soil types, there is a grouping of soils classified as poorly and very poorly drained. Among this classification are the Muck Soils, which when adequately drained, are an extremely productive organic soil, rated excellent for vegetable crops. The balance of these soils are found in depressions or poorly drained areas, difficult to improve and unsuitable for agriculture or development. As can be seen from the topography and soils maps, large areas of the Town are in this soils series.

Vegetation

Only small areas of the Town are forested, mainly in the poorly drained areas. Prior to settlement, the Genesee River area had elm, soft maple, black ash, and sycamore in the wetter places and white and red oaks, hard maple, basswood, ash and hickory on the better drained areas. In the remainder of the Town, hard maple, oaks, hickory, ash, black walnut and basswood were the predominant species; however, today only young scrub plant material continue to exist in the form of hedgerows and in the swampy sections.

TABLE PC-1 PHYSICAL CHARACTERISTICS

Type	Approx. Acres	% of Total Area
Steep slopes	750	2.8%
Edwards muck)	2400	9.2%
Carlisle muck)		
Eel silt loam)		
Eel silty clay loam)	1200	4.6%
Genesee silt loam)		
Totals	4350	16.6%

Total acreage of Town (excl. Village) 26,150

Source: Sargent-Webster-Crenshaw & Folley
July, 1963

WHEATLAND

LE ROY

LEGEND:

- Ac Allport fine sandy loam
- Cd Caledonia silt clay loam
- Cu Cortina silt loam
- Cs Caledonia silt loam
- Ed Edinburg silt loam
- Es Edinburg silt loam
- Ec Edinburg silt loam
- Fa Fayette silt loam
- Fd Fayette silt loam
- Fg Fayette silt loam
- Ga Genesee fine sandy loam
- Ge Genesee silt loam
- Gs Genesee silt loam
- Gr Grand silt loam
- Hd Hamlet silt loam
- Hs Hamlet silt loam
- La Le Roy silt loam
- Ls Le Roy silt loam
- Lo Le Roy silt loam
- Lu Le Roy silt loam
- Ms Monticello silt loam
- My Monticello silt loam
- Od Onondaga silt loam
- Os Onondaga silt loam
- Pa Putnam fine sandy loam
- Pg Putnam fine sandy loam
- Rc Rousesville silt loam
- Rd Rousesville silt loam
- Sa Schuylkill silt loam
- Ss Schuylkill silt loam
- So Seneca silt loam
- Sp Seneca silt loam
- Td Tully silt loam
- Ud Union silt loam
- Wd Wheatland silt loam

PAVILION

RUSH

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SOILS
TOWN OF CALEDONIA
 LIVINGSTON COUNTY NEW YORK
 SARGENT - WEBSTER - CRENSHAW & FOLLEY
 ENGINEERS

1:25,000

1963



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YORK

AVON

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Climate

The Town and Village of Caledonia has long, moderately severe winters and short summers. Temperatures below 0°F. occur occasionally from the first of December to the middle of March. The coldest months normally are January and February. The summer temperatures seldom exceed 100°, but readings over 90° are common during the summer and are occasionally recorded late in spring or early in fall.

This area is one of the driest in New York State. Long continued droughts are rare, but periods of one to two months with a total rainfall of less than three inches are common. Rainy periods with low temperatures occur in the spring and heavy showers are common in the summer. Snow occurs from November to March in variable amounts.

Wind direction is normally from the west or southwest. High winds are rare and tornadoes have not been recorded.

The last killing frost of spring is usually sometime in early May and the first frost in early October. Frosts have occurred as late as May 31, and as early as September 11. The growing season average is 150 days long, with a range of from 109 to 184 days.

Existing Land Use

In addition to the major physical characteristics discussed, many objects and structures can be seen from an aerial view of the Town and Village. Most of the development in both the Town and the Village has been strung out along the major traffic arteries with the heaviest concentration occurring just east of the intersection of Route 5 and 36 in the Village. The hamlets of Taylor and Canawaugus are no longer distinguishable due to the strip development along the highways and local roads incorporating them into the overall pattern.

The swamps, predominantly to the east of the Village in the Town, encompass large areas of land isolating a portion of the Town from the Village.

The two major highways, NYS Route 5 and 36 bisect the Town and Village. Route 5 cuts diagonally across the community in a north-west to southeast direction and Route 36 cuts north-south "doglegging" east only in the Village.

Factors Influencing the General Pattern

The arrangement of the major patterns of land use in the Town and Village has been influenced by several factors: the metropolitan area of Rochester; the New York Thruway; the swamps; and the two major highways.

The exploding growth of Rochester has already influenced the counties south of Monroe County. Presently some 200 workers from the Town and Village of Caledonia are employed in the City of Rochester and an additional 85 are employed in the metropolitan area of Monroe County. This represents a total of 25% of the working force in Caledonia (Town and Village). This percentage is constantly increasing. The sections covering Economic Base and Existing Transportation will indicate that increasing numbers of shoppers are traveling northward to the shopping centers in Monroe County rather than to the local communities. This results in instances where Caledonia stores may be deficient in variety of product line or width of consumer choice.

The New York State Thruway affects the Town and Village by absorbing most of the heavy through traffic from N. Y. S. Route 5, improving circulation conditions but reducing the number of gas stations, restaurants, motels and other services normally provided to travelers. It also affords a means by which the five major manufacturing firms, located in the Village, can enjoy the high speed shipping possible on the Interstate Highways System. (In the last two years the summer traffic on N. Y. S. Route 5 has been increasing, as many tourists and vacationers select slower, more enjoyable routes.)

The swamp areas discussed above are unbuildable areas which, even if drained, could provide nothing better than good fertile soil. A large portion of the eastern part of the Town is covered by these swamps and by the flood plain of the Genesee River which almost reaches River Road.

The two major highways have created the basic pattern of strip development in the Town and the Village. Development occurred first at the major intersections and then proceeded to spread along the paths of least resistance - along the highways.

Major Land Use Categories

Land uses in the Town and Village of Caledonia, as of July, 1963, are summarized in Table LU1 by the number of occurrences and the approximate acreage of the use. This data was collected through land use surveys conducted in the field by the consultants assisted by the Town and Village Planning Boards. Detailed and specified information pertaining to each land use surveyed was recorded on field sheets, transferred to base maps of the Town and Village and tabulated according to a predetermined land use classification system.

Residential uses clearly dominate the total developed land in both the Town and Village; approximately 86.6% of all land uses tabulated (901 out of 1040), or 33.2% of the developed land.

Industrial land use, i.e. manufacturing, gravel pits, warehousing and junk yards (although small in number of occurrences) takes up a substantial portion of the area, approximately 50.0% of the developed land.

Commercial land use, i.e. retail trade and service establishments, account for 7.8% of all land use occurrences and 5.9% in acreage of the developed area.

The remaining land uses are public and quasi-public which when combined, represent a small portion of the whole, or 10.9% of the developed area and 2.5% total land in the Community. Detailed discussion of these uses occurs in the Community Facilities section of this report.

TABLE LU-1: EXISTING LAND USE
TOWN AND VILLAGE OF CALEDONIA

Type	No. of Uses	% Total No. Oc- currences	Approx. Acreage of use	% Devel- oped Area	% Total Area
Residential - Total	901	86.6	312.6	33.2	1.16
1 family	752				
2 family	25				
multi family	4				
trailer (mobile home)	118				
Commercial - Total	81	7.8	55.3	5.9	.20
resid. w. business	13				
limited commercial	5				
commercial	63				
Industry - Total	32	3.1	473.1	50.0	1.74
manu.-warehouse	13				
gravel pits	15				
junk yards	4				
Public	12	1.2	63.3	6.7	.23
Quasi public	14	1.3	40.7	4.2	.15
Totals	1040	100.0	945.0	100.0	
Swamp and Steep Slopes	27		4350.0		16.6
Roads and Highways			221.5		.8
Open land (includes agriculture)			21,713.0		79.3
Total					100.0

Total acreage in Town and Village - 27,230 acres

Source: Field Survey by Sargent-Webster-Crenshaw & Folley and Caledonia Town and Village Board, July 10, 1963

THE TOWN - DETAILED LAND USE ANALYSIS

TABLE LU-2: EXISTING RESIDENTIAL LAND USES
SUMMARIZED BY NUMBER OF OCCURRENCES
TOWN OF CALEDONIA

Residential Category	No. of Occurrences	% of Total
one family	245	68.0
two family	2	1.1
Trailers (mobile homes)	111	30.9
Totals	358	100.0

Residential

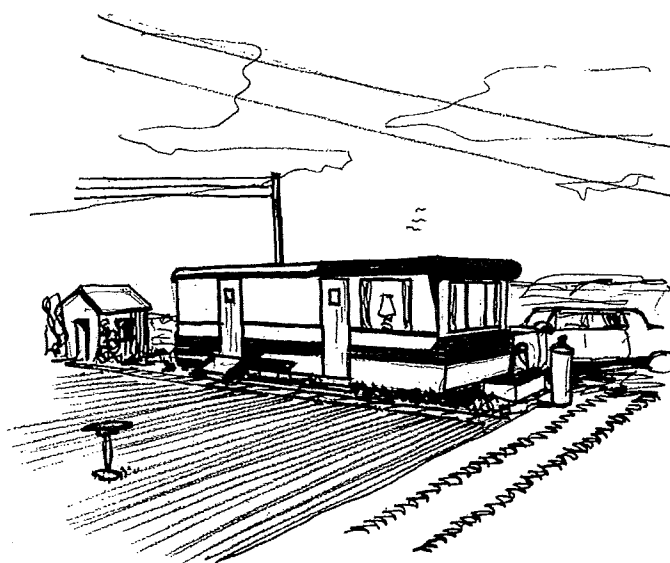
The number of residential land uses existing in the Town of Caledonia as of July 10, 1963, is summarized by type of residence in Table LU2 and total 358 occurrences. Table LU3 illustrates the percentage which each residential category comprises of the total number of land uses and indicates data pertaining to the approximate amount of acreage in each land use (not acreage of properties).

Permanent one-family dwelling units account for 245 residences and represent 68 per cent of all residential land uses found. Many of these are farm residences, and it is difficult to determine which are occupied by full time farmers versus the part-time farmer. Four two-family residences comprise but 1.1 per cent of all housing. The bulk of the population therefore live in single family residences.

Most significant, in terms of a potential problem in residential land use, is the number of mobile homes. This has become a major land use category in that the total number of mobile homes (111) represents 30.9 per cent of all housing units in the Town.

There are two basic types of mobile home land uses found in the Town. First, there is the single mobile home haphazardly located on a parcel of land, sometimes alone, quite often mixed with another use such as a permanent residence or commercial establishment. Usually these single mobile homes constitute unsightly (sometimes unsafe) living quarters contributing to blighting conditions and causing depreciation of neighboring properties. There are a total of 48 such units in the Town.

Source: Sargent-Webster-Crenshaw & Folley July, 1963



The second type of mobile home land use found in Caledonia (Town) is a mobile home subdivision where the trailer owner purchases or rents a site for his unit. Normally this is a desirable arrangement. However, it should be mentioned that, without proper planning, regulation and maintenance, this type of development can be also of blighting influence. The subdivision in Caledonia has been restricted to a maximum of 72 mobile homes. At the present time, there are 63 units located in the subdivision. However, this subdivision is currently under construction, and if the area is properly landscaped, roads are paved, and sewers are provided, it can become a very suitable residential area.

Commercial

Commercial land uses include retail trade and service establishments. There are 10 commercial occurrences comprising 2.5 per cent of the total number in the Town. Roughly 22 acres, or 3.4 per cent of the developed area of land uses, is commercial in use. Retail trade and service establishments are clustered in the Village while those in the Town are composed of gas stations, restaurants, tourist cabins and the sale of farm machinery -- elements normal to a rural community with a major highway cutting through.

Industry

Land utilized for either warehousing, manufacturing, gravel pits, and open junk yards comprise 5.8 per cent of the total land uses in the Town. Due to the large deposit of Palmyra gravelly loam, there are many gravel pits (15) totalling approximately 410 acres or 63.0 per cent of the Town's developed area. A new industry which manufactures concrete block has recently located at the extreme west corner of the Town of Caledonia. The five major industries of the area are located within the Village limits. The junk yards situated in the community are unsightly, contributing to the depreciation of the area and creating a land use problem.

Utilities

There are four utility substations located in the Town comprising 1.0 per cent of the total land use occurrences. These are large gas or electric substations, some serving the large region about Caledonia and others merely a way station for a transit line. The Town is traversed by many pipe lines carrying either oil or gas rendering sections, useless in terms of any development potential. Also, while the substations are usually neat and clean, they are industrial in appearance and often are noisy. All these factors make the use incompatible to residential growth, especially since they are not contributing directly to the community in terms of service as do the small substations needed to provide utilities in residential sections.

Swamps

These uses (26) have already been fully discussed in the Physical Characteristics section of this report. In the Town, swamps total some 2400 acres, comprising over 9.2 per cent of the total land area of the Town. These areas are composed of unbuildable muck land. However, they are potential land conservation and recreation districts which can provide open green spaces between and around future developments.

Public

There is but one public land use in the Town of Caledonia which is not tabulated and that is the land recently acquired for school purposes adjacent to the public school in the Village. It is not developed at this time.

Open Land - Agricultural

The remaining land falls into the agricultural category with a large portion of vacant open land. This category of use occupies 87.6 per cent of the total area of the Town. In other words, there are some 22,909 acres of land in agricultural or open land use. Deducting steep slopes and flood plain areas (4184 or 16% of total land area in Town) from this amount, there are 18,725 acres available for future development. As of 1959 there were 19,141 acres in agricultural use distributed over 84 farms. Table EB10 of this report indicates that the number of farms are decreasing while the acreage per farm increases.

Summary

The detailed analysis of the existing land use in the Town of Caledonia indicates several problem uses and a tremendous potential in the spacious open land available for future development. It has revealed that the development has been strip growth predominantly along the major highways, County and Town collector roads. The major existing land uses are residential and the gravel pits. A problem use exists in the residential category in the form of trailers, there being 48 single mobile houses scattered indiscriminantly throughout the Town. The gravel pits and the junk yards present problems to future developers in that these uses are noisy, unsightly and depreciate surrounding land values. The swamps and steep slopes remove almost 17 per cent of the land from the potential development categories.

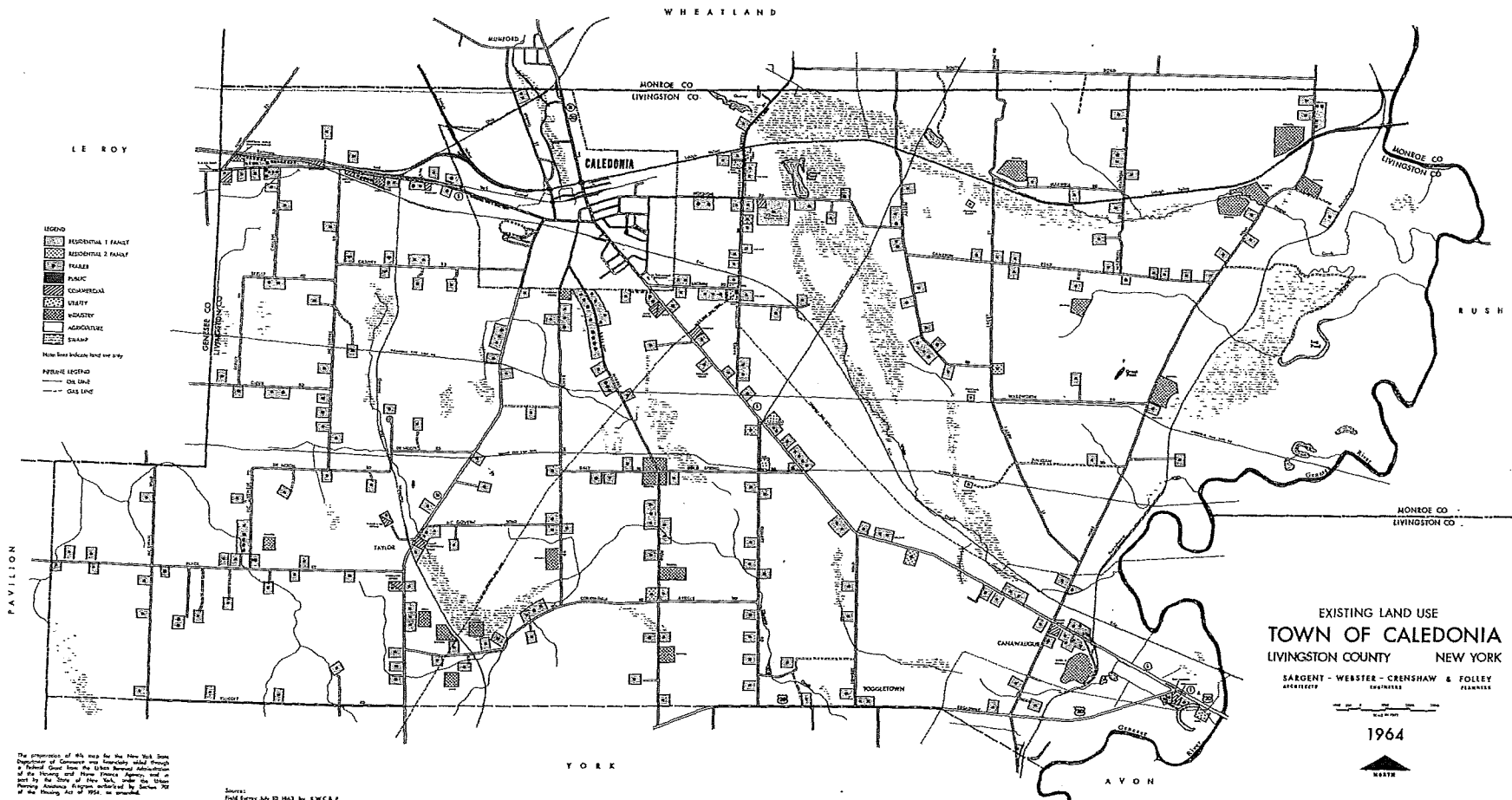
Residential development has already increased in Caledonia. It is bound to expand steadily with the growth of Rochester. Along with new subdivisions, commercial and industrial growth will occur in the Town. There are good built-in green spaces in the form of steep slopes and swamps which, with proper management can provide the community with a continued rural atmosphere and help prevent development of excessive density.

