

# Route 332 Corridor Development Analysis

## Phase II



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Prepared by:



**Genesee/Finger Lakes  
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For:

**Ontario County Planning Department**

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## Executive Summary

Phase II of the *Route 332 Corridor Development Analysis* examines the results of Phase I (build out and fiscal impacts of forecasted growth) against the existing municipal comprehensive plans, zoning regulations, land uses, service provision, and transportation infrastructure.

According to the Phase I, it is forecasted that 2151 more housing units will be added to the City of Canandaigua, Town of Canandaigua, and the Town of Farmington, within the Route 332 corridor, by the year 2025.

- The City of Canandaigua can expect an increase of 304 housing units.
- The Town of Canandaigua can expect an increase of 542 housing units.
- The Town of Farmington can expect an increase of 1305 housing units.

A systematic process was used to review existing comprehensive plans, zoning, land use, services, and transportation as it related to data from the *Route 332 Corridor Development Analysis – Phase I* (G/FLRPC, 2004). Findings were drawn from this review and include:

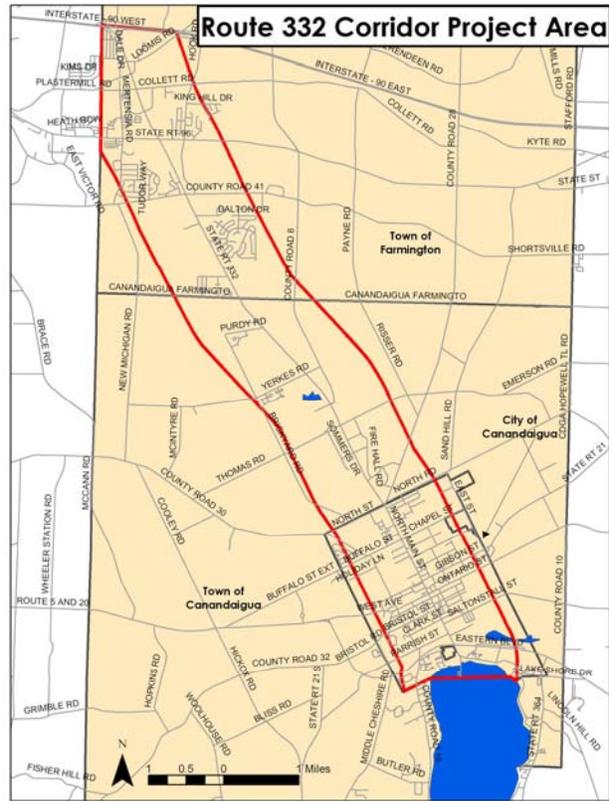
- Existing policies and laws are generally adequate; thoughtful application and enforcement of these policies and laws will help achieve the goals of the various communities
- All three corridor municipalities have recently updated their comprehensive plans, and have included provisions for ongoing plan maintenance; this shows an overall commitment to sound land use planning
- Expressed desires in comprehensive plans such as encouraging large buffers and setbacks and the desire for a walkable, pedestrian oriented community conflict each other
- Zoning regulations such as setbacks and lot size requirements might be re-examined to encourage development of a “walkable” community center as stated in comprehensive plans
- Including maximum as well as minimum setbacks and building height is an important enforcement tool when zoning regulations are used to guide community growth
- Tools such as incentive zoning can utilize market development forces to provide community amenities
- Tools such as clustered subdivisions and maximum impervious coverage can help address non-point stormwater pollution
- Most services have the capacity to accommodate new growth; where services are already at capacity, expansion possibilities need to be examined. Examples include, but are not limited to:
  - Farmington Town Hall complex
  - Overall parkland provision
  - Withdrawal of water from Canandaigua Lake
- Comprehensive plans could provide greater focus on existing public transit services and potential public transit issues in the communities
- While public transportation has grown considerably in recent years, additional opportunities for further integration may exist

# 1. Introduction

Roadway infrastructure improvements to Route 332, as well as overall development trends, have combined to make the Route 332 Corridor one of the fastest growing parts of the Genesee-Finger Lakes Region. *Route 332 Corridor Development Analysis - Phase II* takes the findings of the *Route 332 Corridor Development Analysis - Phase I* and examines them with regard to existing planning, land use, and service provision. The report provides findings to the Town of Farmington, the Town of Canandaigua, and the City of Canandaigua on gaps in current planning and services and how potential future growth can be better managed.

New York State Route 332 is an approximately nine mile long thoroughfare that runs south-eastward from Exit 44 of the New York State Thruway (I-90). Approximately one and one half miles south of Exit 44, Route 332 intersects with New York State Route 96. Route 332 continues southeastward to become Main Street in the historic City of Canandaigua and terminates at an intersection with New York State Route 5 and US Route 20 near the northern end of Canandaigua Lake (one of the eleven Finger Lakes).

Map 1 - Project Area



The communities along the Route 332 corridor– the Towns of Farmington and Canandaigua and the City of Canandaigua– have experienced significant growth in population and physical development (residential and business) over the past two decades. Development has spread outward from the Rochester metropolitan area and southeastern Monroe County, which is linked to the Route 332 Corridor through I-490 and the New York State Thruway (I-90) and Route 96. In addition, Ontario County has attracted significant growth and development from outside the region. Examples include the recent investment in video lottery machines at the Finger Lakes Racetrack in Farmington and public and private investments at the northern gateway of the corridor near the Thruway interchange. These investments will continue to encourage growth in recreational and business traffic in the Route 332 corridor.

These trends have transformed the once primarily rural area between the cities of Rochester and Canandaigua. The surge in population and development, particularly the Towns of Canandaigua and Farmington, caused traffic volumes to more than double on Route 332 between 1970 and 1992.

As a result, the New York State Department of Transportation (NYSDOT) commissioned a study of the transportation needs of the corridor and recommended widening Route 332 from two lanes to four lanes with construction of a median. This configuration would provide for turning movements at key intersections and thus managing access along the seven-mile section of roadway serving the Towns of Canandaigua and Farmington.

Consequently, this area north of the City of Canandaigua is now primed for further development. The effects of this development will have significant impacts on fiscal, environmental, and recreational resources affecting the quality of life for residents and the economic climate for businesses as well as the institutions and organizations of the area.

The *Route 332 Corridor Development Analysis - Phase II* provides the following:

1. Buildout and Fiscal Impact Review
2. Comprehensive Plan Review
3. Zoning Evaluation
4. Current or Proposed Land Use Review
5. Service Analysis
6. Transportation Analysis
7. Recommendations and Conclusion

Based on the forecasting methods used by Genesee/Finger Lakes Regional Planning Council in Phase I of the *Route 332 Corridor Development Analysis*, 2151 more housing units will be added to the corridor within the three corridor municipalities by the year 2025 (please also see Table 1 below):

- The City of Canandaigua can expect an increase of 304 housing units.
- The Town of Canandaigua can expect an increase of 542 housing units.
- The Town of Farmington can expect an increase of 1305 housing units.

**Table 1 - Housing Unit Growth**

Municipality	Housing Units	Forecasted New Housing Units	Forecasted Percent Change
	<i>Entire municipality</i>	<i>Within the 332 Corridor</i>	<i>Based solely on forecasted growth within the 332 Corridor</i>
	2000	2025	2000-2025
Town of Canandaigua	3,281	542	16.5%
Town of Farmington	4,046	1,305	32.3%
City of Canandaigua	5,066	304	6.0%
Corridor Total	12,393	2,151	17.4%

Source: Route 332 Corridor Development Analysis: Phase I, G/FLRPC

Current plans, land use regulations, and service provision were reviewed with regard to these future estimates. Recommendations for each of the three communities are provided.

The end result of the build-out and fiscal impact analyses will be to allow policymakers and citizens to consider and/or plan for the estimated growth in the communities of the Route 332 Corridor.

## 2. Comprehensive Plan Review

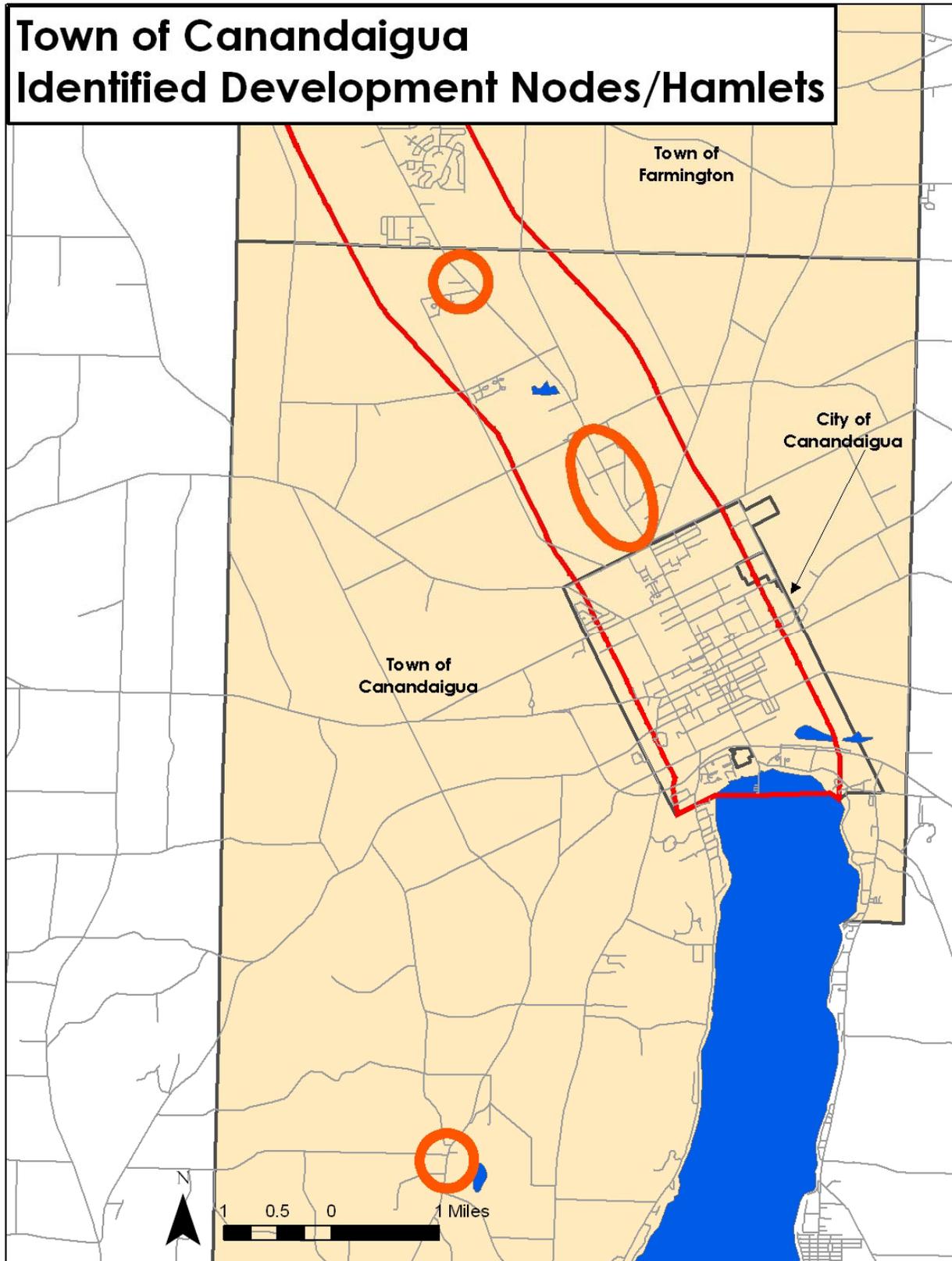
### *Town of Canandaigua Comprehensive Plan Review*

The new Comprehensive Plan, adopted in April 2003, is an outstanding example of forward-thinking planning and community visioning in Upstate New York. The new plan addresses many of the issues of growth related to the Route 332 corridor, especially in areas of land use and community design regulations (zoning districts, setbacks, density, etc.). The primary challenge for the Town of Canandaigua is the implementation of its new Comprehensive Plan through new and/or revised local laws.

Aspects of the Town's Comprehensive Plan that are particularly relevant to the Route 332 Corridor Analysis include:

- Maintaining a balanced tax base. The Town recognizes that residential development usually costs municipalities in additional service costs and that it will be important to balance commercial development and, most importantly, open space, to offset the costs of residential development. In addition, the Town recognizes that the Route 332 corridor is the Town's primary economic development zone. (*Vision and Goals pg 1, Plan Recommendations pg 1*).
- Promoting commercial and industrial growth in two specific development nodes along the Route 332 corridor. (*Vision and Goals pg 1, Plan Recommendations pgs 1-6*).
- Emphasizing high quality design for the development nodes of the Route 332 corridor. This includes elements of traditional neighborhood design including mixed uses and pedestrian connections. (*Plan Recommendations pgs 3-6*)
- Preserving the undeveloped portions of the Route 332 Corridor. By ensuring that land in between the nodes remains as agricultural land or open space, the Town preserves the all-important gateway to the Canandaigua region and prevents the corridor from becoming a long, undifferentiated, strip of development. (*Vision and Goals pg 1, Plan Recommendations pgs 1 -6*).
- Limiting the expansion of infrastructure, especially sewer, in agricultural and low density residential areas. This will further direct growth to already serviced areas. (*Vision and Goals pg 1, Plan Recommendations pgs 17, 22*).
- Recognizing that the conventional "minimum lot size" subdivision approach may not be the best method for maintaining the character of the town that draws people in the first place. Solutions include separating the concept of "density" and "lot size" in both community thinking and official regulations. (*Plan Recommendations pgs 7-8*).
- Recommending zoning changes, such as removing "strip zoning" along major roads and establishing incentive zoning to reward developers with increased density when provisions for open space preservation or low and moderate income housing are made. (*Plan Recom-*

Map 2 - Town of Canandaigua - Identified Development Nodes/Hamlets



*mentations pg 11)*

### *Town of Farmington Comprehensive Plan Review*

The new Comprehensive Plan, adopted in May 2003, demonstrates the rigor and thoroughness with which the Town addresses planning and development.

Overall, the new Plan examines the myriad of issues impacting the Town of Farmington. The plan focuses much of its analysis and recommendations on key areas of the Town, including the southwest corner of Farmington, which generally includes the entire Route 332 corridor. The new plan represents good public policy; regular consultation and thorough implementation of that policy will serve the needs and goals of the citizens of the Town.

Aspects that are particularly relevant to the Route 332 Corridor Analysis include:

- The inclusion of capacity figures for infrastructure and public facilities such as water, sewer, parks, etc. is key to helping Farmington accommodate future development in this growth corridor (see also Section 5 – Service Analysis.)
- The recognition of the southwest sector of the Town (Route 332 Corridor) as a high growth area.
- The suggestion by the Comprehensive Plan that the intersection of Route 332 and 96 be the focus of future growth to help define this as the Hamlet of Farmington and promote a sense of “community center”, a key finding of the 1991 resident’s survey. This includes the recognition that as a hamlet/community center area, this area requires infrastructure such as sidewalks, and appropriate building design, to encourage walking and biking.
- The recognition of a need for a range of housing types in the Town, not simply single-family homes on individual lots.
- The realization that successful neighborhood retail, accessible within walking or biking distance, often depends on the residential densities that come from a range of housing types. Single family homes on large lots, as the plan alludes to, cannot solely support retail within walking distance.
- The recognition that new infrastructure should be focused in the 332 Corridor and hamlet areas to encourage development in this areas and discourage scattered and inefficient development across the entire town.
- The plan references preceding documents, which in the case of the Route 332 Corridor area

would be the Routes 332/96 Corridor Plan from 1986.

*City of Canandaigua Comprehensive Plan Review*

The new Comprehensive Plan, adopted in December 2002, is an example of integrated community planning.

The new plan examines several focus areas, such as housing and the economy, that are interrelated in the City of Canandaigua. The plan targets much of its analysis and recommendations on these general city-wide concerns, as well as looking specifically at five sub areas in the city, including three applicable to Route 332. They are the Northern Gateway, the Downtown and the South Main Street sub areas. The over-arching theme of the planning document, motivating planning and development in the City of Canandaigua, is to promote and maintain the community character that currently exists.

Aspects that are particularly relevant to the Route 332 Corridor Analysis include:

- The recognition of a mix of land uses, including residential, industrial, parks and recreational commercial, mixed use and health related uses in the city and along the Route 332 corridor.
- The promotion of the community as self-sufficient and walkable, which has the potential to decrease vehicular traffic and increase social interaction.
- Awareness of the level of vehicular traffic that moves on the Route 332 corridor and a desire to keep movement effective and efficient by working with local, regional and state transportation organizations.
- The plan references a desire to maintain and further develop open space and recreational land uses for the community.
- The plan's recognition of the City of Canandaigua's economic role in a larger regional context. The city provides diverse employment opportunities and consumer services that are unavailable in many smaller surrounding communities. This presents both a challenge and an opportunity in terms of maintaining the city's quality of life.
- The plan indicates the importance of zoning, architectural guidelines, signage regulation, and landscaping. These all can assist in maintaining the community's traditional character.
- The plan recognizes the presence of a significant downtown, which serves as a social, cultural, governmental, and economic center of the City and the surrounding region and both demonstrates and promotes the benefits of mixed uses.
- Awareness of the importance of continually seeking ways to partner with neighboring communities to share revenues and resources.

### 3. Zoning Evaluation

#### *Town of Canandaigua Zoning Review*

The Town of Canandaigua has developed revised zoning that is currently pending adoption. This new zoning includes thirteen districts, with the significant districts along the Route 332 corridor being Mixed Use District North, Planned Unit Development and Mixed Use District South (note: at the time of this analysis, the Planned Unit Development District language was not available).

The proposed zoning is a good solution to the challenges of growth and community building within the corridor. The proposed zoning regulations for the two mixed use districts in the corridor place more emphasis on the form and scale of development, as opposed to the use. Utilizing graphics is also an excellent means to help present and define zoning concepts. By encouraging the mix of uses, pedestrian access, and multi-storey structures, this proposed zoning addresses many of the goals of the comprehensive plan. As the Route 332 Corridor continues to grow and develop, the flexibility of this proposed zoning will serve the Town of Canandaigua well into the future. See Tables 2 and 3 for a summary of permitted uses and regulations for partial draft zoning that was made available for review.

The Town of Canandaigua has also had a policy of incentive zoning. This is a system of zoning incentives to land developers in exchange for the provision of community benefits by those developers. In setting up such a system, the Town leaves existing zoning provisions in place, but permits more intensive development of the land in exchange for certain community benefits. Incentives can be provided to developers of raw land or to those who propose the expansion of existing structures, the adaptive reuse of older buildings, or the redevelopment of brownfield sites and other distressed parcels.

The incentives that may be offered to developers include adjustments to the density of development, for example, allowing more residential units or a greater building floor area than is otherwise permitted under the zoning ordinance. Incentives can also include adjustments to the height, open space, use or other requirements of the underlying zoning ordinance.