TABLE LU-3: EXISTING LAND USE
TOWN OF CALEDONIA

Type	No. of Uses	% Total No. of Uses	Approximate Acreage of Use	% Developed Use	% Total Area
<u>Residential - Total</u>	358	90.7	187.0	28.7	.72
1 family	245	61.7	123.0	18.9	
2 family	2	1.0	2.0	.3	
trailers (mobile homes)	111	28.0	62.0	9.5	
<u>Commercial</u>	10	2.5	22.0	3.4	.08
<u>Industry - Total</u>	23	5.8	434.0	66.7	1.66
manu. - warehousing	4	1.0	8.0	1.2	
gravel pits	15	3.8	410.0	63.0	
junk yards	4	1.0	16.0	2.5	
<u>Utilities</u>	4		8.0	1.2	.03
Totals	395	100.0	651.0	100.0	
<u>Swamp (not incl. in total uses)</u>	(26)		2400.0		9.21
<u>Roads and highways</u>			190.0		.70
<u>Open land (includes agricultural)</u>			22,909.0		87.60
Total					100.0
Total acreage of Town (excluding Village) 26,150.0					

Source: Field Survey by Town Planning Board, 1961, by Sargent-Webster-Crenshaw & Folley, July 10, 1963

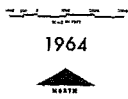
Note: For purposes of this table residential units were tabulated arbitrarily at 1/2 acre. Trailers were assigned a use size of 6,000 square feet. (Tax maps were available for Caledonia)



- LEGEND
- RESIDENTIAL 1 FAMILY
 - RESIDENTIAL 2 FAMILY
 - PUBLIC
 - COMMERCIAL
 - UTILITY
 - INDUSTRY
 - AGRICULTURE
 - SWAMP
- Note: Swamps indicate land not zoned.
- INFRASTRUCTURE LEGEND
- DA LINE
 - GAZ LINE

EXISTING LAND USE
TOWN OF CALEDONIA
 LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
 ARCHITECTS ENGINEERS PLANNERS



The information on this map for the New York State Department of Commerce was derived from a study made through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency and is part of the State of New York, under the Urban Renewal Assistance Program authorized by Section 202 of the Housing Act of 1954, as amended.

Source:
 Field Survey July 22, 1963 by S.W.C.A.F.

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THE VILLAGE - DETAILED LAND USE ANALYSIS

Residential

Land development in the Village is predominantly residential: 543 occurrences or 84.2 per cent of the total number utilizing approximately 125.6 acres of land (42.5% of the developed area). Residential use is the largest use in volume and acreage, yet it encompasses but 11.6 per cent of total land area. Fortunately, there are very few trailers (7 in the Village of which only one is located by itself on a separate parcel). Two-family uses total 23, indicating a gradual trend of older houses being converted into flats or duplex units. Since the number of residential uses enumerated by the consultants is less than the number shown in the 1960 Census where entrance was made into the units, it can be assumed there are several additional two-family houses in the Village not easily seen during the consultants windshield survey. These probably house families composed of older parents and married children living together using the same mail box, telephone and utilities.

Commercial

For the purposes of this report commercial use is divided into three land use categories. The first of these is the residential with business (mixed) use. These are residences part of which are used for occupations such as a doctors offices, beauty salons or appliance repair shops. It is difficult, from an exterior survey, to determine which use is predominant - residential or commercial so for our purpose this use has been placed under commercial use.

Several of the home occupation uses are definitely out of character with their residential neighborhoods. These are the paint and appliance stores sharing quarters with a residence and having commercial signs hanging from the building and/or on the windows. These uses generally cause parking and refuse problems. There are 13 home occupation uses in the Village.

Limited Commercial is the second category, namely, that including funeral homes, clubs and similar uses. There are 4 such uses in the Village and these comprise 2.0 per cent of the total number. These businesses which are generally located at the fringe of commercial areas do not need large signs nor do they have heavy sales volumes.

General Commercial uses (54) make up the third category which is composed of selected services and retail trade establishments and includes 8.2 per cent of the total number of uses. These uses are found in the Central Business District of the Village as well as elsewhere in a scattering of commercial uses not falling into either the category of a home occupation or a limited commercial use.

Industry

There are 10 Industrial uses in the Village, of which 4 belong to the Grange League Federation. They comprise 1.5 per cent of the total number of uses and occupy 39.1 acres. The five major firms employ 580 persons and have generally satisfactory transportation facilities and room for expansion (for additional data see the Economic Base Section of this report).

The general classification of industry in the Village is as follows:

- Furniture, lumber and wood products
- Metal industries
- Machinery
- Transportation equipment
- Other durable goods
- Food and kindred products
- Printing publishing and allied industries
- Other non durable goods

Parks and Recreation, Public, Quasi-Public

These uses total 22 in the Village comprising a combined total of 3.4 per cent of the total number of uses. Recently acquired land for a country club and the existing fairgrounds push the approximate acreage of use up to a total of 96 acres.

Parks and Recreation. The Village has 3 public areas serving the community in recreation - the fair grounds used once a year, the Little League Ballfield, and the small Community Park on the corner of Church and North Streets.

Public. There are 9 public uses in the Village including the Town and Village offices, the library, a water pumping station, the central school, a state fish hatchery, post office, water storage and the Town maintenance garage and storage area. These are scattered throughout the Village with generally acceptable locations except for the maintenance area which is in the Central Business District and might better be located in an industrial area.

Quasi-Public uses are those uses which provide a community facility - open to the public - like public uses - except they are private, generally nonprofit and tax exempt organizations. There are 10 such uses in the Village mostly comprised of churches and cemeteries. The large amount of acreage devoted to this land use is due to the Country Club on the east side of the Village.

Swamp

The swamp within the Village limits extends along the creek from the fish hatchery at the northern end of the community almost to Main Street creating an open break and obstruction to expansion of the Central Business District. It further isolates the development in the north-west corner of the community from the rest of the locality. The swampy area includes 46.5 acres approximately 4.3 per cent of the total land area in the Village.

TABLE LU-4: EXISTING LAND USE
VILLAGE OF CALEDONIA

Type	No. of Uses	% Total No. of Uses	Approximate Acreage of Use	% Developed Use	% Total Area
<u>Residential - Total</u>	543	84.2	125.6	42.5	11.6
1 family	509	78.9	116.8	39.7	
2 family	23	3.6	5.3	1.8	
multi family	4	.6	2.5	.8	
trailer (mobile homes)	7	1.1	1.0	.2	
<u>Commercial - Total</u>	71	11.0	33.3	11.3	3.1
resid. w. business	13	2.0	3.0	1.0	
limited commercial	4	.8	3.1	1.0	
general commercial	54	8.1	27.2	9.3	
<u>Industry</u>	10	1.5	39.1	13.3	3.6
<u>Parks and Recreation</u>	3	.5	37.9	12.9	3.5
<u>Public</u>	9	1.4	25.4	8.8	2.4
<u>Quasi Public</u>	10	1.5	32.7	11.2	3.0
Totals	645	100.0	294.0	100.0	
<u>Swamp</u>	1		46.5		4.3
<u>Streets and Highways</u>			31.5		2.9
<u>Unoccupied</u>	3		1.0		.1
<u>Vacant (open land)</u>			706.9		65.5
Total					100.0
Total acreage of Village	1080.0				

Source: Field Survey by Village Planning Board 1961
by Sargent-Webster-Crenshaw & Folley, July 10, 1963

Summary

There are many home occupation uses occurring in the Village. A home occupation tends to increase traffic and parking problems within the neighborhood as well as lower surrounding property values because of the incidence of commercial signs, excessive waste disposal and storage problems. The existing Industrial uses are scattered throughout the Village with two of them quite close to good residential areas. The commercial use, other than in the Central Business District, is in the form of strip development along the major highways and especially on Route 5 at the western limit of the Village not adding any attractiveness for a first impression of the Community.

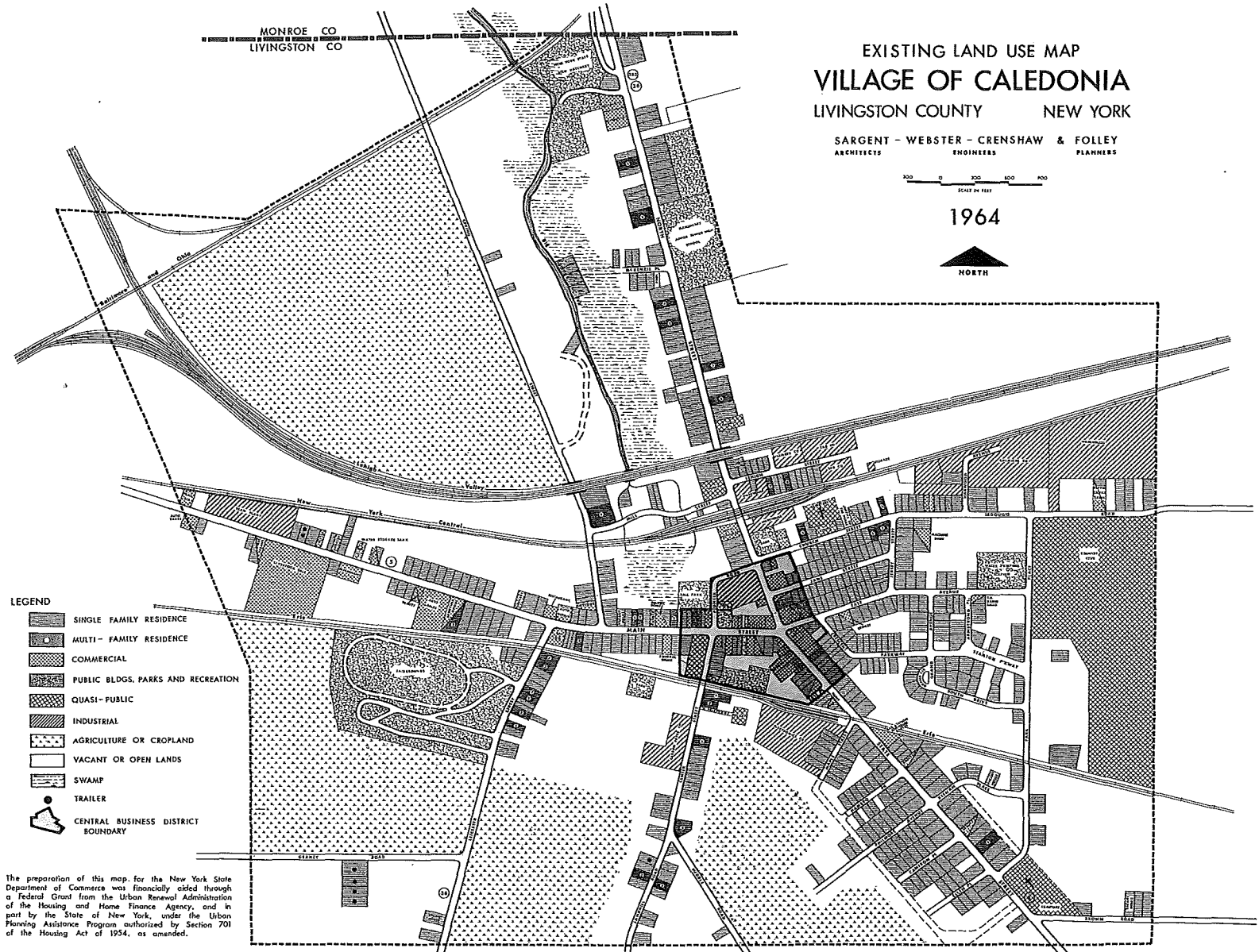
MONROE CO
LIVINGSTON CO

EXISTING LAND USE MAP
VILLAGE OF CALEDONIA
LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS



1964



- LEGEND
- SINGLE FAMILY RESIDENCE
 - MULTI-FAMILY RESIDENCE
 - COMMERCIAL
 - PUBLIC BLDGS. PARKS AND RECREATION
 - QUASI-PUBLIC
 - INDUSTRIAL
 - AGRICULTURE OR CROPLAND
 - VACANT OR OPEN LANDS
 - SWAMP
 - TRAILER
 - CENTRAL BUSINESS DISTRICT BOUNDARY

The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

NOTE

Source: Scale from July 10, 1963 by S.W.C. & F.

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Central Business District

What is a Central Business District?

In every Village or City, for that matter, in any concentration of population, there is a central shopping area complete with stores, professional offices, governmental offices, churches, residences and even industry. This is the core about which the community revolves. Growth occurs about this core and then decentralization of uses occurs, placing a strain upon the economic well being and public importance of the Central Business District.

In a small rural community such as the Village of Caledonia, the Central Business District (C.B.D.) faces a major problem - the decentralization of and population expansion of the nearby metropolis, in this case, Rochester. As this growth stretches southward, creating new subdivisions and shopping centers, and new limited access highways are developed for rapid movement into the city, the small older community suffers from the fact that its C.B.D. is not geared for the type of shopper demands made today by suburbanites. If these requirements are not met, new shopping centers providing them will virtually eliminate the Village C.B.D. Some of the major necessities are adequate parking close to stores, pleasant shopping areas, a good variety of merchandise for selection. In order to determine the potential of the Caledonia Central Business District, a careful analysis of the existing conditions has been made.



General Overview

The Village of Caledonia is one of the minor trading areas in Livingston County housing 42 retail trade establishments and 13 service establishments. Although it is a minor trade center, its retail stores and services manifest a range of diversity. As far as convenience goods are concerned, the C.B.D. in the Village is equipped to serve area residents. However, stores are deficient in variety of product line, with the result that local residents use the option of patronizing the modern shopping centers nearby.

Definition of the Central Business District

As used in this report, the Central Business District is bounded generally by the railroad on the south, by the property line of the first house west of the First Presbyterian Church on the west, by Pioneer Road and Church Streets on the north and by Crescent Street and its west right of way line extended north and the backs of properties fronting on State Street on the east. The exact boundaries are shown on the Existing Land Use Map.

These limits of the C.B.D. were determined by the amount of retail trade, office space and services on each block frontage. Where the majority of space was found in these uses, the block, or part of the block was included in the district.

Land Use

A survey of all land uses in the Central Business District was made in August 1963. Each use was recorded and also each use within each structure and by floor was recorded. Of the 28.9 acres in the C.B.D. almost 20% is accounted for as residential. This is because of the home occupation category together with the fact that the C.B.D. line was carried out far enough to encompass areas of immediate influence.

Approximately 14% of the total area is in retail sales with 10.5% in use as office and service area. There is better than 16% of the area in open vacant land indicating that there is definite room for expansion, additional parking and other related improvements.

TABLE CB-1

PREDOMINANT LAND USE DISTRIBUTION

Existing Land Use	Use (1st Flr. only)	Acres	%
Retail Trade	28	4.04	13.88
Office and service	13	3.02	10.45
Residential	35	5.58	19.20
Public	5	2.46	8.50
Quasi-Public	3	1.27	4.40
Manufacturing	1	2.49	8.62
Streets		5.35	18.50
Vacant		4.69	16.55
		_____	_____
	Total:	28.90	100.00

Source: Field Survey by Sargent-Webster-Crenshaw & Folley
August, 1963

The survey revealed that most uses are intermixed with only the retail trade centrally located along the north side of Main Street and both sides of State Street. The largest open strip part of which is used as the Town maintenance area, is located south of the properties facing Main Street and State Street. The survey indicated that the second and third floor space in the core is almost 100 per cent occupied, or used, an unusual but desirable circumstance today in any community.

Retail trade. As mentioned, the retail trade space is grouped along Main and State Streets. The two largest stores sell appliances and clothing. The largest single sales space is the auto sales and service garage. There are six restaurants ranging from a diner to a reasonably expensive Inn which attracts many out of town people. The structural conditions range from good to mostly fair however due to their age are becoming increasingly antiquated.

Residential. The residential use, the largest in area, houses approximately 150 people, in dwellings which are slowly being converted from single family use to apartments, office or sales use. This is a normal tendency in a core area. There are many apartments over the first floor retail trade area.

Office and Service. With the exception of the 13 spaces indicated as first floor use, the majority of office use is on the second floor over the retail trade area and is composed of the offices of dentists, doctors and lawyers. Many of these users are occupying portions of residences most of which are in good condition.

Public. All of the public buildings in the community are located in the C. B. D. area. These are the Village Hall, Town offices, Town maintenance area, Village fire hall and the library. All are in good structural condition.

Quasi-Public. There are 3 uses comprising only 4.4 per cent of the total area, a church, the post office and the museum. In addition there is a church and a masonic temple both on upper floors.

Manufacturing. There is but one manufacturing firm in the core area, that of the Dinion Coil Company which has been in Caledonia since 1941. The company is still quite active but not running full capacity as in previous years.

Vacant. Vacant land is composed mainly of rear lots which are unused for the most part. The largest single one of vacant land has been discussed - that area surrounding the Village maintenance area.

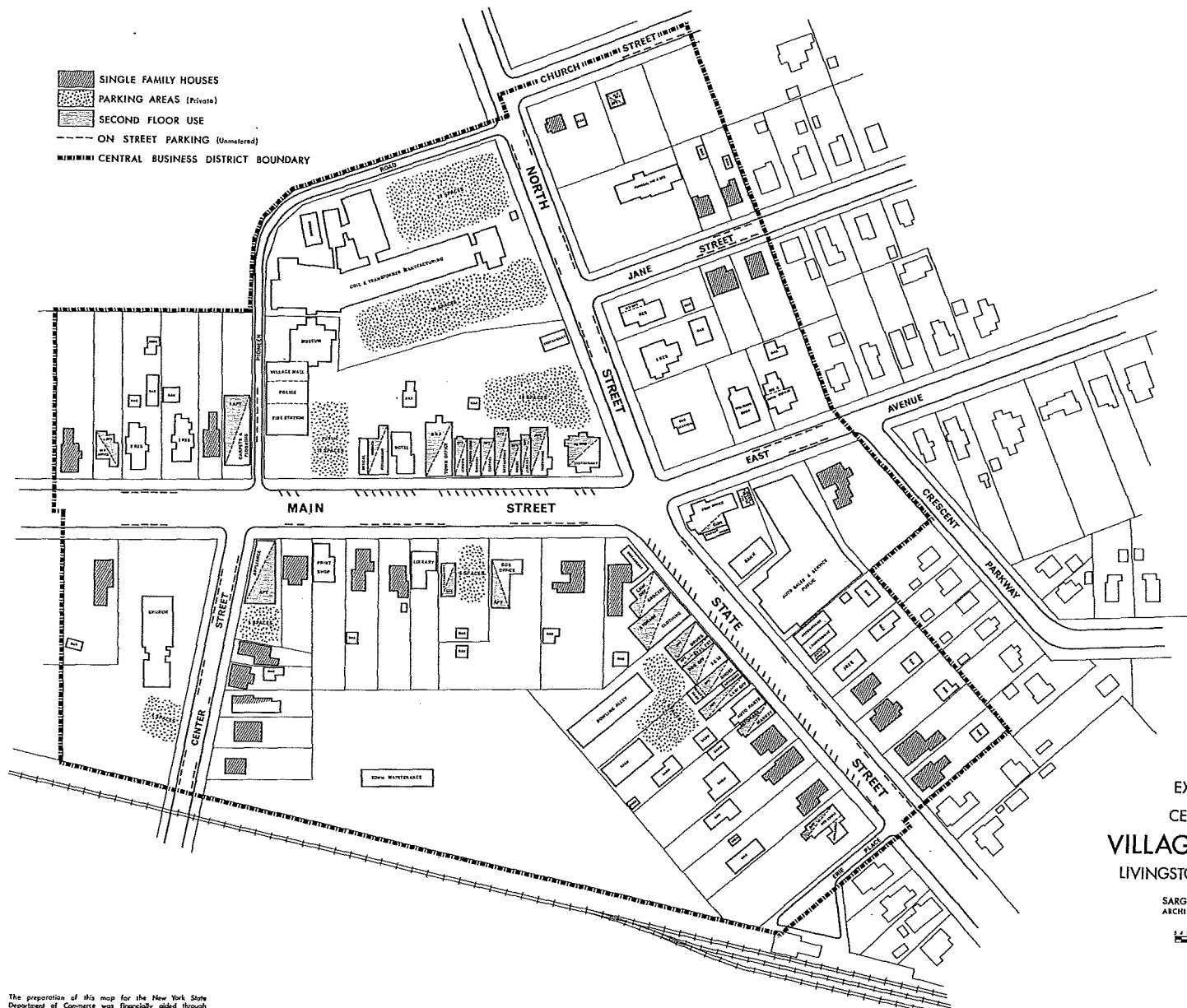
Floor Area Use

Excluding residential use, there is approximately 172,160 square feet of floor area available within the C. B. D. Of this, almost 50.0 per cent is in retail trade. The remaining uses equally share between 11 and 15 per cent. Only .4 per cent was found vacant. This vacant structure was being remodeled at the time of the Survey and is now occupied by expansion of the adjoining drug store. This high percentage of occupancy may result from the fact that to date no attempt has been made in creating a shopping center near by. The community could take advantage of present conditions by improving and expanding the core area first assuring its future. However, any hesitancy on the part of the community may result in a shift in the shopping core to another locale. With it, of course, will go offices and services and many other uses.