These incentives are given in exchange for the developer providing one or more community benefits, including open space or parks, affordable housing, day care or elder care, or "other specific physical, social or cultural amenity of benefit to the residents of the community."

Incentive zoning is a land use regulatory tool that provides flexibility in guiding the Town's growth and development.

**Table 2 - Town of Canandaigua (Draft) Zoning Summary, Permitted Uses**

	District	Permitted Principal Uses
MU-1	Mixed Use District North	<i>Based on the information from the Town of Canandaigua that G/FLRPC was able to review, it is presumed that uses in these two districts will allow for a wide range of office, retail, commercial, residential, and institutional uses, and remain true to their definition as "Mixed Use Districts."</i>
MU-2	Mixed Use District South	

Source: Town of Canandaigua Zoning (pending)

**Table 3 - Town of Canandaigua (Draft) Zoning Summary, Area Regulations**

	District	Minimum Front Setback Required (ft)	Maximum Front Setback Required (ft)	Maximum Height (ft)	Minimum Height	Maximum Height	Maximum Building Size	Maximum Building Footprint
MU-1	Mixed Use District North	0-50	20-75	45	1 storey (12 ft)	3 stories (45 ft)	30,000 sf	15,000 sf (60,000 sf for grocery stores)
MU-2	Mixed Use District South	0-50	20-75	45	1 storey (12 ft)	3 stories (45 ft)	30,000 sf	15,000 sf (60,000 sf for grocery stores)

Source: Town of Canandaigua Zoning (pending)

### *Town of Farmington Zoning Review*

The Town of Farmington adopted major revisions to its zoning in January of 2001 and was last amended in December of 2003.

The Town of Farmington zoning includes fifteen classifications. General Business Zoning is the most significant classification along the Route 332 corridor. Other classifications include General Industrial, Restricted Business, Planned Development, Residential Multi-Family and Residential Single Family.

The zoning seeks to implement several aspects of the Comprehensive Plan, including the promotion of various housing options, maintaining the character of the Town, preserving the natural environment, enhancing agricultural viability and having diverse employment opportunities. See Tables 4 and 5 for a summary of permitted uses and regulations.

The Town of Farmington has also had a policy of incentive zoning. This is a system of zoning incentives to land developers in exchange for the provision of community benefits by those developers. In setting up such a system, the Town leaves existing zoning provisions in place, but permits more intensive development of the land in exchange for certain community benefits. Incentives can be provided to developers of raw land or to those who propose the expansion of existing structures, the adaptive reuse of older buildings, or the redevelopment of brownfield sites and other distressed parcels.

The incentives that may be offered to developers include adjustments to the density of development, for example, allowing more residential units or a greater building floor area than is otherwise permitted under the zoning ordinance. Incentives can also include adjustments to the height, open space, use or other requirements of the underlying zoning ordinance.

These incentives are given in exchange for the developer providing one or more community benefits, including open space or parks, affordable housing, day care or elder care, or "other specific physical, social or cultural amenity of benefit to the residents of the community."

Incentive zoning is a land use regulatory tool that provides flexibility in guiding the Town's growth and development.

Source: Town of Farmington Zoning (2001)

**Table 4 - Town of Farmington Zoning Summary, Permitted Uses**

	District	Permitted Principal Uses	Special Permit Uses
R-1-15 <i>minimum lot size - 15,000 sf</i>	Residential Single-Family	Single-family detached dwellings	Home occupations; Public buildings; Essential service structures; Cemeteries
R-1-10 <i>minimum lot size - 10,000 sf</i>	Residential Single-Family	Single-family detached dwellings	Home occupations; Public buildings; Essential service structures; Cemeteries
RMF	Residential Multiple-Family	Multiple-family dwellings; Two-family detached dwellings; Single-family detached dwellings	Home occupations; Public buildings; Essential services and structures; Cemeteries; Rooming and lodging houses; Mobile home parks
GB	General Business	Business offices; Treatment and care centers; Banks; Employment agencies; Art studios; Barbershops etc.; Bakery and deli; Drugstore; Restaurants; Specialty retail Grocery; Laundry; Liquor stores; Tailor shops; Detached single-family dwellings; Retail sales; Commercial schools; Furniture repair shops	Essential services and structures; Hotels and motels; Hospitals; Public buildings; Treatment and care centers; Business offices; Day-care centers; Motor vehicle service stations; Theaters; Motor vehicle sales; Public Garages; Boat and marine sales; Laundry; Farm implement dealers; Car wash; Mobile home sales; Fast-food and drive-in restaurants; Greenhouse or nursery; Automobile rental; Mini-warehouses; Shopping plazas and malls; Essential services and structures
GI	General Industrial	Warehouses; Laboratories; Offices; Essential services; Agricultural Operations; Stables; Production and assembly operations; Contractor's storage yards	Restaurants; Airports; Hotels and motels; Motor vehicle service stations; Trucking terminals; Excavation operations; Junkyards; Adult entertainment; Essential services and structures
PD	Planned Development	n/a	n/a

Source: Town of Farmington Zoning (2001)

**Table 5 - Town of Farmington Zoning Summary, Area Regulations**

	District	Lot Coverage	Front Setback Required (ft)	Rear Setback Required (ft)	Maximum Height (ft)	Maximum Stories	Minimum Lot Size (sq ft)
R-1-15	Residential Single-Family	25%	50	15	35	2.5	15,000
R-1-10	Residential Single-Family	25%	40	15	35	2.5	10,000
RMF	Residential Multiple-Family	30%	50	15	35	3	10,000
GB	General Business	35%	75	30	35	3	40,000
GI	General Industrial	35%	80	30	35	3	87,120
PD	Planned Development	*	*	*	35	3	217,800

Source: Town of Farmington Zoning (2001)

## *City of Canandaigua Zoning Review*

The City of Canandaigua has had some form of zoning controls since 1930. The format of the current Zoning Ordinance was adopted in 1960, with several amendments since that time, including major amendments in 1973, 1986, and 1989.

The zoning for the City of Canandaigua includes nineteen classifications. Along the Route 332 corridor the predominant zoning is residential varying from Single Family, Multi-Family and Residential/Institutional District. In terms of commercial zoning there is Heavy Commercial District, Restricted Commercial District and Central Business District and mixed use. There are three residential classifications varying from Low Intensity, Medium Intensity and High Intensity. Finally there is Parks/Recreational District classification.

In the City of Canandaigua, the ‘human’ scaled community character, especially along the Main Street portion of the corridor, is supported by zoning that includes residential, commercial, parks/recreation and mixed use. This is consistent with what was stated in their Comprehensive Plan. Also noted in the Comprehensive Plan was attention to transition between land uses. One way to address this is through zoning compatible uses next to each other which the City seeks to do.

Strengths of the zoning include explicit information pertaining to zoning, signage and historic pattern. Additionally, the setback and other area requirements of the Central Business District provide the framework for new development that will strengthen and enhance the ‘Main Street’ character that is so important to the community. See Tables 6 and 7 for a summary of permitted uses and regulations.

In addition to zoning, the City’s unique community character is significantly supported by the Site Plan Review Law, the Architectural Review Law, and the Historic Preservation Law.

Table 6 - City of Canandaigua Zoning Summary, Permitted Uses

	District	Permitted Principal Uses	Special Permit Uses
R-1A	Single Family Residential	n/a	Single Family Residential; Public and Semi-Public Uses
R-1B	Single Family Residential	n/a	Single Family Residential & Residential Conversion; Hospitals, Nursing Homes, & Charitable Uses; Social Halls, Fraternal Orgs, & Public & Semi-Public Uses
C-1	Neighborhood Commercial	Local Retail & Service Establishments	Public & Semi-Public Uses
C-2	<b>Central Business</b>	<b>All permitted retail &amp; service uses and Special Permit Uses</b>	<b>n/a</b>
C-3	<b>Heavy Commercial</b>	Community Retail and Service Establishments; Drive-Through Restaurants; Heavy Commercail Uses; Light Manufacturing Uses and Offices, Hotels.	Motor Vehicle Service Stations; Major Commercial Developments; Animal Hospitals Kennels & Pounds; Commercail storage Units; Public & Semi-Public Uses.
C-L	Commercial-Lakefront	All permitted commercail lake front Retail & Service Uses and Special Permit Uses	
R-2	Two Family Residential	Single Family Residential; Two Family Residential	Social Halls, Fraternal Org., & Public & Semi-Publich Uses, Rooming Houses
R-3	<b>Multi-Family</b>	Day Care Center, Senior Apartments	Townhouses
R-I	<b>Residential/Institutional</b>	Single Family Residential, Hospitals, Nursing Homes, Charitable & Philanthropic Uses.	Tourist Homes, &Offices; Mortuaries, Day Care Centers.

Source: City of Canandaigua Zoning (2003)

Table 7 - City of Canandaigua Zoning Summary, Area Regulations

	District	Lot Coverage	Front Setback Required (ft)	Rear Setback Required (ft)	Maximum Height (ft)	Maximum Stories	Minimum Lot Sizes (sq ft)
R-1A	Single Family Residential	20%	35	75	35	2.5	17,000
R-1B	Single Family Residential	25%	25	50	35	2.5	10,000
C-1	Nbhd. Commercial	40%	20	10	35	2.5	5,000
<b>C-2</b>	<b>Central Business</b>	<b>70%</b>	<b>3</b>	20	40	3	3,000
<b>C-3</b>	<b>Heavy Commercial</b>	20%	30-75	30-50	18-35	1-2.5	16,000-2 acres
C-L	Commercial-Lakefront	50%	5	50	40	3	12,000
R-2	Two Family Residential	35%	25	25	35	2.5	9,000
<b>R-3</b>	<b>Multi-Family</b>	25-40%	25-35	25-50	40	2.5-5	9,000- 1 acre
<b>R-I</b>	<b>Residential/Institutional</b>	20-25%	25-35	50	35	2.5	10,000-20,000

Source: City of Canandaigua Zoning (2003)

### **3. Current or Proposed Land Use Review**

#### *Town of Canandaigua Land Use Review*

According to the 2003 Comprehensive Plan, land uses along the Route 332 corridor include agricultural, residential, recreational and entertainment, commercial, community services, industrial, vacant and public services.