TABLE CB-2

FLOOR AREA DISTRIBUTION

	Square Feet	Per Cent
Retail Trade (Includes service garage 20,000 sq. ft.)	85,510	49.7
Office and Service	20,580	11.9
Public	20,100	11.6
Quasi-Public	19,720	11.5
Manufacturing	25,600	14.9
Vacant	650	.4
Total:	172,160	100.0



-  SINGLE FAMILY HOUSES
-  PARKING AREAS (Private)
-  SECOND FLOOR USE
-  ON STREET PARKING (Unmetered)
-  CENTRAL BUSINESS DISTRICT BOUNDARY

EXISTING LAND USE MAP
 CENTRAL BUSINESS DISTRICT
VILLAGE OF CALEDONIA
 LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
 ARCHITECTS ENGINEERS PLANNERS



1964



The preparation of this map for the New York State Department of Coercion was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban

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Parking

A survey of parking spaces presently available in the C.B.D. was taken in October 1963. These included on-street and off-street public and private parking spaces. The purpose of the survey was, first, to take an inventory of existing parking spaces and, second, to discover the location of critical points of congestion. The data also serves as a basis for projecting future parking demand and potential locations of additional off-street parking areas.

TABLE CB-3
EXISTING PARKING SPACES

	No. Spaces
Curb parking on street (parallel and diagonal)	187
Off-Street parking	
Public	15
Private	<u>120</u>
Total:	322

With the minimum 1 to 1 ratio for parking, that is, 1 square foot of commercial space to 1 square foot of parking space the Central Business District should have 328 cars. Using the more average ratio, that is, 1 to 1-1/2, the minimum number of spaces in the Central Business District should be 500 or 180 more than presently provided. Only 95 parking spaces are immediately in front of the retail stores. The adjacent off-street parking areas are last to be filled indicating the shoppers preference in parking immediately next to the stores. In fact, the shopper will drive up and down the street waiting for a space rather than walk some distance. In Caledonia the problem is simply undeveloped off-street parking areas. There is more than ample vacant land available for good close-in parking. Dangerous parking movements which interfere with the main flow of traffic are a serious item to be considered. Parking should not only be convenient to the stores but also be separate from the major movement of traffic.

Summary

The Central Business District in the Town and Village of Caledonia is faced with a serious problem - how to reverse the economic trend of shoppers in order to retain the core of the community. Because of the open land available within the core, it is conceivable that an entirely new commercial area be developed integrating the new with the old in transition and eventually evolving an entirely new Central Business District complete with adequate parking, pleasant shopping environment and an expanded retail selection for the shopper.

COMMUNITY FACILITIES

COMMUNITY FACILITIES

Community Facilities are permanent public improvements for which capital expenditures are required for development. These improvements may include a fire hall, town office building, library, landscaping a city park or installing a major sewer line. Existing community facilities are those items presently provided by the public agencies for use by the populace of the Town and Village of Caledonia.

There are also many private entities which are essentially community facilities open to the public, such as churches and other organizations. Each of the churches in Caledonia serves the community not only in the religious aspect but also socially, with the many functions they hold throughout the calendar year. These functions vary, providing activity for all age groups.

Our report, however, will discuss primarily those facilities which are publicly owned and operated as it is the provision of these and their improvement that is the responsibility of the communities.

Education

The Caledonia-Mumford Central School District encompasses all of the Town and Village of Caledonia and also portions of the Towns of Pavilion, LeRoy, Wheatland, Riga and Chili.

There is but one central school building, located in the Village of Caledonia, a large, overcrowded complex, containing all 12 grades plus kindergarten. There are no other schools in the Town or Village, although two students travel to LeRoy to the Parochial School, seven travel to a school in Chili and two others go to the school for retarded children in Rochester.



PLW 1/11/14

Because the school draws its enrollment from an area larger than the Town of Caledonia, it is difficult to analyze the existing school plant for Caledonia alone. Of the 1230 students in 1962, there were approximately 760 students from the Town and Village amounting to an enrollment of almost two thirds the total enrollment in the school district. Therefore, the plant will be discussed as it applies to the entire school district.

Existing Public School Plant

The existing building is overcrowded, forcing half-day sessions for at least two grades in the elementary section. The school has 300 students beyond its rated capacity and needs a minimum of four more classrooms. The school housed 1293 students in 1963 in a system which now has space for only 1000. Each succeeding year will increase the problem by approximately four per cent, the rate of the enrollment increase (determined by the School District). The structure is in fine condition and if relieved of the overcrowded conditions has a relatively long life remaining (\pm 20 years). The school grounds are adequate, providing an elementary playground and baseball and football facilities. Forty additional acres of land were recently acquired adjoining the tract of the present school.

After three previous failures to pass a bond issue for the construction of an elementary school plus an addition to the present high school, a bond issue for a new junior-senior high school was passed successfully in June of 1963. The new school plant will house 700 students with enlargement capabilities. It will be located on the 40 acres already purchased and, hopefully, will be ready for use in 1966. The existing school will continue to house the elementary classes of K through 6 grades combined, the existing capacity of 1000 students and the new school capacity of 700 students will provide a plant capable of handling a total enrollment of 1700 or more.

TABLE CF-1
SUMMARY OF PUBLIC SCHOOL PLANT

	Existing School	New School
Condition.....	physically good, presently over-crowded.	on the Architects drawing board.
Grades.....	K - 12 K - 6	--- 7 - 12 (1966)
Existing Acreage.....	combined, in excess of 50 acres	
Student Enrollment, June-1963	1293 (293 over capacity)	
Approx. Number of Classrooms	41	24 (1966)
Playground Facilities.....	Good	Will be excellent.
Immediate Expansion Potential.....	None	Excellent

Enrollment - The school census for the year 1962-63 indicated a total enrollment of 1293 students in the Caledonia-Mumford Central School District, including approximately 775 students from the Town and Village of Caledonia.

The distribution of students within the school plant are as follows:

<u>Grade</u>	<u>Enrollment</u>
K	137
1	129
2	125
3	118
4	130
5	106
6	95
7	113
8	80
9	76
10	80
11	57
12	<u>47</u>
Total	1293

As mentioned earlier only 9 students from the Town and Village receive their education elsewhere and are too small in number to affect any analysis of the district enrollment.

When the new junior-senior high school is completed (1966) enrollment anticipated will be approximately as follows:

<u>Existing school (Elementary only)</u>	
<u>Grade</u>	<u>Enrollment</u>
K	130
1	130
2	145
3	125
4	124
5	134
6	<u>132</u>
Total	920

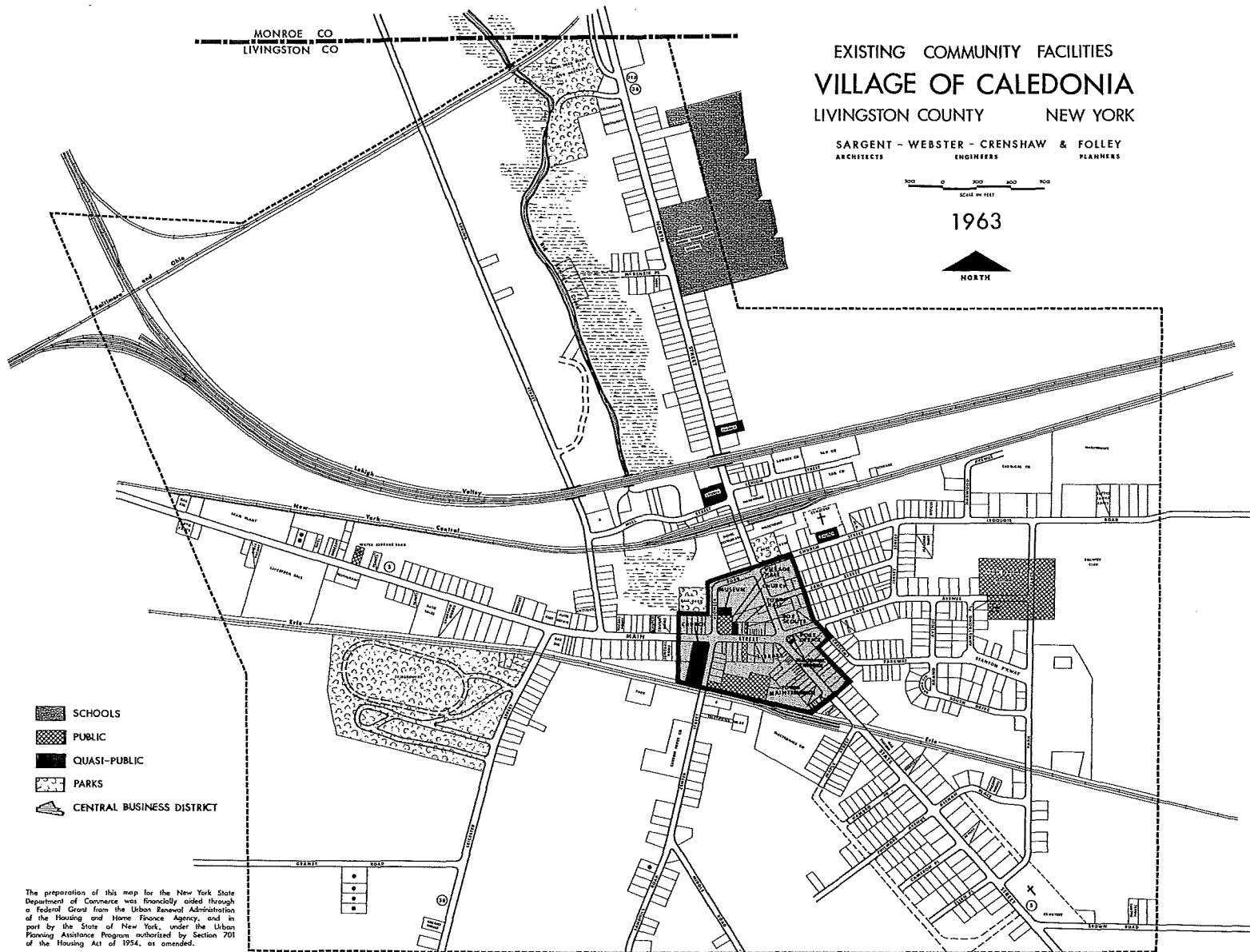
MONROE CO
LIVINGSTON CO

EXISTING COMMUNITY FACILITIES
VILLAGE OF CALEDONIA
LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS

0 100 200 300
SCALE IN FEET

1963



-  SCHOOLS
-  PUBLIC
-  QUASI-PUBLIC
-  PARKS
-  CENTRAL BUSINESS DISTRICT

The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

NOTE

TRANSPORTATION

Streets and highways form the basic respiratory system of a community. Through this system flow the services upon which the community thrives and the inhabitants rely upon the system for their circulation and if the system becomes deficient in any manner the community will suffer. A careful investigation of the present system, its advantages and disadvantages, must be made with study being given to the regional influences and their impact upon the future of the transportation system. From these studies the streets and highways system can capitalize on its advantages and be improved to better serve the growth of the community.

Regional

The Village and Town of Caledonia are located within 18 miles of Rochester, New York. The exploding growth of Rochester has already influenced the southern county region. Presently some 191 workers from the Town and Village of Caledonia are employed in the City of Rochester and an additional 85 are employed in the metropolitan area of Monroe County. This represents a total of 25% of the working force in the Town and Village. Another 12% (115 persons) work in Genesee County and most of the remaining 63% (see Table T-1) work in Livingston County, probably not in the Town. Therefore, most of the residents of the Town leave and return daily, travelling increasingly north-east.



TABLE T-1
 MEANS OF TRANSPORTATION AND PLACE OF WORK
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
<u>Means of Transportation</u>			
All workers (including armed forces)	1,219	1,113	805
Private automobile or car pool	881	793	534
Railroad	---	---	---
Subway or elevated	---	---	---
Bus or streetcar	8	12	---
Walked to work	135	121	108
Other means	40	12	46
Worked at home	121	156	105
Not reported	34	19	12
<u>Place of Work</u>			
Livingston County	734	521	659
Rochester City	191	364	58
Genesee County	115	---	---
Monroe County (excluding Rochester City)	85	154	---
Ontario County	9	28	4
Niagara County	8	---	---
Wyoming County	4	4	48
Elsewhere	8	12	24
Place of work not reported	65	30	12

Source: U. S. Bureau of the Census
 U. S. Census of Population: 1960

Past studies have shown that increasing numbers of shoppers are traveling to the shopping centers in the Rochester area, rather than to the local communities. This will continue to be the case with improved roads. Traffic generated by the shoppers in the adjoining Towns does not need to travel through Caledonia on its way north, except for that from the north section of the Town of York. Traffic on the Town roads is predominately internally created.

The New York Thruway does not seriously affect the Town or Village. It has taken most of the major traffic off Route 5 actually improving the Village circulation. The Thruway is convenient for the commercial and industrial firms in Caledonia, however, access routes to the interchanges are slightly devious, thereby limiting the effect of this expressway on the growth of Caledonia.

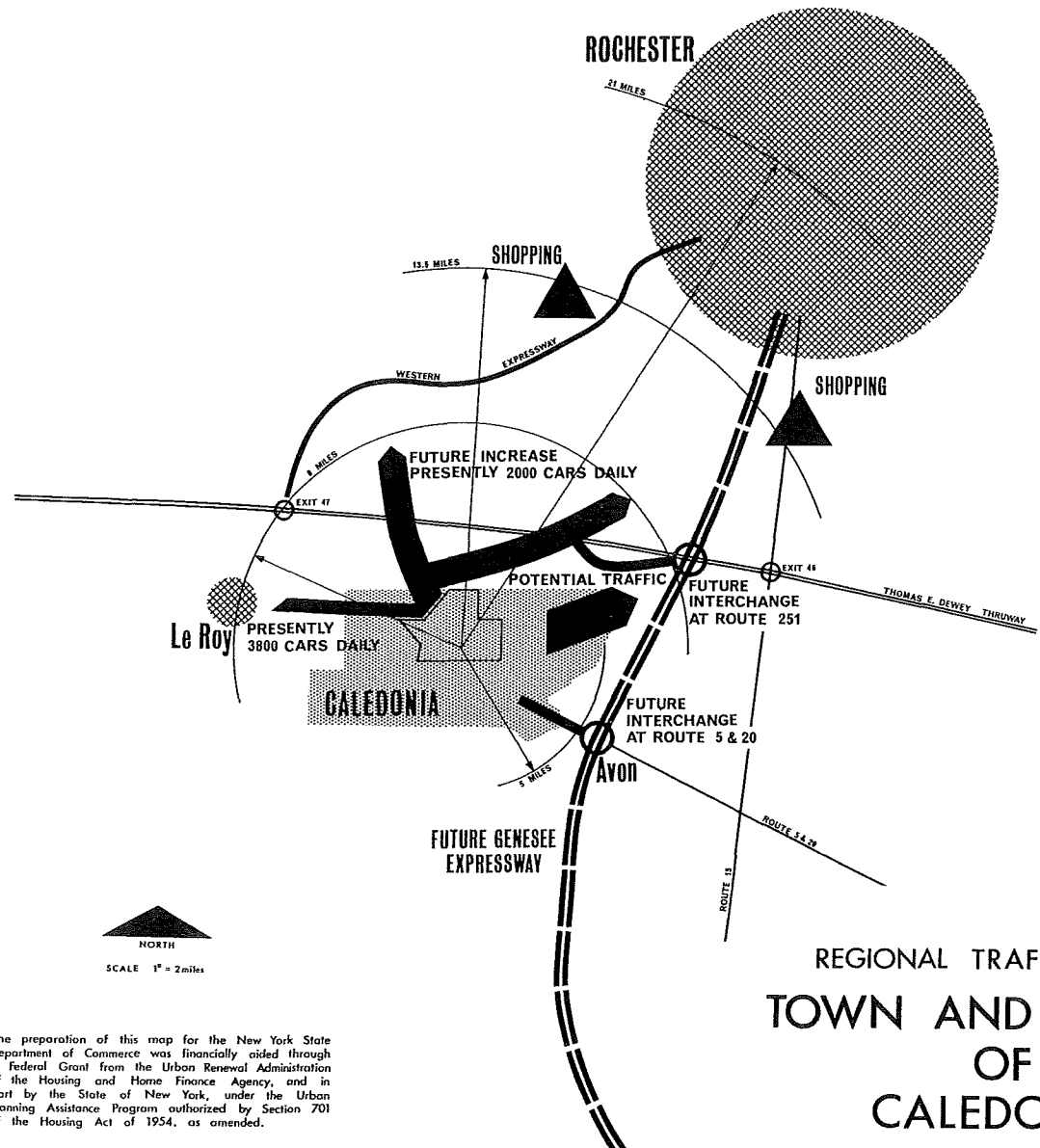
The Thruway is actually an inter-regional element imposed upon the region. Prior to the construction of the limited access highway, Caledonia was oriented entirely to Route 5, the major route between Buffalo, Geneva and Syracuse. The access north to Rochester was not important. When the Thruway was constructed, the interchange locations were unavoidable, as they were fixed by U. S. Route 15 and Route 19 at LeRoy. Today the major difficulty in Caledonia is direct access northeast towards Rochester and Interchange 46, as this movement is increasingly important to the Town's growth. The continued construction of the outer loop around Rochester and its western leg from Rochester to Interchange 47 opens up the area just north of the Town in Monroe and Genesee Counties for development. However, the mud flats and the railways just north of the Village temporarily restrict this growth for Caledonia. Route 36 must be improved to carry the increasing traffic from Caledonia as more residents travel north for shopping and work.

In the future, approximately ten years from now, the Genesee Expressway will be constructed beginning in Rochester and extending south along the east side of the Genesee River. Interchanges will, in all likelihood, be created at the intersection of Route 251 and at U. S. Route 20 and this limited access highway will open all the land south of the Thruway for development.

The Genesee Expressway will be primarily for interstate and international travel. U. S. Route 15 presently carries a major load of this sort of traffic between Canada and the southern states via New York and Pennsylvania, however, the Expressway will expand this traffic many times. It also will open upstate New York to tourist travel from Pennsylvania and the south.

The immediate development from such an inter-regional highway will be around Route 251 and commuters will be able to reside in the southern areas and quickly travel into Rochester. The lower interchange feeds to highways (NY 5) directly leading into Caledonia at the southeast corner, however, travel from Caledonia to the upper interchange near Route 251 is devious.

These are the regional influences directed at Caledonia. Internally, the main source of traffic in Caledonia will be a result of sub-division development. This development will occur mainly in the east and central portions of the Town resulting in part from the construction of the Genesee Expressway. The amount of development will depend upon the relative ease of access to the Town from the northeast direction.



NORTH
SCALE 1" = 2 miles

REGIONAL TRAFFIC FLOW TOWN AND VILLAGE OF CALEDONIA

The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

1. Introduction
2. Literature Review
3. Methodology
4. Results
5. Discussion
6. Conclusion
7. References
8. Appendix
9. Glossary
10. Index

Local Streets and Thoroughfares

An access street is a local street which is used almost entirely for the service of abutting properties. It may be a one or two way street generally having a parking lane. One way streets should be a minimum of 18 feet in width providing one driving lane and one parking lane. Two way streets should be a minimum of 28 feet in width including two driving lanes and one parking lane. Existing examples would be Jane Street in the Village and Collin Road in the Town.

A collector street provides access to abutting properties and collects the local traffic from access streets. Park Place is an example in the Village and in the Town, Sand Hill Road is an example of a collector road. The collector street should be a two way street with a minimum width of 28 feet. Ideally the width should be a minimum of 36 feet providing two driving lanes and two parking lanes.

Primary streets are those streets and highways carrying the major flow of traffic. There are two general types - secondary and major thoroughfares. Collector streets feed into the primary streets which carry the load to and from the traffic generators ranging from local shopping areas to inter-regional points of interest. The primary streets in Caledonia carry inter-regional traffic through the Town and Village. U. S. Route 20, State Routes 5 and 36 are the three major thoroughfares and the county roads on the secondary thoroughfares in Caledonia. These thoroughfares should be as unrestricted in movement as possible. Two lane primary roads are a minimum of 24 feet in width. The ideal pavement width is two lanes, 12 feet each in width, in each direction with a 10 foot minimum divider strip.

At the present time the following roads in Caledonia are State or County maintained:

State Highways	Miles
U. S. Route 20	3.1
N.Y.S. Route 5	9.1
N.Y.S. Route 6	<u>5.0</u>
Total	17.2 State Highways
County Roads	
C.R. 61, Middle Road	3.4
C.R. 53, Maxwell Station Road	1.4
C.R. 63, Wheatland Center Road	.9
C.R. 21, Iroquois-Cameron Road	<u>4.4</u>
Total	10.1 County Roads

Within the Village, there are approximately 8.7 miles of streets, most of which are paved and in reasonably good repair. Some of these streets are maintained by the New York State Department of Public Works (NY 5 and NY 36). The Town has a total of approximately 49.6 miles or roads not maintained by the county or state. They are maintained as gravel roads in generally fair condition.

To summarize the total of streets and roads in the Town and Village of Caledonia:

Streets & Roads	Miles
State Highways	17.2
County Roads	10.1
Village Streets	8.7
Town Roads	<u>49.6</u>
Total	85.6

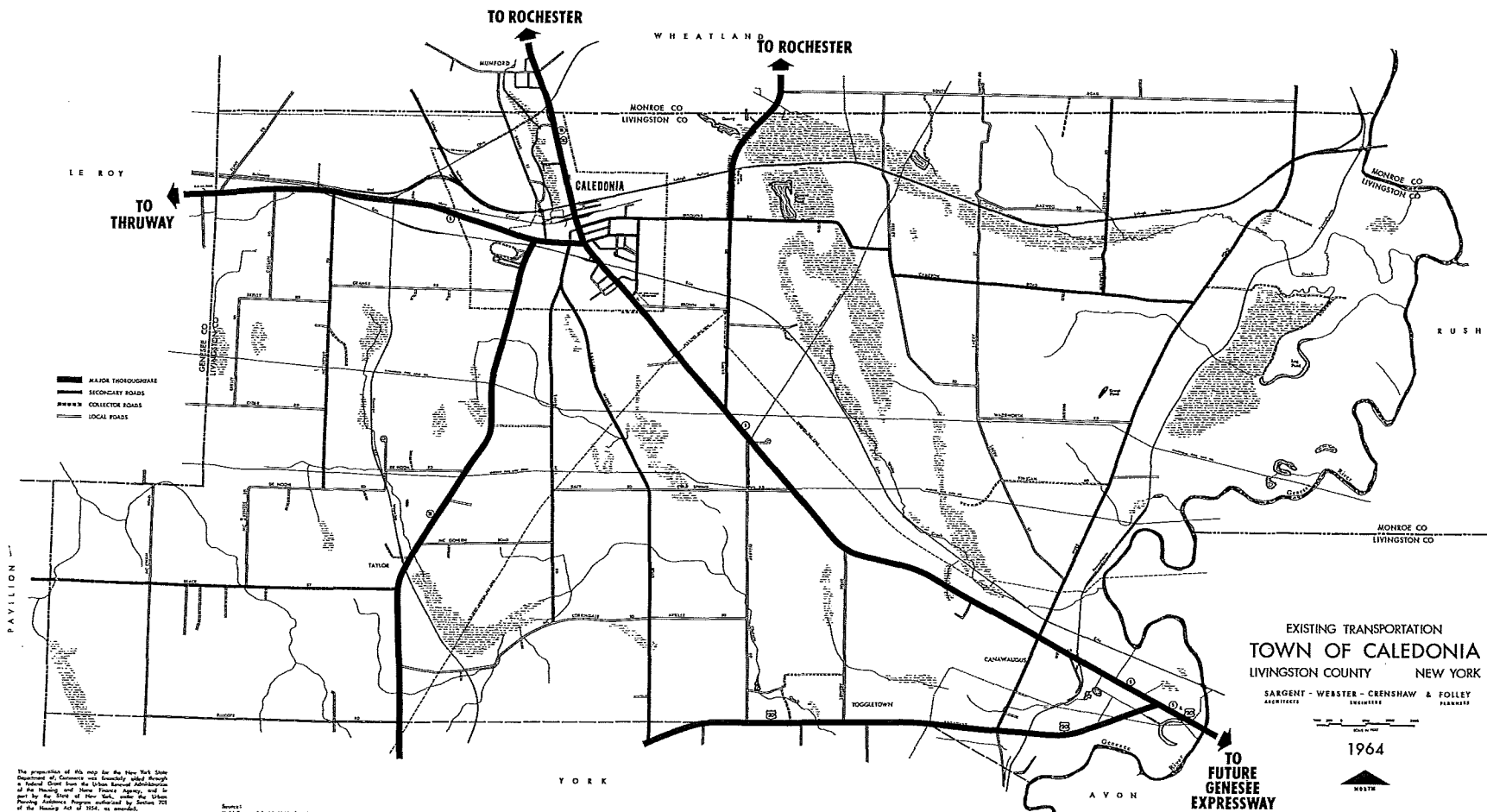
The existing network of streets and roads form a loose spider web with the center in the Village, while a smaller intersection occurs at the hamlet of Canawaugus. Residential growth around the Village will cause increased congestion in the Village. To avoid this even today, the inhabitants seek out various bypass routes around the Village to go north into the Rochester area. One such bypass used is Park Place to Iroquois Road and then north on Wheatland Center Road (Union Road). This congestion will become more serious for the future residents in the south west section of the Town, and the short cutting on access and collector streets will then become hazardous. In the north-east section (the area east of Route 5) travel north is more direct and is free of any congested areas. Residents can utilize River Road and C. R. 53 for north-south travel. River Road has been indicated on the State of New York District No. 4 highway map as a highway on the state system (not a state highway) not yet built. It extends from U. S. Route 20 to Scottsville.

TABLE T-2

HAZARDOUS INTERSECTIONS IN CALEDONIA

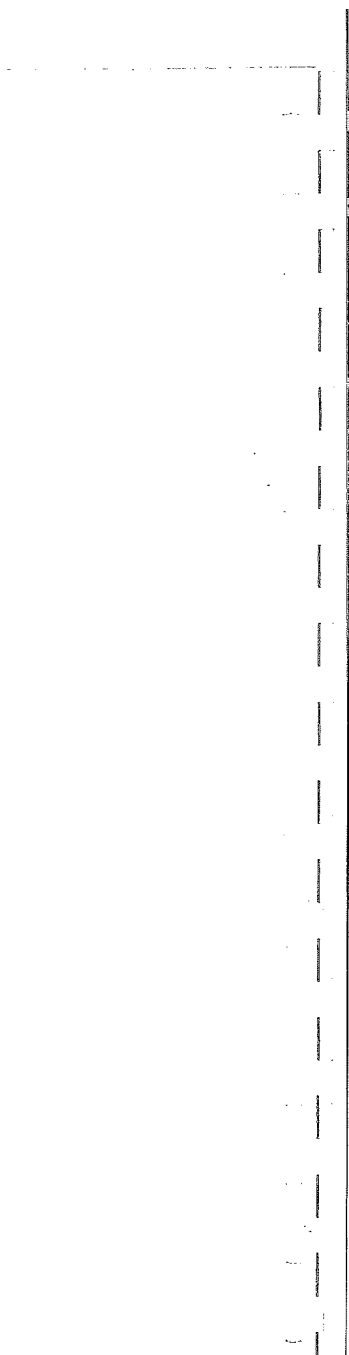
<u>Town</u>	<u>Village</u>
Lowry Rd. and Route 5	Middle Rd., Sandhill Rd. and Center Street
Barks Rd. and Route 5	Main St. East St., and North Street
Quarry Rd. and Route 5	
McIntyre Rd. and Route 5	
Iroquois, Feeley and Cameron Roads	
McKenzie and Denoon Roads	

NOTE: Determination of hazardous intersections made by field survey noting the following conditions: sight lines, awkward turning movements, sharp curves and vehicular speed.



The preparation of this map for the New York State Department of Commerce was liberally aided through a Federal Grant from the Urban Renewal Administration and the Planning and Design Program, and is made possible for the State of New York, and the Urban Renewal Administration, through the assistance of Section 201 of the Housing Act of 1954, as amended.

Source: Field Survey July 10, 1963 by SWC & F



U. S. Route 20 traverses the Town for such a short distance that it does not have any real impact on Caledonia. Route 5 is a good wide two lane highway diagonally bisecting the Town and Village for which an increased right of way and pavement width requirement can be anticipated. Route 36 carries traffic directly north and south except for the serious jog into the Village center.

These routes as well as the county roads are presently, and will continue to be, the primary highway system to the Town and it may be anticipated that development for the next 5-10 years will be served from these roads. Their continued congestion and improper widths, etc., will impede the desired growth of Caledonia.

Existing Rail, Bus and Air Service

At this point of the analysis, it would be well to add a final note on modes of travel other than automobiles. Bus service has just been suspended to Caledonia and it is unlikely to resume until new residential developments once again create the demand. Air travel (passenger and freight) can be had either at the Rochester airport 20 miles away, or the Buffalo airport 50 miles away. Several of the commercial facilities in Caledonia use air freight services. There is also a small private airport in the Town of LeRoy just to the west of Caledonia which is used by local residents.

Caledonia Village once was a small railroad terminal for many lines interconnecting with each other for the transferring of freight. There are several railroads still operating, although on a greatly reduced scale -- New York Central, Erie, Baltimore and Ohio and the Lehigh Valley -- and railroad freight service is still available on a commercial basis for Caledonia. However, the future of this rail service is unpredictable.

The Effect of Streets and Thoroughfares on Future Growth

Access to the Rochester Area and its Thruway interchanges will have a marked effect upon the development of Caledonia. At the present time, the Town and Village connection to the western leg of the Rochester outer loop is impaired by mud flats and railroad yards, and any solution to this portion of the circulation problem must take these conditions into account. The routes from the Village to U. S. Route 15

and Interchange 46 of the Thruway are now devious and unduly time consuming. Before this means of access can be fully exploited, a more direct way needs to be found to lead traffic from its Village area.

TABLE T-3
TRAFFIC VOLUME IN CALEDONIA

Street	Average Daily Traffic	
	1961	1963
State Route 36	2486	3240 (taken at Lehigh Valley R.R.)
State Route 36	1421 (South of Village line)	
State Route 5	3769 (west of Town Line)	1590 (taken at River Road & Route 5)
State Route 5	6945 (east of Route 39)	
Iroquois Road		700 (taken at Wheatland)
Wheatland Center Road		700 (taken at Iroquois)

Source: New York State Department of Public Works, 1961
Annual Average Daily Traffic

Field Survey, July, 1963

TABLE T- 4
EXISTING ROAD CONDITIONS IN CALEDONIA

Road	Type of Paving	Paving Width (In Feet)	Condition
State Rt. 5	concrete	24	good
State Rt. 36	asphalt concrete	24	excellent - except in Village)
C. R. 61	bituminous	18-20	good
C. R. 63	bituminous	18	fair
C. R. 21	bituminous	20	fair
C. R. 53	bituminous	16	fair
River Road	gravel	20	good
Lacey Street	dirt - gravel	12-14	poor
Feeley Road	macadam	18	good
Wadsworth Rd.	gravel	16	fair
Finigan Rd.	dirt to overgrown	14	poor
Brown Road	bituminous	14	poor
Barks Road	gravel	20	good
Lowry Road	gravel	16	fair
Quarry Road	bituminous	16	fair
Arville Road	gravel	14-16	poor
McCorkindale Rd.	gravel to macadam	16 to 18	poor to fair
Cold Spring Rd.	gravel	18	fair
Daly Road	gravel	16	fair
Sand Hill Rd.	gravel to bituminous	18	poor to in repair
McGovern Rd.	gravel	18	fair
Black Street	bituminous	18-20	poor to fair
McEwan Road	bituminous to gravel	16-18	fair
McKenzie Road	bituminous	20	good
Denoon Road	gravel	20	fair
McIntyre Road	bituminous to gravel	18	good to poor
Cider Road	gravel	16	fair
Skelly Road	dirt	14	poor
Callan Road	dirt	14	poor
Graney Road	bituminous	20	good

NOTE: With the following exceptions all streets in the Village are bituminous surfaced and in fair to good condition. Street widths vary from 18 to 26 feet.

New street (Philmore extended north)	gravel	18	poor
Mill Street	bituminous	16	poor
Spring St.	bituminous	18	poor
Center St.		18	poor

Source: Field Survey, July 1963.

ECONOMIC BASE

Regional Orientation

The economic strength of the nine-county Rochester area which includes Livingston County and Caledonia, rests on three bases -- manufacturing, trade and agriculture. The industrial growth of the region is outward from Rochester City, with population and employment spreading more and more in the direction of Caledonia. Growth northward from Rochester City is prevented by the presence of Lake Ontario.

Livingston County itself is still largely devoted to agricultural use, with about 70 per cent of the acreage now in farms. Only 2.0 per cent of the value added by manufacture in the Rochester area in 1958 took place in Livingston County. Of the 15,600 employed persons in Livingston County in 1960, approximately 4,300 were in manufacturing, with about 3,800 in services, 2,000 in retail trade, and 2,000 in agriculture.

Personal Income

Livingston County, with a 1961 estimated per capita personal income of \$2,207 stands just above the mid-point of the income scale in the Rochester economic area. Its income in 1961 was below that for Monroe, Seneca and Wayne counties, but above that for Genesee, Ontario, Wyoming, Orleans, and Yates counties.

Livingston County's estimated per capita personal income in 1961 was slightly below the upstate New York average of \$2,260.

However, from 1952 to 1961, personal income in Livingston County increased 39 per cent, as compared to a rise of 27 per cent in the upstate New York average.

In the Town of Caledonia, a Census sample taken in 1960 indicated that the median income of all families in 1959 was \$6,141. Census returns also indicate that 48 per cent of all families living in the Town of Caledonia received an income below \$6,000 in 1959.

About 15 per cent of all families in the Town of Caledonia in 1959 had a yearly income over \$10,000, but nearly all families in this group were in the income range of \$10,000 to \$15,000.

Employment

There is a relatively low rate of unemployment in the Town of Caledonia for both male and female workers. In 1960, 3.2 per cent of the male labor force was out of work, as compared to 2.2 per cent of the female labor force. The average rate of 2.7 per cent for all workers in Caledonia was the same as in the Town of Lima, but considerably lower than the 9.6 rate in the Town of Nunda.

The total labor force of 1,281 workers is about two-thirds male and one-third female. Approximately 60 per cent of the women in the local labor force are married, with husband present.

About 20 per cent of the male persons aged 14 and over in the Town of Caledonia are not in the labor force. This is nearly the same as the proportion in the Town of Lima, but somewhat higher than that in the Town of Nunda, both adjacent to Caledonia. About half of the men aged 14 and over in Caledonia who are not in the labor force are aged 65 and over. This is a heavier concentration than was found in either Lima or Nunda.

About 65 per cent of the females aged 14 and over in the Town of Caledonia are not included in the labor force. Somewhat better than three-fifths of these females are under the age of 65, with 22 per cent of them in the over 65 age group, and the remainder of those aged 14 and over enrolled in school.

Labor Force Characteristics

The occupational and industrial distribution of employed male workers in the Town of Caledonia in 1960 reflects a high concentration in manufacturing activity. The largest single category of employed males is that of operatives. Together with craftsmen and foremen, these workers constitute about 46 per cent of all gainfully employed men in the town.