The Route 332 corridor is seen as important to future development in the Town of Canandaigua Comprehensive Plan. The node approach suggests mixed use development including commercial retail and office, light industrial and moderate density residential, while striving to retain agricultural land in the northern portion of the corridor.

#### *Town of Farmington Land Use Review*

According to the 2003 Comprehensive Plan, current land uses along the Route 332 corridor include active agricultural, vacant, public, industrial, commercial, residential single-family and residential multi-family.

The future land use map shows primarily commercial and industrial uses along the corridor, with development patterns being driven by existing public roads, utilities and services.

#### *City of Canandaigua Land Use Review*

According to the City of Canandaigua Comprehensive Plan, over half the land area in the city (58%) is devoted to residential use, with the remaining percentage being mostly commercial and institutional, with some industrial. The city has long had a pattern of mixed uses, and this is anticipated to continue into the foreseeable future, with some potential decline in the remaining industrial uses.

## 4. Service Analysis

### *Town of Canandaigua Service Analysis*

**Water:** Public water is provided to parts of the Town of Canandaigua by the Canandaigua-Farmington Water District. Virtually all of the Route 332 Corridor area has public water available. The Town of Canandaigua, along with several other municipalities in northwest Ontario County and southwest Wayne County, draws water from Canandaigua Lake. The water intake and treatment facility is located on West Lake Road, approximately one and a half miles south of the City of Canandaigua. Water is pumped to a high point in the town near Middle Cheshire Road and flows by gravity from that point. Water pressure is not a problem; in fact pressure reducing valves are necessary in some parts of the system.

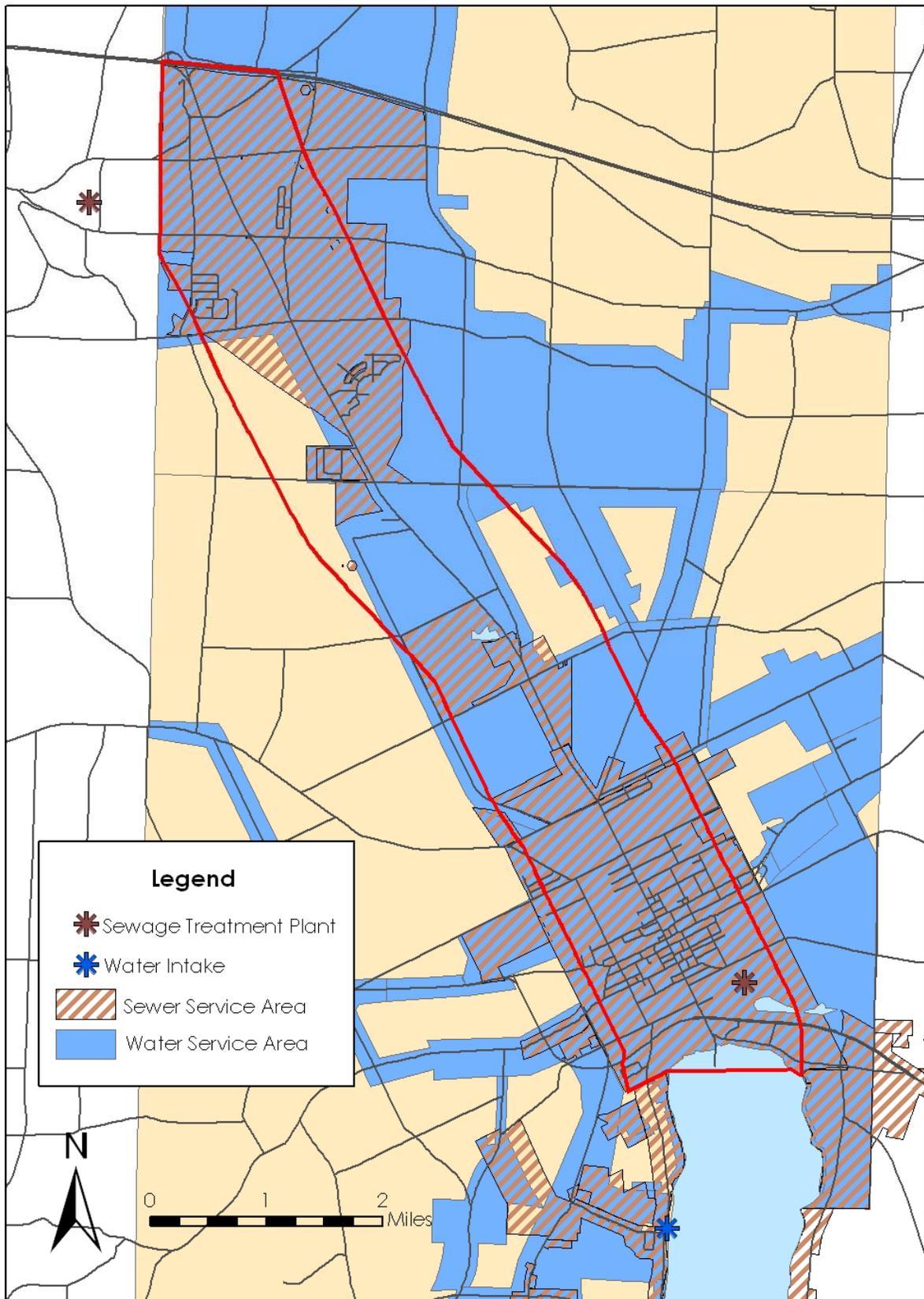
Water is distributed to some sections of the Town receiving public water by the Canandaigua-Farmington Water District. The City of Canandaigua distributes water to the other sections of the Town receiving public water. Water for the areas along the Route 332 Corridor is obtained through several interconnections with the City of Canandaigua's system in the vicinity of North Street. A 12" main then runs northwestward, generally following Route 332, to service properties in the corridor and on into Farmington and other municipalities.

The current maximum capacity of this water system is 4.2 million gallons per day. Typical daily usage is 1.7 million gallons per day (peak usage of 2.2 million gallon per day has occurred). The Route 332 Corridor Build-out Analysis (Phase I) forecasts nearly 1,900 additional housing units in the Towns of Farmington and Canandaigua by 2025. This growth, along with anticipated industrial and commercial growth, could draw an additional 1 to 1.5 million gallon per day from the water system. Although this is well within existing capacity, growth and development in other municipalities depending on Canandaigua Lake water, including sections of the Town of Canandaigua outside the Route 332 corridor, should be monitored. In addition, the maximum amount of water that can be withdrawn from the lake should be closely watched. Currently, the New York State Department of Environmental Conservation permits 6 million gallons per day to be withdrawn, although on-going negotiations are seeking to raise this to 9 million gallons per day.

**Sewer:** Sewers are provided to many parts of the Town of Canandaigua by the Ontario County Sewer System, although this service area is less extensive than public water service. Within the Route 332 Corridor, sewer service is provided to areas along the City of Canandaigua line, and northwestward along Route 332 to Yerkes Road. The sewage flows by gravity to the Ontario County Sewage Treatment Plant on Saltonstall Street in the City of Canandaigua, which discharges into the Canandaigua Outlet. A small area of the northern part of the corridor within the town, along the Farmington Town line (west of Route 332 and north of Purdy Road) is served by the Farmington Sanitary Sewer District and its sewage treatment plant on McMahan Road, just north of Route 96, in the Town of Victor. This plant discharges into Ganargua Creek.

The current maximum capacity of the Ontario County Sewer System (including the City of Canandaigua) is 6.5 million gallons per day. Typical daily usage is at 3 million gallons per day.

Map 3 - Areas of Public Water and Sewer Provision in the Route 332 Corridor



The Route 332 Corridor Build-out Analysis (Phase I) forecasts nearly 550 additional housing units in the Town of Canandaigua by 2025, many of which will be discharging into the Ontario County Sewer System. In addition, substantial commercial and industrial growth is forecasted for the Town of Canandaigua. However, the existing infrastructure servicing the Route 332 Corridor portions of the Town has a reserve capacity of 1.8 million gallons per day, which is adequate to service the forecasted growth.

For the portion of Canandaigua served by the Farmington Sanitary Sewer District, that system's current maximum capacity of the district is 2 million gallons per day with daily use at about 1.8 million gallons per day. In anticipation of this infrastructure reaching capacity, expansion of the system is underway. By 2007, the sewer system will be able to accommodate a total of 4 million gallons per day. Although this infrastructure serves large areas of Farmington and Victor, in addition to the small portion of Canandaigua, there will be more than adequate capacity to accommodate the growth in the Canandaigua portions of its service area.

The Farmington Sanitary Sewer District serves the Town of Canandaigua from approximately Purdy Road to the Canandaigua/Farmington Town Line Road along the west side of Route 332.

**Gas and Electricity:** Energy East provides natural gas and electric services to the Town of Canandaigua through its subsidiaries, New York State Electric and Gas (NYSEG) and Rochester Gas and Electric (RG&E). NYSEG maintains the gas infrastructure in the Town of Canandaigua and RG&E maintains the electric distribution infrastructure.