TABLE EB-1
 ESTIMATED PER CAPITA PERSONAL INCOME,
 RESIDENTS OF COUNTIES IN
 ROCHESTER AREA AND UPSTATE NEW YORK
 1952 - 1961

Year	Upstate New York	Counties, Rochester Area					
		Genesee	Livingston	Monroe	Ontario	Wayne	Wyoming
1961	\$2,260	\$2,170	\$2,207	\$2,801	\$2,113	\$2,379	\$2,051
1960	2,236	2,178	2,139	2,749	2,069	2,332	2,045
1959	2,206	2,122	2,080	2,676	2,026	2,255	2,010
1958	2,124	2,074	1,976	2,566	1,976	2,092	1,901
1957	2,156	2,114	1,913	2,619	1,975	2,113	1,832
1956	2,059	1,981	1,714	2,556	1,938	2,034	1,745
1955	1,923	1,863	1,556	2,421	1,860	1,880	1,567
1954	1,852	1,795	1,548	2,318	1,832	1,836	1,497
1953	1,872	1,803	1,548	2,317	1,821	1,777	1,465
1952	1,783	1,753	1,591	2,177	1,758	1,734	1,465

Source: New York State Department of Commerce

TABLE EB-2
FAMILY INCOME IN 1959
TOWN OF CALEDONIA AND COMPARISON AREAS

	Town of Caledonia	Town of Lima	Town of Nunda
All Families	811	721	585
Under \$1,000	21	32	30
\$ 1,000 to \$ 1,999	9	45	31
2,000 to 2,999	63	80	57
3,000 to 3,999	79	76	58
4,000 to 4,999	116	71	72
5,000 to 5,999	102	75	94
6,000 to 6,999	110	76	72
7,000 to 7,999	86	81	43
8,000 to 8,999	56	60	44
9,000 to 9,999	47	32	24
10,000 to 14,999	107	66	49
15,000 to 24,999	7	19	11
\$25,000 and over	8	8	---
MEDIAN INCOME:			
Families	\$6,141	\$5,753	\$5,473
Families and Unrelated Individuals	5,541	4,958	4,762

Source: U. S. Bureau of the Census,
U. S. Census of Population: 1960

TABLE EB-3
EMPLOYMENT STATUS, MALE PERSONS
TOWN OF CALEDONIA AND COMPARISON AREAS
1960

	Town of Caledonia	Town of Lima	Town of Nunda
Males 14 and over	1,070	994	778
Labor Force	873	799	564
Per cent of Total	81.6	80.4	72.5
Civilian labor force	873	799	564
Employed	845	785	506
Unemployed	28	14	58
Per cent of civilian labor force	3.2	1.8	10.3
Not in labor force	197	195	214
Inmate of institution	---	---	---
Enrolled in school	70	67	70
Other, under 65 years old	35	45	58
Other, 65 years old and over	92	83	86

Source: U. S. Bureau of the Census
U. S. Census of Population: 1960

TABLE EB-4
 EMPLOYMENT STATUS, FEMALE PERSONS
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
Females, 14 and over	1,137	1,025	813
Labor Force	408	360	337
Per cent of total	35.9	35.1	41.5
Employed	399	347	307
Unemployed	9	13	30
Per cent of civilian labor force	2.2	3.6	8.9
Not in labor force	729	665	476
Inmate of institution	---	---	4
Enrolled in school	108	119	75
Other, under 65 years old	460	388	271
Other, 65 years old and over	161	158	126
Married women in labor force			
Husband present	250	234	203
With own children under 6	59	28	52

Source: U. S. Bureau of the Census
 U. S. Census of Population: 1960

The smallest single groups are those of sales workers and service workers. In line with separate statistics for Town agriculture, 64 of the males in Caledonia in 1960 classified themselves as farmers or farm managers and 44 qualified as farm laborers and farm foremen. This relates to the 84 farms counted in the 1959 Census of Agriculture.

About 30 per cent of the employed females in Caledonia in 1960 were engaged as operatives. The other chief occupational groupings for women were: clerical workers, professional and technical workers, and service workers.

Combined male and female employment among residents of the Town of Caledonia in 1960 again showed prime concentration in manufacturing, with about 40 per cent of all workers in this type of activity. Retail trade and services each showed about a 14 per cent share of the total, and about 9 per cent were in agricultural employment.

Six out of ten of the employed persons in the Town of Caledonia work in Livingston County. One out of ten works in Genesee County. Most of the remainder are employed in Monroe County, with 191 commuting to the City of Rochester. About 10 per cent of Town employees worked at home in 1960, and 11 per cent walked to work, while the majority -- 72 per cent -- used an automobile as the means of transportation to work.

TABLE EB-5
 OCCUPATION OF EMPLOYED MALE PERSONS
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
Total employed male persons	845	785	506
Professional, technical and kindred workers	56	60	60
Farmers and farm managers	64	84	32
Managers, officials, and proprietors (excluding farmers)	129	55	52
Clerical and kindred workers	44	44	24
Sales workers	29	52	16
Craftsmen, foremen, and kindred workers	184	126	127
Operatives and kindred workers	203	217	102
Private household workers	---	4	---
Service workers, excluding private household workers	31	33	33
Farm laborers and farm foremen	44	38	16
Laborers, except farm and mine	61	42	40
Occupation not reported	---	30	4

Source: U. S. Bureau of the Census
 U. S. Census of Population: 1960

TABLE EB-6
 OCCUPATION OF EMPLOYED FEMALE PERSONS
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
Total employed female persons	399	347	307
Professional, technical and kindred workers	57	52	67
Farmers and farm managers	---	---	4
Managers, officials, and proprietors (excluding farmers)	29	8	22
Clerical and kindred workers	99	104	71
Sales workers	20	40	4
Craftsmen, foremen, and kindred workers	---	18	4
Operatives and kindred workers	123	37	40
Private household workers	17	20	24
Service workers, excluding private household workers	41	36	63
Farm laborers and farm foremen	---	---	---
Laborers, except farm and mine	4	---	8
Occupation not reported	9	32	---

Source: U. S. Bureau of the Census
 U. S. Census of Population: 1960

TABLE EB-7
INDUSTRY OF EMPLOYED PERSONS
TOWN OF CALEDONIA AND COMPARISON AREAS
1960

	Town of Caledonia	Town of Lima	Town of Nunda
Total employed	1,244	1,132	813
Agriculture	108	126	60
Mining	16	---	---
Construction	70	36	32
Manufacturing	509	426	255
Railroad and railway express service	16	---	4
Other transportation	33	28	4
Communications, utilities, and sanitary service	23	37	4
Wholesale trade	47	30	13
Retail trade:			
Eating and drinking places	24	44	16
Other retail trade	149	124	93
Selected Services:			
Business and repair services	4	9	8
Private households	34	38	28
Other personal services	33	17	21
Hospitals	16	32	40
Educational services	80	64	93
Other professional and related services	16	40	68
Public administration	24	20	62
Other industries (including not reported)	42	61	12

Source: U. S. Bureau of the Census
U. S. Census of Population: 1960

TABLE EB-8
 EMPLOYMENT IN MANUFACTURING
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
Total manufacturing employment	509	426	255
Furniture, lumber and wood products	8	---	20
Metal industries	20	17	63
Machinery	195	138	40
Transportation equipment	40	8	12
Other durable goods	100	194	28
Food and kindred products	36	9	28
Textile and apparel products	---	28	32
Printing, publishing and allied industries	40	16	20
Other nondurable goods	70	16	12

Source: U. S. Bureau of the Census
 U. S. Census of Population: 1960

TABLE EB-9
 CHARACTERISTICS OF AGRICULTURE
 LIVINGSTON COUNTY
 1950, 1954 AND 1959

Item	1950	1954	1959	Per Cent Change 1959 from	
				1950	1954
Number of farms	1,835	1,612	1,302	- 29	- 19
Per Cent of land in farms	80	78	71	- 11	- 9
Average size of farms, acres	178	198	221	+ 24	+ 12
Value of land and buildings:					
Average per farm	\$11,880	\$16,117	\$30,722	+159	+ 91
Average per acre	\$ 69	\$ 83	\$ 140	+103	+ 69
Type of ownership:					
Per Cent of farms operated by:					
Full owners	67	61	64	- 4	+ 5
Part owners	22	27	27	+ 23	0
Managers	----	1	---	---	---
Tenants	11	11	9	- 18	- 18
Major type of farm:					
Per Cent classified as:					
Dairy	45	48	51	+ 13	+ 6
Field crop	14	17	8	- 43	- 53

Source: U. S. Bureau of the Census
 U. S. Census of Agriculture: 1950, 1954, 1959

EB-10

CHANGES IN AGRICULTURE
TOWN OF CALEDONIA

Item	1950	1954	1959	Per Cent Change 1959 from	
				1950	1954
Number of farms	100	100	100	- 16	- 10
Total land in farms, acres	17,764	17,083	19,141	+ 8	+ 12
Acres per farm	178	184	228	+ 28	+ 24
Farms reporting milk cows, number	73		54	- 26	
Number of milk cows	1,267		1,527	+ 21	

Production:

Hay acreage	2,704
Corn acreage	1,635
Wheat acreage	2,112
Oats acreage	1,034
Snap beans acreage	202
Sweet corn acreage	988
Dry beans acreage	2,135

Source: Census of Agriculture, 1959
Livingston County. A. E. Ext.
207-23, September 1962.
Department of Agricultural
Economics, Cornell University

Agriculture

Livingston County is one of the most prosperous agricultural areas in upstate New York. Its average sales of \$11,916 per farm in 1959 placed Livingston third highest among upstate counties, following Dutchess and Columbia counties. Land and buildings were worth about \$31,000 per farm, as an average, in 1959. This figure represents an increase of 159 percent from 1950.

The use of land in Livingston County for agricultural purposes declined only 11 percent between 1950 and 1959. In the Town of Caledonia, there is more land now counted as in agricultural use than was true ten years ago. Between 1954 and 1959, total farm acreage in the Town of Caledonia increased 12 percent while farms increased 28 percent in size from 1950 to 1959. However, there has been a reduction in the total number of farmers. Almost 30 percent of the farm units in Livingston County went out of existence between 1950 and 1959. There was a corresponding 16 percent reduction in the number of farm units in the Town of Caledonia. At present, there are probably from 75 to 80 farms still operating in the Town. Nearly all farms in the County are owned, wholly or partly, by the farmers operating them.

The trend in size of individual operating units has been steadily upward. From 1950 to 1959, the average farm in Livingston County expanded by 43 acres. At the same time, farms in the Town of Caledonia became 50 acres larger per farm, on the average.

About half of all farms in Livingston County are engaged in dairying, whereas, 65 percent of the farms in the Town of Caledonia are in this category. Between 1950 and 1959, there was a 21 percent increase in the number of milk cows on Caledonia farms. Agricultural production in the Town of Caledonia also includes substantial acreage devoted to hay and feed grains, sweet corn, and beans.

Manufacturing

There are six major manufacturing firms located in the Village of Caledonia. Caledonia Electronics and Transformer Corp., on Maple Street, is primarily a manufacturer of electronic components, used in the defense program and in commercial applications. At present, however, the firm is also branching out into the field of education with the development of its Electro-Marker, a mechanical teaching aid, and its Chromovox machine, re-designed for use as a language teaching laboratory. Since 1960, Elector Networks, Inc. has been the parent company of Caledonia Electronics and Transformer Corp.

The Dinion Coil Company, Inc. on North Street, has operated in Caledonia since 1941 and is now owned by General Products Corp., Providence, Rhode Island. The firm manufactures computer parts, ignition coils, and transformers for radio, radar, and television.*

Specialized Print Forms, Inc. on Center Street, is a more recent addition to the Caledonia economy. It produces carbon inter-leaved business forms. This firm, started on a small scale as a one-man operation, has exhibited a remarkable growth in capital equipment and total employment.

The Allen-Bailey Tag Company, Inc., on Lehigh Street, has been in business in Caledonia since 1911, and has a product line which includes paper and cloth tags, tag envelopes, labels, cloth mailing bags, and printed tape.

Jone Chemicals, Inc., on Sunny Sol Blvd., is one of five similar corporations with branch plants in several parts of the United States. In Caledonia, the manufacturing operation specializes in industrial chemicals, used by municipal sewage plants.

GLF, now AGWAY, with headquarters in Syracuse, N. Y., currently operates three facilities in the Village of Caledonia: a plant which packages dry beans, a wholesale warehouse, and a cash-and-carry store which sells hardware and farm supplies. AGWAY (GLF) also markets some of its feed and supplies through Hamilton's, a local agent-buyer.

Total annual employment of the AGWAY (GLF) Coop in Caledonia averages 30 to 40 employees. The bean-packaging plant now has 16 employees (14 male, 2 female).

The dry-bean factory of AGWAY (GLF) has been at its present location for the past 10 years with about half the beans packed being purchased from local farmers. Most of the shipments of packaged beans go by rail to New York City and New England.

These six firms in Caledonia have a present combined employment of 580, made up of 254 female workers and 326 male workers.

Company representatives state that they are not experiencing any serious difficulty in recruiting the labor skills needed. Production

workers are hired as economic conditions warrant, and are given training on the job, if necessary. The machinist classification tends to be in short supply locally, and employers would also be helped if there were a larger pool of well-trained and dependable secretarial help. Future recruitment of employees for Caledonia plants will tend to be affected by the wage rate and job opportunities available in the City or Rochester.

For the most part, Caledonia employers ship their products to regional markets and to national markets. Shipments are by truck and rail, with limited use of air freight. Transportation facilities are rated as satisfactory, both for importing raw materials and for sending out finished goods. An additional economic aspect of local transportation, is the employment generated by the railroads serving the Town and Village, however, such employment is small.

Four of the six firms have sufficient room for expansion at their present locations. No exodus of plants from Caledonia is anticipated. Three of the six firms have added to their productive facilities in recent years. Public utilities available to industrial installations in the Caledonia area are rated as adequate by all employers.

TABLE EB-11

RETAIL TRADE ESTABLISHMENTS BY KIND OF BUSINESS
TOWN AND VILLAGE OF CALEDONIA
1963

<u>Kind of Business Group</u>	<u>Number of Establishments</u>
Lumber, building materials, hardware, farm equipment dealers	1
General merchandise group stores	1
Food Stores	5
Automotive dealers	5
Gasoline service stations	6
Apparel, accessory stores	3
Furniture, home furnishings, equipment stores	3
Eating, drinking places	9
Drug stores, proprietary stores	2
Other retail stores	7
Total	42

Retail Trade and Selected Services

A recent field survey indicated that there are now 42 retail trade establishments and 13 service establishments in the Caledonia area. The 1958 Census of Business reported a total of 618 retail stores in Livingston County, and 249 service establishments. Allowing for subsequent change, it may be estimated that from 6 to 8 percent of all commercial establishments in Livingston County are located in the Town and Village of Caledonia.

Although Caledonia is a minor trade center, its retail stores and services manifest a range of diversity. Each business group is represented by local entrepreneurs. As far as convenience goods are concerned, the Caledonia business district is equipped to serve area residents.

Where Caledonia stores may be deficient in variety of product line or width of consumer choice, local residents have the option of patronizing more modern shopping centers within reasonable commuting distance.

Source: Field survey, April, 1963
Bureau of Economic Research LeMoyné
College

TABLE EB-12
 SELECTED SERVICES
 TOWN AND VILLAGE OF CALEDONIA
 1963

<u>Kind of Business Group</u>	<u>Number of Establishments</u>
Personal services	3
Auto repair, auto services, garages	3
Hotels, motels, tourist courts	3
Amusement and recreation services	1
Miscellaneous repair services	3
Total	13

Source: Field Survey, April, 1963
 Bureau of Economic Research,
 LeMoyne College

FINANCIAL ANALYSIS

During the period 1952-1961, the Village of Caledonia added about \$700,000 to the total assessed valuation of its fully taxable real estate. This 40 percent increase compares with a rise of nearly \$860,000, or 19 percent, in the assessed valuation of fully taxable real property in the Town.

A significant development in the Town's finances is the growth of tax-exempt property. Land parcels in the Town, wholly exempt from taxation, rose by \$756,000 between 1952 and 1961, with most of the change occurring in 1956.

In the Village, tax collections have been high, with delinquency practically non-existent. There is a very safe margin between present tax levies on real property and the constitutional tax limit provisions.

The Town's constitutional debt limit is about \$400,000 higher than that of the Village. Substantial borrowing capacity exists for both since outstanding debt is far below the constitutional limit. The Village's debt is almost three times as large as that of the Town.

Town revenues have been invariably in excess of those received by the Village. Moreover, the past rate of growth in receipts for the Town has been greater than that for the Village. Between 1952 and 1961, total Village revenues increased 82 per cent, while Town revenues rose 109 per cent. During the same period, real property taxes in the Village went up 86 percent, as compared to a rise of 193 percent in the Town. Receipts from state aid have increased at about the same rate for both. State aid to the Village went up 58 percent for the Village and 53 percent for the Town between 1952 and 1961.

One significant difference between Town and Village is in the area of revenues from sources other than property taxes, assessments, or state aid. During the 10-year period indicated, the Village nearly doubled its receipts from these other sources, whereas "other revenue" in the Town gained only about 33 percent. The Village still obtains about two-thirds of its revenues from taxes on real property. In the Town, however, real estate taxes provided 62 percent of total 1961 revenue, as compared to 45 percent of 1952 revenue.

Expenditures in both Town and Village are primarily for current operations. Village payments on debt (principal and interest) are generally higher than those in the Town. Capital outlay in the Town moved within a narrow range from 1952 to 1959, followed by a sizeable increase in 1960 and 1961. By contrast, capital expenditures in the Village have fluctuated widely from year to year, tending in most fiscal periods to exceed those of the Town. In 1961, Village expenditures were 79 percent higher than in 1952. Over the same period, spending by the Town rose 88 percent.

Tax rates have risen in both Town and Village, with the greatest gain in the Town. Taxpayers in the Town paid \$13.87 more per \$1,000 assessed valuation in 1961 than they did in 1952. Village residents, however, found that during this period their tax bills increased by 38.14 per \$1,000.