Unlike water and sewer, gas and electricity are provided by private companies. The construction of water and sewer infrastructure is more expensive than gas and electrical infrastructure. Whereas the presence or lack of water and sewer infrastructure can be a limiting factor to development, this is typically not the case with gas and electricity. As private companies, NYSEG and RG&E respond to demands for service as development projects occur. Consideration is given to the design of the transmission load, as well as permitting necessary to expand various voltage needs. Energy East typically discusses service expansion with the individual land owners and/or developers. Opportunities for the involvement of the municipal planning process is limited.

According to Energy East/RG&E, the Town of Canandaigua has sufficient capacity to supply the projected increase in housing units. Some construction of facilities will be required in order to connect the growth to the distribution system.

In terms of the estimated cost per household for the service RG&E provides (these costs are not to be considered a quotation, only an estimate for planning purposes) the customary RG&E charge for a simple single phase connection to existing infrastructure is \$227.50 plus sales tax as of March 1, 2005. Other additional construction charges may apply if service length is more than the standard allowance or other unusual installation circumstances are encountered, such as the need for additional poles, overhead primary cable, underground primary distribution, etc. This could amount to a few thousand dollars. Any charges would be determined according to applicable tariffs and rates in effect at the time of construction.

Commercial and small industrial loading in the Town of Canandaigua will be more significant. These uses will have impacts at the transmission and distribution levels which are based on the location and timing of the increases. Additional specific infrastructure costs will be determined based on work needed to serve new loads as they develop. Any required contributions by an applicant would be determined under the provisions of applicable tariffs and rates.

**Parks:** The Town of Canandaigua has several parks – West Lake Schoolhouse Park, Leonard Pierce Memorial Park, McJannett’s Park and Onanda Park. The Town also received a land donation of 34 acres adjacent to the City of Canandaigua’s Civic Center on Buffalo Street. The parks, while not located within or adjacent to the Route 332 Corridor, nevertheless serve residents of the corridor. These parks have accommodations such as pavilions, picnic tables and cabins. The primary issue in terms of accommodating forecasted future growth is the location of the parks, clustered in the southern portion of the town, and the need for parking at the parks. Additional parking space can be found on grassy areas of the park near parking lots. Forecasted growth may make this solution unsustainable and more parking space may be required.

**Table 8 - Town of Canandaigua Parks**

	Acres	Approximate Distance to Route 332 Corridor (miles)
Leonard Pierce Mem. Park	2.6	5.0
McJannett's Park	1.0	7.0
Onanda Park	80.0	7.0
West Lake Schoolhouse Park	0.7	1.5
<i>Outhouse property *</i>	<i>34.0</i>	<i>adjacent to corridor</i>
<b>Total</b>	<b>118.3</b>	

*\* The Outhouse property will include soccer and softball fields, as well as picnic areas. It is estimated to be open to the public by 2007.*

Source: Town of Canandaigua Parks Department

**Town Facilities:** The Town of Canandaigua has two municipal facilities – the town hall and the town highway department. The town hall is relatively new and is expected to be able to accommodate future population growth for some time. The town’s highway department is undergoing the addition of space and improvements to existing space. This upgrade is being done primarily due to the age of the facility.

## *Town of Farmington Service Analysis*

**Water:** Public water is provided to many parts of the Town of Farmington by the Canandaigua-Farmington Water District. All of the Route 332 Corridor area of the town has public water available. The Town of Farmington, along with several other municipalities in northwest Ontario County and southwest Wayne County, draws water from Canandaigua Lake. The water intake and treatment facility is located on West Lake Road in the Town of Canandaigua, approximately one and a half miles south of the City of Canandaigua. Water is pumped to a high point in the town near Middle Cheshire Road and flows by gravity from that point. Water pressure is not a problem; in fact pressure reducing valves are necessary in some parts of the system.

Water is distributed in the Town of Farmington by the Canandaigua-Farmington Water District. Water for the areas along the Route 332 Corridor is obtained through several interconnections with the City of Canandaigua's system in the vicinity of North Street. A 12" main then runs northwestward, generally following Route 332, to service properties in Farmington and other municipalities.

The current maximum capacity of this water system is 4.2 million gallons per day. Typical daily usage is 1.7 million gallons per day (peak usage of 2.2 million gallon per day has occurred). The Route 332 Corridor Build-out Analysis (Phase I) forecasts nearly 1,900 additional housing units in the Towns of Farmington and Canandaigua by 2025. This growth, along with anticipated industrial and commercial growth, could draw an additional 1 to 1.5 million gallon per day from the water system. Although this is well within existing capacity, growth and development in other municipalities depending on Canandaigua Lake water should be monitored, as well as the maximum amount of water that can be withdrawn from the lake. Currently, the New York State Department of Environmental Conservation permits 6 million gallons per day to be withdrawn, although on-going negotiations are seeking to raise this to 9 million gallons per day.

**Sewer:** Sewers are provided to many parts of the Town of Farmington by the Farmington Sanitary Sewer District, although this service area is less extensive than public water service. Sewer service is provided to all areas within the Route 332 Corridor portion of the Town. The sewage flows by gravity to the Farmington Sanitary Sewer District sewage treatment plant on McMahon Road, just north of Route 96, in the Town of Victor. This plant discharges into Ganargua Creek.

The sewer system's current maximum capacity of is 2 million gallons per day with daily use at about 1.8 million gallons per day. In anticipation of this infrastructure reaching capacity, expansion of the system is underway. By 2007, the sewer system will be able to accommodate a total of 4 million gallons per day. Although this infrastructure serves large areas of Farmington and Victor, in addition to a small portion of the Town of Canandaigua, there will be more than adequate capacity to accommodate the growth in the Farmington portions of its service area.

**Gas and Electricity:** Energy East provides natural gas and electric services to the Town of Farmington through its subsidiaries, New York State Electric and Gas (NYSEG) and Rochester

Gas and Electric (RG&E). NYSEG maintains the gas infrastructure in the Town of Farmington and RG&E maintains the electric distribution infrastructure.

Unlike water and sewer, gas and electricity are provided by private companies. The construction of water and sewer infrastructure is more expensive than gas and electrical infrastructure. Whereas the presence or lack of water and sewer infrastructure can be a limiting factor to development, this is typically not the case with gas and electricity. As private companies, NYSEG and RG&E respond to demands for service as development projects occur. Consideration is given to the design of the transmission load, as well as permitting necessary to expand various voltage needs. Energy East typically discusses service expansion with the individual land owners and/or developers. Opportunities for the involvement of the municipal planning process is limited.

In the Town of Farmington, Energy East/RG&E indicates that more significant facilities will need to be constructed to supply the projected increase in housing from the existing system. It is not possible at this time to estimate the total increased investment in infrastructure necessary.

In terms of the estimated cost per household for the service RG&E provides (these costs are not to be considered a quotation, only an estimate for planning purposes) the customary RG&E charge for a simple single phase connection to existing infrastructure is \$227.50 plus sales tax as of March 1, 2005. Other additional construction charges may apply if service length is more than the standard allowance or other unusual installation circumstances are encountered, such as the need for additional poles, overhead primary cable, underground primary distribution, etc. This could amount to a few thousand dollars. Any charges would be determined according to applicable tariffs and rates in effect at the time of construction

The increase in loading due to the housing units in the Town of Farmington will likely be small compared to the associated increases in commercial and small industrial loading. These uses will have impacts at the transmission and distribution levels which are based on the location and timing of the increases. Additional specific infrastructure costs will be determined based on work needed to serve new loads as they develop. Any required contributions by an applicant would be determined under the provisions of applicable tariffs and rates.

**Parks:** The Town of Farmington has six parks – Town Park, Pumpkin Hook Park, Mertensia Park, Farmbrook Park, Friends Meeting House Park, and Farmington Grove Park. Pumpkin Hook and Farmington Grove Park have pavilions which can accommodate 50 and 25 people respectively. According to the Town of Farmington Comprehensive Plan, and based on the National Park criteria of 10 acres of park land for every one thousand residents, the town’s parks are at or over capacity. However, since the adoption of the Comprehensive Plan in 2003, Mertensia Park has been completed, adding 20 acres of parkland. The Town is also anticipating acquiring approximately 14-18 additional acres of parkland, as part of ongoing development permitting procedures. With these recent additions, Farmington is well within established guidelines for provision of parkland. Finally, work on the Town’s Parks, Recreation and Open Space Master Plan, as outlined in the Comprehensive Plan, is expected to commence in late 2005.

**Table 9 - Town of Farmington Parks**

	Acres	Approximate Distance to Route 332 Corridor (miles)
Farmbrook Park	9.2	within corridor
Farmington Grove Park	11.0	within corridor
Friends Meeting House Park	3.0	3.0
Mertensia Park	20.0	adjacent to corridor
Pumpkin Hook Park	14.5	2.6
Town Park	19.4	1.0
<b>Total</b>	<b>77.1</b>	

Source: Town of Farmington Parks Department

**Town Facilities:** According to the Town of Farmington Comprehensive Plan, town facilities such as the highway garage and town hall complex are at capacity.

## *City of Canandaigua Service Analysis*

**Water:** Public water is provided to, and distributed within, the City of Canandaigua by the city's Department of Public Works Water District. Public water is available to the entire city. The City of Canandaigua, along with several other municipalities in northwest Ontario County and southwest Wayne County, draws water from Canandaigua Lake. The water intake and treatment facility is located on West Lake Road, approximately one and a half miles south of the City of Canandaigua. Water is pumped to a high point in the Town of Canandaigua near Middle Cheshire Road and flows by gravity from that point. Water pressure is not a problem; in fact pressure reducing valves are necessary in some parts of the system.