TABLE F-1
 ASSESSED VALUATION OF FULLY TAXABLE REAL ESTATE
 VILLAGE OF CALEDONIA
 1952 - 1961

Year	Village of Caledonia
1961	\$2,463,564
1960	2,416,546
1959	2,326,294
1958	2,195,363
1957	2,081,850
1956	2,054,222
1955	2,035,022
1954	1,904,607
1953	1,837,144
1952	1,759,530

Source: Special Report on Municipal Affairs by the State Comptroller, State of New York

TABLE F-2
 CONSTITUTIONAL REAL ESTATE TAX LIMIT PROVISIONS
 VILLAGE OF CALEDONIA
 1952 - 1961

Year	Limitation for Operating Purposes	Total Taxing Power
1961	\$100,675	\$115,380
1960	89,560	95,827
1959	78,570	83,308
1958	68,410	75,115
1957	58,868	45,917
1956	49,447	40,626
1955	49,447	36,263
1954	47,694	33,433
1953	46,509	32,969
1952	45,249	32,550

Source: Special Report on Municipal Affairs
 by the State Comptroller, State of
 New York

TABLE F-3
 TOTAL TAX LEVY FOR VILLAGE PURPOSES
 AND TAX COLLECTION PERFORMANCE
 VILLAGE OF CALEDONIA
 1952 - 1961

Year	Total Tax Levy For Village Purposes	Tax Collection Performance
1961	\$67,176	99.04%
1960	58,008	99.03
1959	54,884	99.04
1958	49,395	99.50
1957	51,006	98.19
1956	48,113	95.52
1955	44,216	98.63
1954	38,704	97.41
1953	38,469	96.74
1952	36,043	96.17

Source: Special Report on Municipal Affairs by
 The State Comptroller, State of New
 York

TABLE F-4
 CONSTITUTIONAL DEBT LIMIT FOR CALEDONIA
 1952 - 1961

Year	Village Constitutional Debt Limit	Town Constitutional Debt Limit
1961	\$382,807	\$782,564
1960	352,363	744,102
1959	313,460	713,586
1958	313,460	713,586
1957	239,435	639,750
1956	206,039	566,055
1955	206,039	493,556
1954	173,064	351,292
1953	166,928	351,292
1952	162,781	343,947

Source: Special Report on Municipal Affairs
 by the State Comptroller, State of
 New York

TABLE F-5
 OUTSTANDING DEBT
 VILLAGE OF CALEDONIA
 1952 - 1961

Year	Subject to Limit	Not Subject to Limit
1961	\$93,525	\$35,000
1960	90,350	37,500
1959	3,850	40,000
1958	863	4,750
1957	5,020	7,000
1956	3,590	17,200
1955	3,500	25,000
1954	7,700	16,500
1953	11,850	4,500
1952	13,850	5,000

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-5a
 OUTSTANDING DEBT
 TOWN OF CALEDONIA
 1952 - 1961

Year	Debt Subject to Limit	Debt Not Subject to Limit
1961	\$ 32,125	\$-----
1960	43,828	-----
1959	24,500	-----
1958	29,895	-----
1957	33,095	-----
1956	4,160	-----
1955	7,690	3,787
1954	14,310	-----
1953	15,100	-----
1952	10,045	-----

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-6
REVENUES
VILLAGE OF CALEDONIA
1952 - 1961

Year	Real Property Taxes	Assessments	State Aid	Other Revenues	Total
1961	\$67,130	\$----	\$6,611	\$27,309	\$101,051
1960	58,301	----	6,782	24,571	89,654
1959	54,920	----	6,636	22,679	84,235
1958	51,810	----	6,508	21,489	79,807
1957	51,481	----	6,328	21,599	79,408
1956	49,302	1,538	6,514	17,161	74,515
1955	44,767	3,982	7,933	23,085	79,767
1954	39,004	----	6,116	18,252	63,372
1953	38,997	266	6,265	14,935	60,463
1952	36,094	1,493	4,174	13,889	55,651

Source: Special Report on Municipal Affairs by the
State Comptroller, State of New York

TABLE F-6a
 REVENUES
 TOWN OF CALEDONIA
 1952-1961

General and Highway

Year	Real Property Taxes	State Aid	Federal Aid	Other Revenue	Total
1961	\$85,331	\$22,840	\$----	\$28,115	\$136,288
1960	71,499	18,388	----	23,197	113,085
1959	61,977	22,449	----	27,583	112,009
1958	57,102	17,405	423	18,034	92,963
1957	48,500	13,325	----	17,068	78,893
1956	48,000	18,895	----	25,928	92,824
1955	42,475	15,532	----	16,199	74,206
1954	37,525	16,409	----	19,798	73,727
1953	28,850	15,158	----	23,063	67,072
1952	28,750	14,768	----	21,445	64,963

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-7
 EXPENDITURES
 VILLAGE OF CALEDONIA
 1952 - 1961

Year	Current Operations	Capital Outlay	Debt Service		Total
			Principal	Interest	
1961	\$89,692	\$17,655	\$ 9,600	\$5,095	\$122,043
1960	82,637	91,778	4,500	1,767	180,682
1959	81,211	26,902	18,113	229	126,454
1958	72,164	-----	6,408	287	78,859
1957	71,360	1,500	11,995	340	85,196
1956	55,115	9,983	16,500	422	82,020
1955	77,098	13,358	19,700	802	119,959
1954	49,850	19,756	12,650	284	82,541
1953	49,844	6,559	13,000	447	69,851
1952	44,457	3,309	20,200	478	68,444

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-7a
 EXPENDITURES
 TOWN OF CALEDONIA
 1952 - 1961

General and Highway

Year	Current Operations	Capital Outlay	Debt Service		Total
			Principal	Interest	
1961	\$ 90,547	\$16,663	\$12,728	\$1,441	\$121,380
1960	124,147	11,839	7,500	689	144,175
1959	94,250	9,162	8,595	937	112,944
1958	76,332	9,600	4,100	378	90,410
1957	97,443	7,650	4,160	101	109,354
1956	72,956	7,240	8,007	221	88,424
1955	61,227	7,350	6,620	331	75,528
1954	60,588	9,800	4,975	416	75,779
1953	69,847	7,000	5,245	251	82,344
1952	52,341	5,950	5,240	365	63,896

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-8
 ASSESSED VALUATION OF REAL PROPERTY
 TOWN OF CALEDONIA
 1952 - 1961

Year	Fully Taxable	Taxable for Schools	Wholly Exempt From Taxation
1961	\$5,366,488	\$5,527,038	\$1,291,200
1960	5,289,056	5,450,506	1,251,300
1959	5,256,951	5,403,751	1,181,300
1958	5,199,228	5,337,628	1,164,800
1957	5,093,563	5,222,963	1,165,600
1956	5,015,053	5,130,653	1,120,400
1955	4,920,423	5,008,023	540,200
1954	4,715,883	4,803,483	540,200
1953	4,621,103	4,708,703	540,200
1952	4,507,767	4,562,570	535,000

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-9
 REAL PROPERTY TAXES AND ASSESSMENTS
 TOWN OF CALEDONIA
 1952 - 1961

Year	Town Purposes	District Purposes
1961	\$85,332	\$-----
1960	71,499	-----
1959	61,977	-----
1958	57,102	-----
1957	48,500	-----
1956	48,000	-----
1955	42,475	-----
1954	37,525	-----
1953	28,850	-----
1952	28,750	-----

Source: Special Report on Municipal Affairs by the
 State Comptroller, State of New York

TABLE F-10
 TAX RATES ON REAL PROPERTY
 TOWN AND VILLAGE OF CALEDONIA
 1952 - 1961

Per \$1,000 Assessed Valuation

Year	Village of Caledonia	Town of Caledonia
1961	\$27.20	\$37.15
1960	27.80	34.93
1959	27.14	32.63
1958	24.04	31.35
1957	24.65	29.20
1956	22.12	25.94
1955	21.35	26.14
1954	20.45	24.76
1953	20.16	25.53
1952	19.06	23.28

Source: Annual Proceedings, Board of
 Supervisor, Livingston County



POPULATION

Introduction

The decline or stability of population growth is associated with the physical, economical and social conditions of an area. The Village and Town of Caledonia are in a fortunate position since they are located in the middle of one of the strongest economic areas in New York State.

The availability of buildable land in the Town and Village is an important physical factor conducive to population growth. The availability of jobs locally and in the nearby Rochester metropolitan area are positive economic factors and the willingness of the population to provide new schools, modernize old ones and make available essential community facilities and utilities are positive social factors favoring both Town and Village.

Private and public development are affected by these physical, economic and social factors. Population changes in terms of distribution by age group is the raw material that affects decisions about the construction of new schools, playgrounds, parks, libraries and other publicly supported facilities.

It is the purpose of this section to analyze population changes in relation to those of Livingston County and of similar sized communities. Special emphasis will be placed on those changes caused by natural factors (births and deaths) and those resulting from migration.

Population Changes

This availability of jobs in the Rochester area has been an important factor accounting for growth in the population of the County in each ten year period in the last three decades. The rate of gain has accelerated in these ten year periods although the rate of growth has lagged behind that of the nine-county Ontario Region.

Both the Village and the Town (outside of the Village) of Caledonia have had considerably larger population gains proportionately in the 60's than was true for the county as a whole. The rates of growth for the Town and Village were equal to or greater than the rates of growth for other areas of comparable size in the County (see Table 11).

Population Composition

The age distribution of the population of both Village and Town outside the Village is more youthful than in similar rural or near rural areas. In 1960, the average age of males in the Village was 29.4 compared with 32.5 in 1950. Females averaged slightly younger in 1960 at an average age of 32.6 compared with 34.6 in 1950, although a heavy preponderance of females 65 and over caused a higher average age of females than of males. Median ages in the Town outside the Village (26.3 for males and 24.3 for females) were younger than in the Village (See Tables 3 and 4).

For both areas, the relatively youthful age of the population reflected the larger proportion of the population under the age of 15 (31.2 percent of the males and 27.9 percent of the females in the Village in 1960; 26.3 and 24.3 percent for males and females in the Town outside the Village in 1960).

The average age in the Town, outside of the Village, was among the lowest for males in all Towns in Livingston County; it was 3.3 years less than the entire county and 5.6 years lower than for the State; for females, only the Town of Genesee, containing the State University, had a lower median age. For the Village, the average in 1950 for males was at the County level, but 2.8 years under that of the State; for females, however, it was 2.5 years more than the County and only 1.2 years less than that of the State as a whole.

Population Components

Population changes either through the excess of births over deaths and/or through in-migration of new population. Unlike many other upstate areas, population in the Village and Town outside the Village grew as a result of both natural (births exceeded deaths) and migration (more people moved into the area than moved out) changes. The County, on the other hand, had a net out-migration in the 50's common with most rural or semi-rural areas which show slight natural gain and considerable net out-migration. The county had an excess of 4,800 births over deaths but lost 1,004 persons as a result of out-migration from 1950 to 1960 (see Table 5).

A high birth to death ratio held for the Village (2 to 1) and for the Town outside the Village (3 to 1) from 1950 through 1959 inclusive. Generally, in static areas, this ratio is as low as 1.5 or 1 or even 1 to 1. Only fast growing suburban locations show a birth-death ratio in excess of 3 to 1. This high birth-death ratio is reflected, of course, in the large fertility rate mentioned earlier.

Coupled with this rate of large natural gain was considerable net in-migration into both Village and Town outside the Village. While both had similar absolute amounts of 202, the rates of in-migration (as a percentage of 1950 population) was 2.5 percent for the Village and 12.1 percent for the Town outside the Village, a reflection of the heavy in-movement of population to the less densely settled town areas.

Population Forecast

The growth of both Village and Town have been at a considerably different rate than for the County as a whole. In fact, while the Village percentage rate of growth in the 50's fell to one-third of that of the 40's, the Town rate of the 50's was more than four times that of the 40's. On the other hand, the County has consistently doubled its rate of growth in the last three decades.

Therefore, a forecast of population for the Village and Town can be based only on continued attractiveness of the area for persons who would commute to Rochester and Batavia centers for employment, job availability in the Caledonia area, improvements in transportation accessibility and lack of density of population allowing room for expansion. With continued depletion of buildable land in Monroe County, there is a strong chance that Livingston County may draw persons away from the Central Core.

The Caledonia area appears to be strong in all four counts: Rochester jobs will draw commuters from the area; the job market should continue strong in Caledonia, transportation arteries are improving and the densities of population, 1,009 persons per square mile in the Village and 38 per square mile in the Village and 38 per square mile in the Town are still extremely low.

Assuming a similar rate of natural gain in the 60's and 70's as in the 50's, natural gain in the Village population should reach 220 in the 60's and 250 in the 70's; the Town's gains, with much higher fertility,

Assuming a similar rate of natural gain in the 60's and 70's as in the 50's, natural gain in the Village population should reach 220 in the 60's and 250 in the 70's; the Town's gains, with much higher fertility, would be at 250 in the 60's and nearly 300 in the 70's. No great increase of in-migration can be expected to the more densely crowded Village while the Town may have even heavier in-migration in the next 20 years than in the past. It appears reasonable to assume that the Village may have a net in-migration of 50 persons each in the 60's and 70's while the Town's gain may reach 150 in the 60's and 200 in the 70's. To summarize:

The percentage gain for the Village of 28 percent and 78 percent for the Town outside the Village (or 47 percent) for the entire Town) corresponds closely with an estimate of a 50 percent gain for the entire nine-county Ontario Region by the New York State Office of Regional Development, for the 20 year period from 1960 to 1980.

Population Implications

For the 50's about 40 percent of the gain in population in the Village took place in the 5 to 14 age group. If this rate of gain continues into the 60's and 70's, there will be nearly 600 more in this age group alone by 1980 thereby putting increased pressure on educational facilities.

The older age group will also grow proportionately over the next 20 years as a result of increased longevity. Growth of this group will require the construction of nursing homes and more medical facilities.

The size of household, 3.17 in the Village and 3.62 in the Town outside the Village are indications of approximate requirements for new housing units in the area. Over the next 20 years, the 543 more persons in the Village will require about 170 more housing units, many of smaller size because of the presence of more older persons in the Village than in the Town. On the other hand, the Town's housing needs would be for nearly 250 more housing units, mostly of the 3 or more bedroom type because of the larger size of family in the Town.

Growing population will generate new commercial and service industries to accommodate the larger population. Whether these industries and housing will develop haphazardly in the Village or Town depends on the implementation of planning actions concerning the control of the use of land and the provision of new public facilities (see The Comprehensive Plan).

The Caledonia area has the advantage of local and nearby strength in terms of jobs. Fortunate location within access of major arteries if industry as well as good job opportunities are factors of major advantages for the area for at least for the next 10 and 20 years.

TABLE P-1
POPULATION CHANGES
TOWN AND VILLAGE OF CALEDONIA AND COMPARISON AREAS
1930 - 1960

	Per Cent Change						
	1960	1950	1940	1930	1950-1960	1940-1950	1930-1940
Ontario Region*	940,043	802,490	730,542	709,570	+ 17.1	+ 9.8	+ 3.0
Livingston County	44,053	40,257	38,510	37,560	+ 9.4	+ 4.5	+ 2.5
Caledonia (Village)	1,917	1,683	1,226	1,487	+ 13.9	+ 37.3	- 17.6
(Town-Village)	1,150	846	783	818	+ 35.9	+ 8.0	- 4.3
Genesee (Village)	3,284	2,838	2,144	2,261	+ 15.7	+ 32.4	- 5.2
(Town-Village)	1,053	944	989	874	+ 11.5	- 4.6	+ 13.2
Livonia (Village)	946	837	751	774	+ 13.0	+ 11.4	- 3.0
(Town-Village)	2,580	2,059	1,845	1,890	+ 25.3	+ 11.6	- 2.4
Nunda (Village)	1,224	1,224	1,077	1,085	0	+ 13.6	- 0.7
(Town-Village)	1,085	948	1,036	1,015	+ 14.4	- 8.5	+ 2.1

* Consists of nine counties: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming and Yates.

Source: Census of Population

TABLE P-2
 DENSITY OF POPULATION
 LIVINGSTON COUNTY
 TOWN AND VILLAGE OF CALEDONIA
 1930 - 1960

Year	County 683 Sq. Miles	Village 1.9 Sq. Miles	Town-Village 42.6 Sq. Miles
1960	69	1,009	38
1950	63	886	20
1940	60	645	18
1930	59	783	19

Source: Census of Population; Comptroller's Report,
 State of New York

TABLE P-3
 DISTRIBUTION OF POPULATION, BY SEX AND AGE
 VILLAGE AND TOWN LESS VILLAGE
 1950 - 1960

	<u>Village</u>				<u>Town Less Village</u>	
	1960		1950		1960	
	Males	Females	Males	Females	Males	Females
Under 5	112	117	97	77	91	79
5 - 14	177	159	131	118	108	122
15 - 24	116	117	99	111	84	86
25 - 34	132	134	109	132	82	81
35 - 44	107	109	117	137	66	64
45 - 54	99	127	104	88	75	57
55 - 64	88	83	77	84	47	38
65 & over	95	145	84	118	35	35
Totals	926	991	818	865	588	562

Source: Census of Population

TABLE P-4
 PERCENTAGE DISTRIBUTION OF POPULATION
 BY SEX AND AGE
 VILLAGE AND TOWN LESS VILLAGE
 1950 - 1960

	<u>Village</u>				<u>Town Less Village</u>	
	1960		1950		1960	
	Males	Females	Males	Females	Males	Females
Under 5	12.1	11.8	11.9	8.9	15.5	14.1
5 - 14	19.1	16.1	16.0	13.6	18.4	21.7
15 - 24	12.5	11.8	12.1	12.8	14.3	15.3
25 - 34	14.2	13.5	13.3	15.3	13.9	14.4
35 - 44	11.6	11.0	14.3	15.8	11.2	11.4
45 - 54	10.7	12.8	12.7	10.2	12.8	10.1
55 - 64	9.5	8.4	9.4	9.7	9.7	6.8
65 & Over	<u>10.3</u>	<u>14.6</u>	<u>10.3</u>	<u>13.6</u>	<u>6.0</u>	<u>6.2</u>
Totals	100.0	100.0	100.0	100.0	100.0	100.0
Median Age	29.4	32.6	32.5	34.6	26.3	24.3

Source: Census of Population

TABLE P-5
 NATURAL CHANGE AND MIGRATION
 LIVINGSTON COUNTY
 VILLAGE AND TOWN LESS VILLAGE OF CALEDONIA
 1950 - 1960

	County	Village	Town Less Village
Net Change	+ 3,796	+ 234	+ 304
Per cent Change	+ 9.4	+ 13.9	+ 35.9
Births	9,287	399	304
Deaths	4,487	197	102
Natural Change (Births-Deaths)	+ 4,800	+ 202	+ 202
Migration (Net change- Natural Change)	- 1,004	+ 32	+ 102
Rate of Migration (Migra- tion divided by 1950 Population)	- 2.5%	+ 2.5%	+ 12.1%

Source: Census of Population; Office of Vital
 Statistics, New York State Department
 of Health

NEIGHBORHOOD ANALYSIS

DELINEATION OF NEIGHBORHOOD AREAS AND BOUNDARIES

In the preparation of a Comprehensive Master Plan, a community is divided into neighborhood areas which serve as the basis for establishing renewal and improvement programs. The neighborhood analysis is a more intensive phase of the land use analysis which is undertaken to determine these planning districts or neighborhoods. An analysis of the structural conditions of all buildings was made in August 1963, carefully relating this data to the pattern of land use and the physical characteristics of the community. A major objective of this study was to locate and define the areas in which blight has appeared, to determine the causes of it, and present methods possible to eliminate present blight and prevent future blight. A Community the size of Caledonia is actually a neighborhood in itself having one main business area, one central school, and all other public and quasi-public uses within the community limits. There are physical conditions which do somewhat split Caledonia into smaller districts and for the purpose of this study, the Town and Village have been divided into 12 planning districts. The boundaries of the districts are based entirely on the following physical conditions: (1) Structural Conditions, (2) Environment, and (3) Dominant Land Use. Dwelling Unit Density (no. of families per acre) was checked and found to be an average of 1.00 per cent to 1.26 per cent maximum - not sufficient to cause concern in any of the districts.

TABLE NA2: SUBSTANDARD HOUSING CONDITIONS
FOR
TOWN AND VILLAGE OF CALEDONIA

Planning District	Condition				Total Structures	Total Sub-standard Structures		Substandard One Family Dwelling Units	Trailers	Total Structure and Trailers		
	Sound No.	%	Deteriorating No.	%		Dilapidated No.	%				No.	%
1. Town	7	70.0	2	20.0	1	10.0	3	30.0	3	4	14	
2. Town	23	74.2	4	12.9	4	12.9	31	8	25.8	8	38	
3. Town	52	62.6	15	18.1	16	19.3	83	31	37.4	28	9	92
4. Town	40	70.2	10	17.5	7	12.3	57	17	29.8	17	9	66
5. Town Village	7 59	21.9 65.5	1 16	3.1 17.8	24 15	75.0 16.7	32 90	25 31	78.1 34.5	25 15	11 2	43 92
6. Town Village	1 57	100.0 82.6	10	14.5	2	2.9	69	12	17.4	11	1 69	

Continued

TABLE NA2: SUBSTANDARD HOUSING CONDITIONS (Continued)
FOR
TOWN AND VILLAGE OF CALEDONIA

Planning District	Condition				Total Structures	Total Sub-standard Structures		Substandard One Family Dwelling Units	Trailers	Total Structure and Trailers	
	Sound No.	%	Deteriorating No.	%		Dilapidated No.	%				No.
7. Town	23	92.0			25	2	8.0	1	4	29	
Village	131	95.6	4	2.9	137	2	1.5	5		137	
8. Town	10	76.9	3	23.1	13	3	23.0	3	9	22	
Village	31	53.5	17	29.3	58	10	17.2	13	5	63	
9. Village	10	58.8	5	29.4	17	2	11.8	7		17	
10. Village	144	92.3	10	6.4	156	2	1.3	11		156	
11. Village	23	65.7	5	14.3	35	7	20.0	7		35	
12. Town									48	48	
Totals:	618		102		94		814	196	154	108	922
Average:		75.9		12.5		11.5					24.0

Source: Sargent-Webster-Crenshaw & Folley, Field Survey-August, 1963

Environment

There are many factors that influence the physical environment and which are also used to determine the location and condition of the Planning Districts. The swamps and the drumlin formations have strongly influenced the creation of Planning Districts 1, 2, 3 and 4, along with the man made characteristics such as Routes 5 and 36, and the railroads. These factors all act as barriers between areas of population either because of the hazard of crossing or the visual impairment in viewing the opposite neighborhood.

The physical characteristics for the most part established the Planning Districts in the Town.

In the Village, the physical characteristics, land use and structural conditions play equally important roles in establishing the Planning Districts. The community is physically sliced into many sections by the major highways and railroads creating small pockets of population.

Dominant Land Use

The nature and extent of the major kinds of land uses plays a vital part in the determination of the character of the neighborhood. In the Village, this factor established the Central Business District which is a Planning District in itself because of the dominant commercial use.

The railroads and the strip warehousing associated with them have effectively also divided the Village of Caledonia into Planning Districts. Land uses on the whole are not mixed undesirably to any significant degree except along the western segment of Route 5.

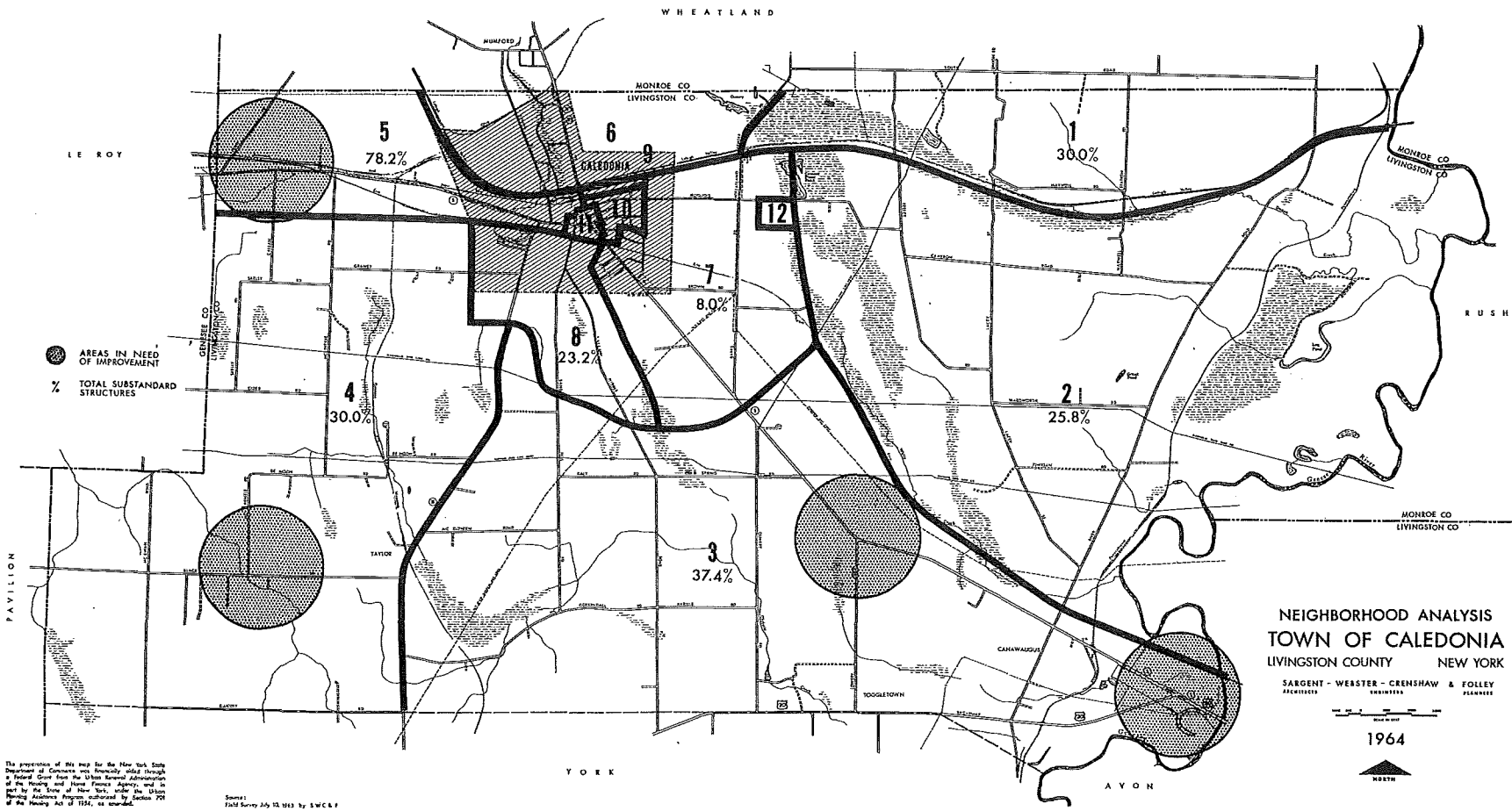
Housing Conditions

In recent years, new housing units have been added to the total housing supply in the Town of Caledonia at the rate of about 20 to 25 a year. However, of the 956 housing units counted in 1960, 69 per cent were built before 1940.

Home ownership is high, with about 71 per cent of all housing units occupied by their owners, as compared to a national average of about 66 per cent. Occupancy of 3.2 persons per unit indicates that there is no crowding. Median value of homes in the Town of Caledonia is estimated to be about \$11,400, higher than in Lima or Nunda.

The condition of Caledonia homes is generally good. Nearly 20 per cent of the homes have more than one bathroom, and 82 per cent have a basement. A third of all homes in the Town depend upon individual wells for their water supply, and all but 49 units use a septic tank or cesspool for sewage disposal. (Based on 1960 U.S. Census data)

The Caledonia housing supply also includes 85 trailers, most of which are on wheels. Caledonia has a greater number of trailers than have the towns of Lima and Nunda. Many of the families living in trailers are low income who cannot afford a permanent structure, others are older couples mostly retired living on incomes that will not support permanent construction.



NEIGHBORHOOD ANALYSIS
TOWN OF CALEDONIA
LIVINGSTON COUNTY NEW YORK

SARGENT - WESTER - CRENSHAW & FOLLEY
ARCHITECTS



1964



The preparation of this map for the New York State Department of Concrete was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and is part of the work of New York under the Urban Renewal Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

Scale: Field Survey July 10, 1963 by SWCLF

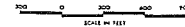
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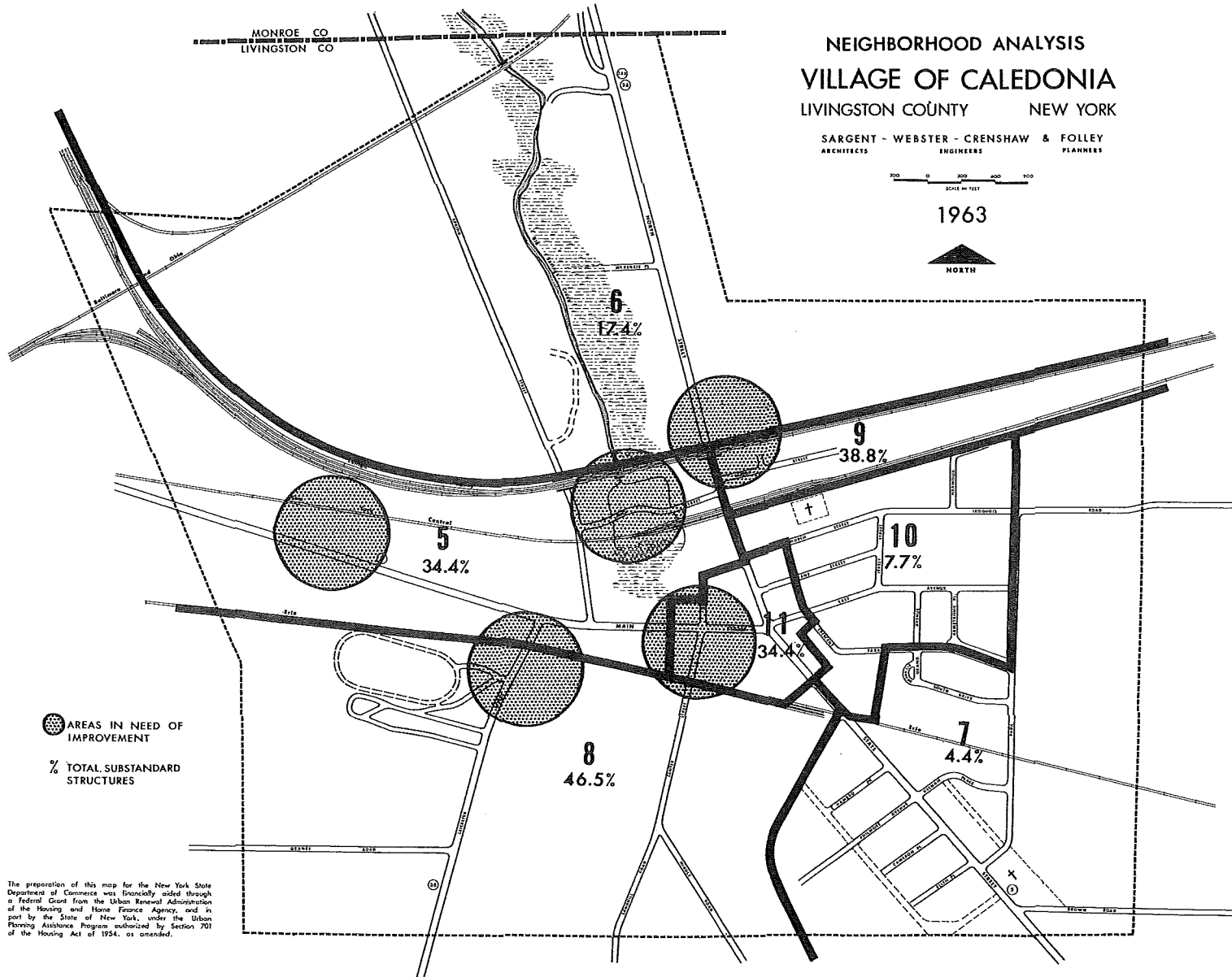
NEIGHBORHOOD ANALYSIS VILLAGE OF CALEDONIA

LIVINGSTON COUNTY NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
ARCHITECTS ENGINEERS PLANNERS



1963



● AREAS IN NEED OF IMPROVEMENT

% TOTAL SUBSTANDARD STRUCTURES

The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

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TABLE NA 3
HOUSING
TOWN OF CALEDONIA AND COMPARISON AREAS
1960

	Town of Caledonia	Town of Lima	Town of Nunda
All housing units	956	813	786
Owner occupied	682	618	499
Renter occupied	239	164	197
Year structure built:			
1950 to March 1960	232	147	44
1940 to 1949	60	20	12
1939 or earlier	664	646	730
Persons:			
Median: all occupied	3.2	3.2	2.5
owner	3.3	3.1	2.5
renter	2.9	---	---
Median value, owner occupied	\$11,416	\$10,859	\$6,970

Source: U. S. Bureau of the Census
U. S. Census of Population: 1960

TABLE NA4
 HOUSING CHARACTERISTICS
 TOWN OF CALEDONIA AND COMPARISON AREAS
 1960

	Town of Caledonia	Town of Lima	Town of Nunda
Bathrooms - all units			
One	656	593	549
More than one	186	127	116
Shared or none	104	91	151
Basement - all units			
Basement	787	671	744
Concrete slab	34	45	10
Others	125	95	62
Source of Water - all units			
Public system or private company	599	490	491
Connected to public sewer	15	30	5
Individual well	317	300	310
Other	30	21	15
Sewage Disposal - all units			
Public sewer	15	36	5
Septic tank or cesspool	897	684	689
Other or none	34	91	122
Trailers			
On permanent foundation	12	12	16
Mobile	73	56	8

Source: U. S. Bureau of the Census
 U. S. Census of Housing: 1960

Characteristics of families affected by poor housing

In Planning Districts 1 thru 4, the families in poor housing are for the most part white and in the 55 and over classification. Most of these families are living in old farm houses, some still farming, others renting out their land to other farmers or are merely tenants on a farm.

Planning District 5 has the poorest housing conditions in the community. In the Town section the families living in the substandard structures are non-white crop harvesters who come from the South for the harvesting season of upstate New York and remain, mostly living on relief during the winter months. The structures were built as shacks and as such have no possibility of being rehabilitated. Several of these families find other sources of employment and eventually move into housing in other sectors of Caledonia which although much improved over the shacks is still within the substandard category. These structures are mostly very old residences, many converted from one-family into two-family use. A great deal of maintenance and improvement is needed on most of these buildings.

The remaining families affected by poor housing in the Village are older retired persons living on low incomes.

Conditions in Nonresidential Areas

Nonresidential uses are located mostly in Planning Districts 5 and 11. District 5 borders upon being a residential and nonresidential area. There are many commercial and industrial uses such as grocery stores, beauty salon, warehouses, auto sales, an AGWAY plant and auto junk yards interspersed between residential structures. The land use is the poorest in Caledonia as a result of this intermixing.

The second district contains the central business section of Caledonia. Nonresidential uses dominate the district although there are some 35 residential structures dispersed throughout the area. The general condition of the nonresidential structures is fair. They are old but well maintained. Occupancy is 100 per cent. These uses are not considered as a blighting influence upon the residential districts about them.

Planning Districts

Planning District 1: This area is related more to the Wheatland Center in Monroe County as it is cut off physically from the major portion of Caledonia by swamps, drumlins and the Lehigh Valley Railroad. It is a small area 1940 acres in size with but 14 single family dwellings. The dominant land use is agriculture and gravel pit operations. Of the 14 structures 4 are trailers, 2 structures are deteriorating and 1 structure is dilapidated totalling 3 substandard structures or 30.0 per cent of the total.

Planning District 2: The largest neighborhood area in the Town and Village is Planning District 2, occupying 7650 acres. The district has been defined by the swamp on the north and west, the railroad on the south and the Genesee River lowlands on the east. The area is predominantly agricultural in use with several active gravel pits along the east edge. The major portion of the neighborhood is rolling and very suitable to future subdivision development. Presently there are 38 structures comprised of 7 trailers, 4 deteriorating structures, 4 dilapidated structures and 23 which are sound, indicating that 25.8 per cent of the total structures are substandard.

Planning District 3: This district is almost equal in size to District 2, totalling 7130 acres. There are two drainage streams in this area partially dividing it into three subdistricts, however the district is a fairly strong unit bounded by U. S. Route 20 on the south, Route 36 on the west, the trailer-residential area and swamps on the north and Route 5 on the east. The district is still predominantly agricultural with a large number (11) of gravel pits, many still active; however, the residential expansion immediately adjacent to the Village is approaching the area in strip development along Sand Hill and Middle Roads. There are two small areas with mixed residential-commercial uses in the district, one along Route 36, the other on Route 5 called Canawaugus. There are 92 structures in this Planning District, the largest in the Town. These are broken down into 9 trailers, 52 sound structures, 15 deteriorating and 16 dilapidated structures indicating that 37.4 per cent of the total number of structures are substandard. This is the second highest per cent of substandard structures in the Town suggesting a potential problem area.

Planning District 4: Planning District 4 is the last neighborhood solely in the Town and is 5780 acres in size. It is bounded on the south and west by the Town line, on the north by railroads and Route 36 on the east. There are 66 structures total composed of 9 trailers, 40 sound structures, 10 deteriorating and 7 dilapidated structures. The latter two categories comprise 30.0 per cent of the total number of structures. Like districts 1, 2 and 3 it is predominantly agricultural in use and is very suitable for future residential development.

Planning District 5: This is the worst planning district in the Town and Village. The neighborhood includes portions of the Town and the Village extending on both sides of Route 5 from the Central Business District west to the Town line, covering 1290 acres. The close proximity of the railroad on the north to Route 5 has restricted the development to along the highway in the Town. It is not much better in the Village where development has been squeezed between two railroads and a swamp.

In the Town 78.2 per cent of the 32 structures are substandard, not including 11 trailers, all of which are poorly located and mostly in fair to poor condition. These figures alone are sufficient to substantiate urban renewal.

In the Village it is not quite as bad, although the trend is toward substandardness. There are 92 structures of which 2 are trailers, 59 sound structures, 16 deteriorating and 15 dilapidated structures, the latter two comprising 34.4 per cent of the total structures.

In both sections of the planning district, land use is poorly mixed with junk yards, commercial uses, trailers, and residential elements.

Planning District 6: The district is comprised of both Town and Village areas totalling 957 acres. The primary use is residential along Route 36 in the Village. There is but one structure in the Town. The area is bounded by railroads on the west and south, the swamp on the east and the northern Town line. A swamp cuts through the district forming two distinct sections, however, at present there is too little development in the west section for it to be a neighborhood. Of the 69 structures only 17.4 per cent are substandard, (only 2 are dilapidated) indicating a paint up, fix up campaign may be in order. The

new school complex soon to be constructed will provide an incentive for increased development within this district. Careful control of the strip development possibilities along Route 36 will have to be maintained in order to prevent a recurrence of the conditions in District 5.