The current maximum capacity of the water system is 4.2 million gallons per day. Typical daily usage is 1.7 million gallons per day (peak usage of 2.2 million gallon per day has occurred). The Route 332 Corridor Build-out Analysis (Phase I) forecasts slightly more than 300 additional housing units in the City of Canandaigua by 2025. This growth, along with anticipated industrial and commercial growth, could draw an additional 200,000 to 300,000 gallons per day from the water system. Although this is well within existing capacity, growth and development in other municipalities depending on Canandaigua Lake water should be monitored, as well as the maximum amount of water that can be withdrawn from the lake. Currently, the New York State Department of Environmental Conservation permits 6 million gallons per day to be withdrawn, although on-going negotiations are seeking to raise this to 9 million gallons per day.

**Sewer:** Sewers are provided in all parts of the City of Canandaigua by the city's Department of Public Works Sanitary Sewer District. The sewage flows by gravity to the Ontario County Sewage Treatment Plant on Saltonstall Street in the City of Canandaigua, which discharges into the Canandaigua Outlet.

The current maximum capacity of the Ontario County Sewer System (including the City of Canandaigua) is 6.5 million gallons per day. Typical daily usage is at 3 million gallons per day. The Route 332 Corridor Build-out Analysis (Phase I) forecasts slightly more than 300 additional housing units in the City of Canandaigua by 2025, all of which will be discharging into the Ontario County Sewer System. In addition, commercial growth is forecasted for the City of Canandaigua. However, the existing infrastructure servicing the City has a reserve capacity of 1.75 million gallons per day, which is adequate to service the forecasted growth.

**Gas and Electricity:** Energy East provides natural gas and electric services to the City of Canandaigua through its subsidiaries, New York State Electric and Gas (NYSEG) and Rochester Gas and Electric (RG&E). NYSEG maintains the gas infrastructure in the Town of Canandaigua and RG&E maintains the electric distribution infrastructure.

Unlike water and sewer, gas and electricity are provided by private companies. The construction of water and sewer infrastructure is more expensive than gas and electrical infrastructure. Whereas the presence or lack of water and sewer infrastructure can be a limiting factor to development, this is typically not the case with gas and electricity. As private companies, NYSEG and RG&E respond to demands for service as development projects occur. Consideration is

given to the design of the transmission load, as well as permitting necessary to expand various voltage needs. Energy East typically discusses service expansion with the individual land owners and/or developers. Opportunities for the involvement of the municipal planning process is limited.

According to Energy East/RG&E, the City of Canandaigua has sufficient capacity to supply the projected increase in housing units. Some construction of facilities will be required in order to connect the growth to the distribution system.

In terms of the estimated cost per household for the service RG&E provides (these costs are not to be considered a quotation, only an estimate for planning purposes) the customary RG&E charge for a simple single phase connection to existing infrastructure is \$227.50 plus sales tax as of March 1, 2005. Other additional construction charges may apply if service length is more than the standard allowance or other unusual installation circumstances are encountered, such as need for additional poles, overhead primary cable, underground primary distribution, etc. This could amount to a few thousand dollars. Any charges would be determined according to applicable tariffs and rates in effect at the time of construction

Commercial and small industrial loading will be more significant. These uses will have impacts at the transmission and distribution levels which are based on the location and timing of the increases. Additional specific infrastructure costs will be determined based on work needed to serve new loads as they develop. Any required contributions by an applicant would be determined under the provisions of applicable tariffs and rates.

**Parks:** The City of Canandaigua has seven parks – Baker Park, Jefferson Park, Kershaw Park, Lakefront Park, Downtown Minipark, Gibson Street Park and Sonnenberg Park. In terms of recreation, they also have the City Pier and the Telyea Tot Lot. The City Manager’s office says there is constant demand for green space in the City of Canandaigua. The City plans to upgrade existing parks, build a new soccer field, and develop a Lagoon Park. Additionally, new parks will be developed to provide green space and active recreation throughout the City to the benefit of the entire community.

Table 10 - City of Canandaigua Parks

	Acres	Approximate Distance to Route 332 Corridor (miles)
Baker Park	23.0	within corridor
City Pier	n/a	within corridor
Downtown Mini-Park	0.5	within corridor
Gibson Street Park	1.5	within corridor
Jefferson Park	8.0	within corridor
Lakefront Park	11.0	within corridor
Sonnenberg Park	8.0	within corridor
Telyea Tot Lot	1.0	within corridor

Source: City of Canandaigua Parks Department

**City Facilities:** The City of Canandaigua has several municipal facilities – city hall, a police department, two fire departments and a public works department. The city facilities are suitable for current and projected needs of 304 housing units. Concerns do arise in terms of garbage pickup in the city. It was stated that an addition of 50 more homes in the city would create the need to purchase an additional garbage truck.

**Library:** Library services are provided by the Wood Library, which is located in the City of Canandaigua on Main Street (Route 332). The library serves the populations of the City of Canandaigua as well as the towns of Canandaigua, Farmington, Hopewell, Gorham and Manchester. There are about 13,000 library cards distributed in the area. From 2002 to 2003 there was a 9% increase in information checked out, or about 215,000 items.

With the advent of the internet, patronage of the library has increased. The access to the internet includes service to travelers, seniors, students, job seekers and people who do not have personal computers.

There is increasing demand for library services. These vital services include research, education and community activity. As a result expansion plans are underway for additional space to accommodate children’s activities and community meeting space.

The library receives 61% of their funding from the City of Canandaigua; additional funding comes from the Towns of Canandaigua, Farmington, Hopewell, Gorham and Manchester. It is not mandatory funding, so as population and demand increase there is a concern as to how and where library services will be provided.

## 5. Transportation Analysis

### *Public Transit*

As outlined in the February 2003 report *Linking People to the Workplace*, prepared by the Ontario County Planning Department and the Ontario County Transportation Office, the County has made significant investments in public transportation. In 1996, the County contracted the management, operation, and maintenance of the County Area Transit System (CATS) to First Transit, an Elmira-based transit corporation. Through this system, Ontario County offers its residents two types of transportation services: fixed-route and dial-a-ride (DAR). The fixed route system includes five routes that operate 7 days a week on a fixed daily time schedule, except on Thanksgiving and Christmas. Bus Route 3 serves the Route 332 Corridor, running from downtown Canandaigua to Eastview Mall in Victor via Routes 332 and 96. This also provides a connection to the public transit system of the Rochester metropolitan area, the Rochester-Genesee Regional Transit Authority (RGRTA), which also serves Eastview Mall. CATS is in the process of updating its routes in the Canandaigua/Route 332 area.

Since its start-up, CATS ridership has continued to increase. Ridership on the fixed route system increased from 120,306 boardings in 1999 to 237,892 boardings in 2004. This represents a growth of 98% since 1999. DAR statistics show a steady increase in ridership from 28,151 boardings in 1999 to 90,949 in 2004. This represents an increase of 223% since 1999.

Although fixed routes have been periodically modified over the years to accommodate an increased demand for the service, area employers continue to cite “transportation” and “transportation access” as major barriers to potential employees in accessing entry-level positions.

There are an increasing number of individuals that travel to work by bus. The number of Ontario County residents that use the bus increased 49% since 1990. Within the Route 332 Corridor municipalities, the overall increase has been 29%. Nearly one thousand households in the three corridor municipalities do not have a private vehicle, making the provision of public transit an especially important service.

**Table 11 - Transit Use and Households Without Private Vehicles**

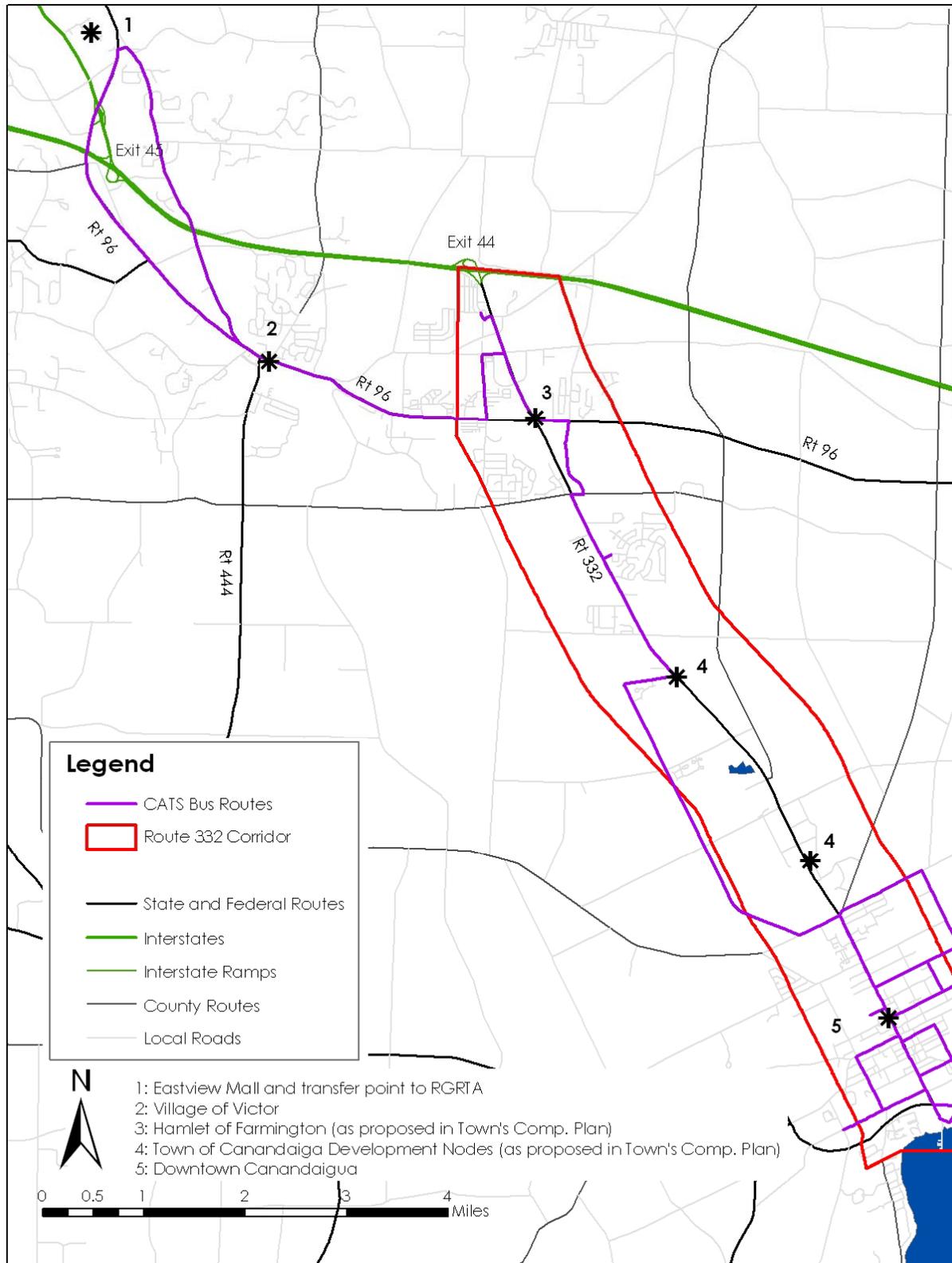
Municipality	Number of Workers over 16 Using the Bus		Percent Change	Number of Households With No Vehicle
	1990	2000		
Town of Canandaigua	11	7	-36%	103
Town of Farmington	29	22	-24%	142
City of Canandaigua	32	64	100%	734
Corridor Total	72	93	29%	979