Planning District 7: This is the largest district in terms of structures and dwelling units totalling 166 structures and 1650 acres. Of these there are 137 structures in the Village. Only 4.4 per cent of these structures in the Village are substandard and only 8.0 per cent are substandard in the Town. The Town figure is misleading in that there are but 2 substandard structures in the area.

The district is the newest development area and is constantly increasing in the number of structures, mostly in the 20,000 dollar price bracket, both in the Town and Village. Strip development of mixed uses along Route 5 seems to be at a minimum and the rapid residential expansion may prevent further mixed land use.

Planning District 8: The roads leading south are experiencing strip residential development with a fair number of trailers located on individual lots. District 8 encompasses 590 acres, covering parts of the Village and the Town. The neighborhood is bounded on the north by the Erie Railroad, a drainage area on the south, swamp area on the east and the Village line on the west. Within the district there are 14 trailers scattered about on individual parcels of land.

The Village section has 46.5 per cent of the structures within the substandard condition category indicating a definite problem area of serious blight. There are 17 deteriorating and 10 dilapidated structures while there are but 31 sound structures.

The Town section is in a better situation with only 3 deteriorating structures and 10 sound structures. These are spaced amply apart but along the main roads.

Planning District 9: Planning District 9 is the smallest neighborhood in the community covering but 40 acres and containing only 18 structures. Of these 10 are sound, 5 are deteriorating and 2 are dilapidated, indicating that 38.8 per cent of the structures are substandard. This district is bounded on both the north and the south by railroads and warehousing which has separated it from the other residential sec-

Planning District 10: This neighborhood is one of the oldest in the Village containing many fine old homes all in a good state of repair. The district is 79 acres comprised of predominantly residential use with some mixed use mostly along the sections adjacent to the Central Business District. There are 156 structures, the second largest district, composed of 144 sound structures, 10 deteriorating and 2 dilapidated structures (7.7%). The neighborhood adjoins Planning District 7 which, as has been mentioned, contains new home development of a 20-30,000 dollar price range. The neighborhood seems stable and not depreciating. The few scattered mixed land uses have not spread or caused undue problems to date.

Planning District 11: This is the Central Business District defined by the intensive commercial land use at the intersection of Routes 5 and 36. There are many land uses within this district, among them residential uses. The Central Business District is 35 acres containing 35 structures of which 23 are sound, 5 are deteriorating and 7 are dilapidated. Five of these substandard structures are either multiple residences or residences with a commercial use, both normal to a business district. These figures indicate that 34.4 per cent of the total number of structures are substandard.

Planning District 12: Along Iroquois Road just west of the swamp area a trailer park is being developed to contain a maximum of 72 mobile homes. Because of this special land use, a neighborhood is formed encompassing just the trailer park. Presently there are approximately 50 mobile homes located in the park. Development of the area is in the various stages from paved roads and planting to the very rough open fields. All of the trailers are recent models and most everyone seems to be improving their sites. It is hoped that the normal unsightliness which occurs due to overhead wiring, small sites and accessory structures will not be allowed in this trailer park.

Adequacy of Community Facilities and Services, Public and Private

The Community Facilities are covered in detail in the section entitled "Existing Community Facilities" and in Part Two "The Comprehensive Plan". To summarize, the existing central school system must continue to expand beyond the new construction in order to maintain good school plant. At the present time the plant is overloaded but will be relieved temporarily by the completion of the new

Junior-Senior High School. The condition of the physical plant is very good and well maintained.

Recreation in a rural community such as Caledonia is not a problem. The private facilities such as churches, clubs, fraternal orders and the open land more than provide ample recreation space and activity. The one missing element is a community pool facility which the Plan proposes for the community.

Caledonia has a library, excellent fire protection, and good police protection.

The major concern in Community Facilities is in the Utility systems. There is a water system in the Village which does not extend into the Town. The lines are minimum size, but adequate for fire protection. Neither the Town nor the Village has a Sanitary Sewer System and this can cause concern in the built up areas if conversion of single family dwellings to multiple dwellings begins on a large scale. The Village does need a sewerage treatment plant and sewer system. Another need is for improved storm drainage. Many planning districts are plagued by swamps and marshes and inadequate water runoff which breed mosquitos and cause flooding conditions in the cellars of nearby dwellings.

Identification and Priority of Steps Needed to Eliminate Present Blight and prevent future Blight

The analysis points out the need of enacting and enforcing housing and building codes. With these two codes along with subdivision regulations and a carefully thought out zoning ordinance, the areas in need of improvement can be held to a minimum. Structures will not be constructed initially in an unsound condition, older houses won't reach the deteriorated stage of dilapidation, and deteriorating structures will be caught in time to be improved.

The analysis also locates areas in need of improvement where federal assistance in the form of urban renewal can be utilized if the community desires it. Urban renewal does not necessarily mean clearance, rather it simply implies that an area in need of improvement can be assisted by federal funds to rehabilitate and conserve the existing structures and improve the streets, sewer lines, etc. If, due to the extreme

conditions of the structures and a change in the land use, (for the future development of the community) clearance is necessary, then and only then are structures removed. Because many areas cannot be developed properly without such a program, urban renewal is a beneficial element to any community.

In summary, the structural conditions in the Town and Village of Caledonia range from excellent areas to poor areas. There is but one sector which is desperately poor in condition and that is in planning district 5 in the Town. The other locations marked as those in need of improvement are deteriorating and maintenance and repair will greatly change conditions for the better.

SUMMARY AND CONCLUSIONS

The comprehensive Community Planning Program for the Town and Village of Caledonia began in December of 1962, under the auspices of the New York State Department of Commerce, financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and in part by the Town and Village themselves.

Volume One, Basic Background and Analysis, presents an analysis of the existing situations in the community, based upon past history and present trends. The Comprehensive Plan, Volume Two is based upon conclusions made as a result of these findings. This section of the report summarizes the findings and establishes conclusions vital to developing a comprehensive plan.

Land Use

Physical Characteristics

Purpose - The topographic, steep slopes and drainage information will be excellent guides to those areas where particular attention should be given to the location of new developments. The soils and climatic data provides an insight as to the structural conditions for development.

Topography

Findings -

- 1) The Town and Village of Caledonia lie in an undulating plain ranging in elevation from 600 to 900 feet. The plain is punctuated by drumlin formations which run north-south and are up to one half mile in length.
- 2) The Genesee River forms the eastern boundary of the Town receiving drainage from the swamps and flood plains.

Implications

Within the Town and Village, topography does not seriously hamper development of the land; however, there are several poorly drained sections which should be preserved as open spaces.

Soils

Findings

- 1) Although many soils are found in the Caledonia area, they are dominated by the Honeoye-Lima Series, a medium and moderately fine textured high-lime soil on glacial fill.
- 2) Soils of particular importance due to the quantities and locations are: Farmington Loam, Palmyra-Ontario Soils, Honeoye-Lima Soils and Muck.

Implications

The muck soils are poor for development, and too expensive to drain for farming purposes. The other major soil types are good developmental and agricultural soils. Certain sections of Caledonia should probably be retained for agricultural use, especially for truck farming, in relation to the metropolitan area of Rochester.

Drainage

Findings

- 1) The Town is drained directly by the Genesee River and its tributaries. The Village is drained by Oatka Creek flowing northward and indirectly into the Genesee River.
- 2) There are large areas of swamp and marsh throughout the Town and Village.
- 3) Most of the Town is well drained, but there is a problem of a relatively high water table in the land immediately in and adjacent to the swamps and marshes.

Implications

Tests should be made in all areas of the community prior to any type of development to check the high water table conditions. Development should be prevented from occurring in or too near the swamp sections of the Town and Village.

Climate

Findings

- 1) Caledonia has long, moderately severe winters and short, often cool summers.
- 2) This area is one of the driest in New York State.

Existing Land Use - Town and Village

Purpose - A land use study is a major part of the prediction for future land use requirements. The study analyzes existing physical characteristics and patterns of land use and evaluates past and present development trends.

Findings

- 1) The Village and Town are predominantly residential and agricultural in land use respectively.
- 2) Better than 16 per cent of the total area is unbuildable due to swamps and steep slopes (over 15 per cent grade).
- 3) More than 79 per cent of the total land is either agricultural or open land, and available for development.
- 4) The existing land use in both the Town and Village has developed in a strip-like pattern along existing roads.
- 5) The large number of individual mobile homes scattered throughout the community do not add to the attractiveness of Caledonia. The Town does have a mobile-home park, which is the preferred method of locating trailers.
- 6) Many home occupations scattered about the Village can cause problems such as the uncontrolled use of commercial signs, excessive waste disposal, and storage problems.

Implications

- 1) The projected land use plan must attempt to stimulate depth of development over land areas rather than allow the strip pattern to continue along the existing roads.
- 2) Because of the close proximity of Rochester, expansion of suburban development is imminent; therefore, land use planning is necessary to properly guide the growth of Caledonia.

- 3) Swamp and steep slope sections are good land conservation areas which can provide open green spaces between and around future development.
- 4) There is need of careful zoning and thorough subdivision regulations to direct the various land uses into a good, harmonious pattern whereby the community can benefit, and thereby prevent the development of uses that would tend to harm a community.

Existing Land Use - Central Business District

Purpose - the study of the Central Business District is a more detailed analysis of the land uses, parking and commercial development in the major commercial area in order to determine its potential.

Findings -

- 1) The business district has 100 per cent occupancy, and use on all floors.
- 2) The Village must expand its business district before the existing trade is harmed by the building of a shopping plaza nearby.
- 3) Parking is critical. Presently the district lacks at least 180 spaces. Land is available for such a purpose.

Implications

- 1) The central business district needs to be revitalized and expanded by developing the open land for new stores, adequate parking, and the creation of a pleasant shopping environment.
- 2) At the time of this writing, a developer is working with the Village in an attempt to construct a shopping plaza directly behind the existing shops. Hopefully, this will be the beginning of an expanded central business district ensuring the future of the commercial district.

Existing Community Facilities

Purpose - The study analyzes and assesses present conditions of community facilities and future needs.

Findings -

- 1) The Caledonia-Mumford Central School District encompasses all of Caledonia and portions of five other Towns.
- 2) There is one existing central school, and a new one is under construction on the same site in the Village of Caledonia. Upon completion, the new building will house the Junior-Senior grades, and the existing building will house the elementary grades.
- 3) The capacity of the existing school is 1000 students; however, in 1966 the new school will increase the capacity of these facilities to 1700 students.
- 4) The present enrollment exceeds the capacity by some 300 students.
- 5) The new building will provide temporary relief; however, in ten years, or less, more facilities will be needed.
- 6) The Town and Village are located within an hour's drive of several fine recreational areas -- the Finger Lakes, Lake Ontario, and Letchworth State Park.
- 7) The quasi-public facilities such as the churches provide recreation in the community.
- 8) Since Caledonia is a rural community with much open land, children can play almost anywhere. However, expansion and development can quickly change this situation.
- 9) Caledonia does lack in immediate swimming facilities.

10) The public buildings such as the fire house, offices, and police protection are adequate.

11) The Town maintenance area is in the Village central business district.

Implications

- 1) The school district is barely keeping up with the increasing demand for more classrooms, and must consider the expansion of the Towns served by the school system.
- 2) The community needs preservation of open space and land must be set aside for recreation in preparation for expansion.
- 3) Caledonia is in need of local swimming facilities.
- 4) The Town maintenance area can provide an excellent location for expansion of the business district for shops and parking.

Public Utilities

Purpose - To analyze existing conditions of the water and sewer service in the community in consideration of growth.

Findings -

- 1) The Village water supply is derived from community wells and stored in a tank. The Town relies entirely upon private wells.
- 2) The water system is old and is gradually being replaced and expanded under the guidance of a professional engineer.
- 3) There is no sanitary sewer system in either the Town or Village. Everyone uses septic tanks and subsurface disposal fields.
- 4) There is a very limited storm drainage system in the Village, but it is unmapped. Most of the Village and all of the Town is drained via ditches to creeks, and by percolation.

Implications

- 1) A 5 million gallon storage tank is necessary, based on increased use.
- 2) A complete water system should be engineered in detail for improved guidance and expansion.
- 3) A feasibility study of a complete sanitary sewer system, including a treatment plant, should be made.
- 4) An engineering study should be made of the storm drainage problem.
- 5) The political boundaries of the Village should not be the district lines of utility service. The entire area in the Town about the Village should receive utility services.

Transportation

Purpose - The planning program should analyze existing transportation facilities, traffic volumes and parking problems in order to assess the community's deficiencies and determine methods of improvement.

Findings -

- 1) Caledonia is located within 18 miles of Rochester with 25 percent of the community work force traveling daily to jobs within the metropolitan area.
- 2) The Thruway has temporarily removed inter-regional traffic from New York State Route 5, especially the trucks. However, during the summer many vacationers use Route 5 instead of the Thruway as a relief from high speed travel.
- 3) When the Genesee Expressway is built the southeast section of Caledonia in all likelihood will develop rapidly.

- 4) The major thoroughfares in Caledonia are New York State Routes 5 and 36, which intersect poorly in the Village.
- 5) All parts of the Village and Town are reasonably accessible with most roads leading to the Village.
- 6) Parking within the central business district is deficient, as covered under Land Use.
- 7) There is an airport in LeRoy readily available to Caledonia.
- 8) There are five rail lines currently operating through Caledonia.

Implications

- 1) Improved access to Rochester is mandatory.
- 2) A bypass is necessary within the Village to separate through traffic from the business section.
- 3) New roads will be necessary as development occurs in the Town about the Village, with special consideration given to access to the Village and to Rochester.

Economic Base

Purpose - The objective of the Economic Base analysis is to evaluate its significance as a basis for revenue and its potential for development.

Findings

a. - Personal income

- 1) The median income of all families in 1959 for Caledonia was 6141 dollars.

- 2) The Census returns indicate 48 per cent of all families living in the community received an income below 6000 dollars.
- 3) About 15 per cent of all families received an income in the range of 10,000 - 15,000 dollars.

b. - Employment

- 1) In 1960, 3.2 per cent of the male labor force was out of work.
- 2) The total labor force of 1281 workers is about two-thirds male, and one-third female.
- 3) About half the men over 14 in Caledonia who are not in the labor force are over the age of 65.

c. - Labor Force Characteristics

- 1) The largest single category of employed males is that of operatives.
- 2) About 9 per cent of the labor force are in agricultural employment.
- 3) About 40 per cent of all workers are in manufacturing.
- 4) About 25 per cent of the labor force commute to the City of Rochester.
- 5) Nearly 72 per cent of the employees use an automobile as a means of transportation to work.

d - Agriculture

- 1) There was a 16 per cent reduction in the number of farms in Caledonia between 1950 and 1959.

- 2) In Caledonia, 65 per cent of the farms are engaged in dairying, with a 21 per cent increase in the number of milk cows during the period from 1950 to 1959.

e - Manufacturing

- 1) There are six major manufacturing firms in Caledonia, including an Agway plant.
- 2) The firms are not experiencing any difficulty at this time.
- 3) No exodus of plants is anticipated at this time.

f - Retail Trade and Selected Services

- 1) The Village is a minor trading area but offers a range of diversity.
- 2) The Village business district is equipped to serve the area residents in convenience goods.
- 3) The stores are deficient in varieties of product lines.
- 4) Consumers have access to nearby large shopping areas.

Implications

- 1) Emphasis should be placed upon the existing strength within the Caledonia economy.
- 2) Maintenance of a high level should be given to efficient public services, police and fire protection.
- 3) The highway network should be improved.
- 4) A promotional campaign enumerating the economic assets of the Caledonia area should be undertaken.

- 5) A new site for a larger business district is needed, or the existing core should be greatly enlarged to meet the expected increase in consumer demands.
- 6) Some control of retiring farm land should be made, such as zoning.
- 7) Good agricultural land should be protected.

Financial Analysis

Purpose - the fiscal structure is also examined in order to determine the ability of the community to finance required programs of change.

Findings

- 1) During the period 1952-1961, the Village of Caledonia had a 40 per cent increase in total assessed valuation of its fully taxable real estate, while that of the Town increased 19 per cent.
- 2) Substantial borrowing capacity exists for both, since their outstanding debt is far below the constitutional limit.
- 3) Expenditures in both Town and Village are primarily for current operations.
- 4) Taxpayers have had their tax bills increased \$13.87 and \$8.14 per \$1000 of assessed valuation respectively in the Town and the Village.
- 5) Recently a new assessment was completed for Caledonia.

Implications

- 1) Both the Town and Village can financially underwrite an improvement program which will initiate the implementation of a comprehensive Master Plan.

Population

Purpose - The purpose of the population study is to analyze population changes in relation to those of Livingston County and of communities of similar size to Caledonia, with special attention being given to changes caused by natural factors (births and deaths), and those resulting from migration.

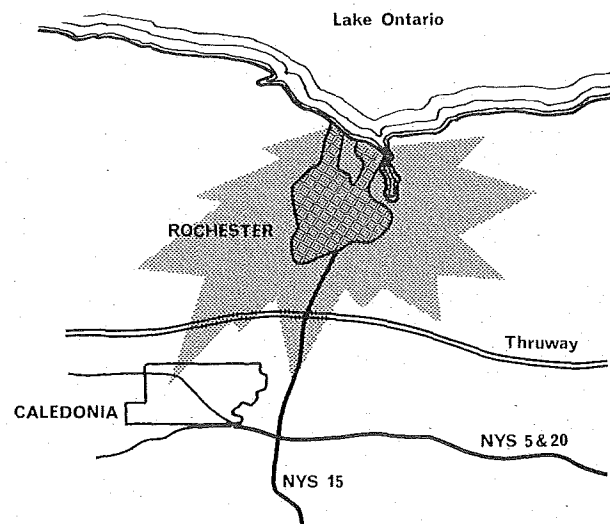
Findings -

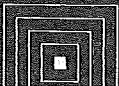
- 1) Both the Town and Village have had considerably larger population gains, proportionately, in the 50's than was true for the county as a whole.
- 2) Ages in the Town outside the Village were younger than in the Village.
- 3) The age distribution for both is more youthful than in similar rural areas.
- 4) Births exceeded deaths.
- 5) More people moved into the area than moved out.

Implications

- 1) There is a very high rate of fertility potential which could provide a high birth rate.
- 2) No great in-migration can be expected in the more densely crowded Village; however, the Town may have even heavier in-migration in the next 20 years than in the past.
- 3) The estimate of an increase of approximately 50 per cent for the entire Town will provide some 550 persons in the Village (or 28 per cent gain) and 900 persons in the Town (or a 78 per cent gain).

4) With Rochester as the ever present influence on the growth of Caledonia, it may even be reasonable to expect the more liberal estimate of a 100 per cent gain for the entire Town. (This is based upon the extremely high gains predicted for the adjacent Towns in Monroe County which are in the Caledonia Mumfor Central School District.)





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