Source: Linking People to the Workplace (2003)

The provision of public transit has grown significantly in recent years within the corridor and Ontario County as a whole. As the corridor grows in both residents and employment centers, the need for public transit will only increase. This is especially true if the nodes of development in the Route 332 corridor (e.g., the hamlet of Farmington at the 332-96 intersection) develop as suggested by the Comprehensive Plans of both Farmington and Canandaigua. The plans suggest nodes of development that is relatively dense with a mix of uses. To have these nodes, or “hamlets,” reach their full potential as lively, vibrant, desirable places, emphasis needs to be placed on encouraging walkability. Ensuring that new development is appropriately sited and scaled for pedestrians is one way to encourage walking. Another way of promoting pedestrian activity is to encourage people to park once and walk from place to place or take public transportation. While at present, residential and office uses are not always within easy walking distance of these nodes, it is anticipated that as development continues, the new development will conform to the new comprehensive plans and zoning of the Towns and begin to create more mixed-use, denser places.

Also, these nodes/hamlets are only a few of many throughout Ontario County and the Genesee-Finger Lakes Region. Together with villages and cities, these nodes/hamlets should be recognized as interdependent places. Ontario County, and in particular the Route 332 corridor, is strongly linked to the culture and economy of Greater Rochester and Monroe County. Therefore, as noted in the 2003 Ontario County transit study *Linking People to the Workplace*, opportunities exist to analyze potential regional links or connections with outside transportation systems, such as those operated in contiguous counties by the Rochester-Genesee Regional Transportation Authority.

Map 4 - Transportation Infrastructure



*Private Vehicles*

The Route 332 corridor is well connected to other parts of Ontario County and the region by State Routes 5&20, 21, and 96, and many county and local roads. Route 332 itself was recently improved to four lanes.

The Route 332 corridor also includes a connection to the New York State Thruway (I-90). In relation to the Route 332 corridor, the Thruway provides an expressway connection to I-490 and the Rochester metropolitan area. Therefore, the Thruway is a key component of the transportation system of the corridor.

Recent improvements to the Thruway between the I-490 exit (Exit 45) and the Route 332 exit (Exit 44) have made travel between the 332 corridor area and the Rochester metropolitan area quicker.

More rapid access, coupled with the population growth of the Route 332 corridor, as well as the corridor’s continued strong connection with the Rochester metropolitan area, is shown in Table 12. Between 1995 and 2002, total vehicles exiting at the Route 332 exit (Exit 44) has grown by 29.6%. This compares to a New York State Thruway-wide growth of 24.1%.

**Table 12 - Thruway (I-90) Traffic Analysis for Exit 44**

Year	Total Exiting Traffic - Exit 44	Change from Previous Year	Percent Change		Total Exiting Traffic - Thruway Total	Change from Previous Year	Percent Change
1995	1,845,216				109,419,564		
1996	2,012,959	167,743	9.1%		114,461,664	5,042,100	4.6%
1997	2,215,260	202,301	10.0%		119,560,614	5,098,950	4.5%
1998	2,436,426	221,166	10.0%		126,701,791	7,141,177	6.0%
1999	2,491,431	55,005	2.3%		132,234,692	5,532,901	4.4%
2000	2,569,808	78,377	3.1%		136,341,272	4,106,580	3.1%
2001	2,626,084	56,276	2.2%		139,312,256	2,970,984	2.2%
2002	2,622,181	-3,903	-0.1%		144,164,010	4,851,754	3.5%
2003	2,807,729	185,548	7.1%		147,090,202	2,926,192	2.0%
<b>Yearly Average</b>		<b>120,314</b>	<b>5.5%</b>			<b>4,708,830</b>	<b>3.8%</b>
<b>9 Year Total</b>		<b>962,513</b>	<b>36.7%</b>			<b>37,670,638</b>	<b>26.1%</b>

Source: New York State Thruway Annual Report 1995-2003

Despite this growth, there is still considerable excess capacity on the sections of the Thruway near the corridor. As Table 12 shows, traffic ranges from 20-23% of capacity.

This is also true on the other major routes in the Route 332 Corridor. As Table 13 shows, traf-

fic ranges from 12 to 29% of capacity. In all cases (Thruway and other major routes), it is important to note that these traffic and capacity figures represent a 24 hour average. At certain times of the day and certain times of the year, traffic may be much closer to the capacity of certain roadway sections.

**Table 13 - Route 332 Corridor Major Routes Traffic Analysis**

Route	Section	AADT*	Capacity	Percent of Capacity	Count Year
5&20	Canandaigua west city line to Rt 332	12,208	96,000	12.72%	2002
5&20	Rt 332 to Canandaigua east city line	22,689	96,000	23.63%	2000
I-90	Exit 45 (I-490) to Exit 44 (Rt 332)	55,466	259,200	21.40%	2003
I-90	Exit 44 (Rt 332) to Exit 43 (Rt 21)	42,738	172,800	24.73%	2003
96	Rt 21 in Manchester to Rt 332	8,199	48,000	17.08%	2001
96	Rt 332 to County Road 3	13,491	48,000	28.11%	2001
332	Rts 5&20 to Bristol St	17,535	96,000	18.27%	2003
332	Bristol St to Rt 21	25,610	96,000	26.68%	2001
332	Rt 21 to Canandaigua north city line	26,259	96,000	27.35%	2003
332	Canandaigua north city line to Town Line Rd	20,320	96,000	21.17%	2002
332	Town Line Rd to County Road 41	18,190	96,000	18.95%	2002
332	County Road 41 to Rt 96	17,707	96,000	18.44%	2002
332	Rt 96 to I-90	15,186	96,000	15.82%	2001
21	Canandaigua west city line to Rt 332/Rts 5&20	12,208	96,000	12.72%	2002
21	Rts 5&20 to to Bristol St	17,535	96,000	18.27%	2003
21	Bristol St to West Ave	22,411	96,000	23.34%	2003
21	West Ave to Gibson St	25,610	96,000	26.68%	2001
21	Gibson St to Canandaigua east city line	5,370	48,000	11.19%	2003

\* Average Annual Daily Traffic

Source: New York State Department of Transportation Traffic Volume Report by County 1999-2003

## **6. Findings and Conclusions**

### ***General Findings and Conclusions***

Phase I of the Route 332 Corridor Development Analysis Project calculated the zoning capacity, build-out, and corresponding fiscal impact of forecasted development in the corridor. Phase II took the information from Phase I and reviewed it against existing comprehensive plans, zoning, likely land uses, service and infrastructure provision and transportation capacity.

Land use regulations are largely adequate throughout the corridor. In certain instances, municipalities may wish to review zoning laws so that the laws guide growth into the sort of community envisioned in the comprehensive plans.

In most cases, based on the forecasting methods of this report, there is adequate existing capacity to accommodate forecasted growth. The few areas where services are approaching capacity, such as the potential limits of water withdrawal from Canandaigua Lake, may signal to the municipalities that analysis of possible solutions is necessary.

Overall, this project is intended to serve as a starting point for further and ongoing community discussions on changing land uses and accommodating the future growth and development forecasted for this corridor.

### ***Town of Canandaigua Findings and Conclusions***

#### ***Comprehensive Plan***

The only aspect of the corridor that the Comprehensive Plan does not fully address is the provision of transit services. Ontario County, through the County Area Transit Service (CATS), has made significant investment in public transit, and it would be useful if local planning documents fully acknowledged this service. As the corridor grows in both residents and employment centers, the need for transit will only increase. This is especially true if the two nodes of development in the Route 332 corridor develop as suggested by the plan: that is, as relatively dense, mixed use centers. These centers would be well served by transit that could presumably reduce the need for parking and encourage pedestrian activity.

These nodes/hamlets are only a few of many throughout Ontario County and the Genesee-Finger Lakes Region. Together with villages and cities, these nodes/hamlets should be recognized as interdependent places on a regional scale.

#### ***Zoning***

As currently formulated, the proposed zoning is an excellent tool to guide future growth in the Route 332 Corridor in the Town of Canandaigua. The sole recommendation at this time is for the Town to adopt and enforce the proposed zoning.

#### ***Land Use***

The Town of Canandaigua should continue to actively support the water quality work of the Canandaigua Watershed Council, particularly with regard to stormwater runoff. While the Town has not yet been designated as a regulated Municipal Separate Storm Sewer System (MS4) by the New York State Department of Environmental Conservation, it is possible that it will be so designated in the next phase of the program, after 2008. This designation would require that the Town adopt certain local ordinances and institute certain practices to address stormwater and the non-point source pollution that can occur from stormwater.

Sound land use practices can help the Town meet its goals for non-point source pollution. In addition, encouraging a more compact pattern of development, through techniques and tools such as smaller lots sizes and cluster subdivisions, can help minimize the construction of new impervious surfaces (large parking lots, roofs, etc.). These impervious surfaces increase stormwater runoff volumes and prevents the infiltration of stormwater runoff into the ground where pollutants can be filtered out. The Town should review how it will meet the 2008 deadline for addressing stormwater runoff as part of the State MS4 program.

Successful accommodation of the future growth estimated for the Town of Canandaigua will require thoughtful application of its zoning regulations. Maintaining agriculture and/or open space along the corridor, while directing growth to designated development “nodes” will enhance the community and prevent the corridor from becoming a long undifferentiated strip of development from end to end.

### *Services*

The Town of Canandaigua should continue its collaborative work with other municipalities that draw water from Canandaigua Lake, and should explore ways to expand this collaboration. While future growth forecasts for the Town of Canandaigua show adequate capacity, the water infrastructure for the Town is part of a larger regional system. All future growth in the region that draws water from Canandaigua Lake needs to be balanced against the capacity of the Lake itself to supply water. While this supply is plentiful, it is not limitless.

The Town should continually assess the provision of parkland (include parking facilities), and the location of that parkland relative to growth areas, to ensure its adequacy.

## ***Town of Farmington Findings and Conclusions***

### *Comprehensive Plan*

The Comprehensive Plan expresses the desire for a development pattern with densities to justify retail or support existing retail, as well as improved walkability. The plan also states a desire for incentives for increased buffering and setbacks. Residential densities necessary to support retail, especially retail within walking distance, are created by a more compact style of development. In many instances, large buffers, berms, and setbacks are inappropriate in certain areas of the community and can inhibit the walkability of a place by forcing various buildings or uses to be more “spread out.” Future editions of the Comprehensive Plan should provide greater clari-

fication on this issue.

Also, as with other municipal Comprehensive Plans in the corridor, there is very limited mention of transit services. Ontario County, through the County Area Transit Service (CATS), has made significant investment in public transit, and it would be useful if local planning documents fully acknowledged this service. As the corridor grows in both residents and employment centers, the need for transit will only increase. This is especially true if the node of development in the Route 332 corridor (i.e. the hamlet of Farmington at Routes 332 and 96) develops as suggested by the plan: that is, as a relatively dense, mixed use center. This center would be well served by transit that could presumably reduce the need for parking and encourage pedestrian activity.

These nodes/hamlets are only a few of many throughout Ontario County and the Genesee-Finger Lakes Region. Together with villages and cities, these nodes/hamlets should be recognized as interdependent places on a regional scale.

### *Zoning*

The Town of Farmington's zoning regulations have the opportunity to further encourage 'human' or 'pedestrian' scaled development. This can be achieved through minor changes to the setback and lot size requirements.

While the Comprehensive Plan states that residents desire a "town center" and the plan promotes the concept of developing "hamlets" or "nodes" (including one at the intersection of Route 332 and 96), the zoning does not necessarily reinforce this. A review of the zoning requirements for the General Business District shows a required minimum 75 foot front setback from the street, a maximum lot coverage of 35%, and a minimum lot size of 40,000 square feet, nearly one acre. Applying all three of these regulations to new development may lead to buildings surrounded by a significant amount of open space or parking areas, which may not be conducive to pedestrian activity or a sense of community.

As growth in the Town and along the Route 332 Corridor continues into the future, the Town may wish to re-examine some of the zoning in the southwest quadrant of the Town. For example, minimum setbacks from the street should be significantly reduced to the zero to 20 foot range. A *maximum* setback in the range of 25-35 feet, as well as the minimum setback, should be stipulated. In addition, as this area is serviced by public sewers, the minimum lot size should be reduced to 10,000 square feet, or less. Quarter acre lots are conducive to a more pedestrian-scaled, hamlet type of environment. It can also provide greater opportunity for new and/or independent business that cannot afford larger parcels of land. While providing adequate parking with a pattern of smaller lots can be a challenge, shared parking arrangements, as well as on-street parking on any existing or newly constructed side-streets off of Route 332 should be explored. The issue of parking should not be used as the sole reason as to why a community cannot develop in a more compact, pedestrian-friendly format.

### *Land Use*

Farmington has been designated as a regulated Municipal Separate Storm Sewer System (MS4)

by the New York State Department of Environmental Conservation. This designation requires that the Town adopt certain local ordinances and institute certain practices to address stormwater and the non-point source pollution that can occur from stormwater.

Sound land use practices can help the Town meet its required goals for non-point source pollution. In addition, encouraging a more compact pattern of development, through techniques and tools such as smaller lots sizes and cluster subdivisions, can help minimize the construction of new impervious surfaces (large parking lots, roofs, etc.). These impervious surfaces increase stormwater runoff volumes and prevents the infiltration of stormwater runoff into the ground where pollutants can be filtered out. The Town should review how it will meet the 2008 deadline for addressing stormwater runoff as part of the State MS4 program.

Successful accommodation of the future growth estimated for the Town of Farmington will require reviewing and thoughtfully applying its zoning regulations. The corridor represents one sector of the overall Town, and is designated as a development area. Current ordinances and regulations are sound policies; rigorous implementation of these policies will achieve significant results in guiding future growth in a way that reflects the goals of the Town's residents as documented in the Comprehensive Plan.

### *Services*

The Town of Farmington should continue its collaborative work with other municipalities that draw water from Canandaigua Lake, and should explore ways to expand this collaboration. While future growth forecasts for the Town of Farmington show adequate capacity, the water infrastructure for the Town is part of a larger regional system. All future growth in the region that draws water from Canandaigua Lake needs to be balanced against the capacity of the Lake itself to supply water. While this supply is plentiful, it is not limitless.

If the Town's quality of life is to be maintained for future residents, the majority of whom will locate in the corridor, then additional parkland is needed to address the parkland capacity limitations noted in the Town's Comprehensive Plan. Unless suitable parkland can be acquired through outright donation or grants to fund parkland purchases, acquiring the land will require capital expenditures by the Town. Maintaining additional parkland will require ongoing expenditures by the Town.

Based on forecasted growth from Phase I of this report, and as noted in the Town's Comprehensive Plan, expansion of the Town's highway garage and Town Hall complex will be necessary. The town should consider issuing a 'request for proposals' from qualified architects so that they might examine the space and facility needs of the town.

## ***City of Canandaigua Findings and Conclusions***

### *Comprehensive Plan*

Concern arises in the Comprehensive Plan with the issue of development and coordinated development with adjacent municipalities. For example, the area surrounding Main and North

Streets is a key gateway into the city and it is important to make a favorable first impression. This is particularly true as Canandaigua's, and the Finger Lakes as a whole, continue to grow the tourism sector, a sector that largely depends on aesthetics and impressions. Development of a coordinated approach and guidelines, and subsequent adherence those guidelines will help in addressing this concern.

Traffic and its affects are also an issue that arises from the Comprehensive Plan. Route 332/Main Street will continue to be a major traffic artery through the city and conduit for traffic from points south and eastward. As these areas continue to grow, traffic will increase and maintaining the community character of the City of Canandaigua will become more and more challenging. Growth within the City, including commercial and industrial growth, will also contribute to this traffic. The City should continue to encourage a mix of uses along Main Street, especially residential uses and ensure that Main Street traffic does not become a deterrent to these mixed uses. The City, in collaboration with the New York State Department of Transportation, may wish to examine traffic calming measures for Main Street.

### *Zoning*

One of the main drawbacks of the zoning is not extending the same "community building" zoning regulations found along Main Street to the Eastern Boulevard/Routes 5&20 area of the city. This area of the city is dominated by large parking lots and auto-oriented uses that contrasts starkly with the pedestrian scale and sense of place that exists along Main Street. While relatively few pedestrians currently live within easy walking distance of the Eastern Boulevard commercial area, this area, as well as the lakefront areas immediately to the south, continue to show growth. With updated zoning, this new growth could be harnessed to help mitigate the effects of the existing development. The transformation of the Eastern Boulevard area from a highway strip into a beautiful and valued part of the community, an effort that has already begun with the recent roadway landscaping work, would be advanced.

The crucial Central Business District Zoning also does not stipulate *maximum* building setbacks or *minimum* building heights. These requirements are key in reinforcing the established pattern of downtown Canandaigua. In the use table, this district should also include and encourage residential accessory uses (i.e. apartments above stores), again to reinforce the traditional pattern of this part of the community and fill a housing niche as the entire corridor experiences future growth.

A minor semantic drawback is the reference to the zoning district in the downtown area as "Central Business." The City should actively encourage through whatever means possible the sort of mixed use developments (retail/office/residential) that vibrant community centers depend upon. Therefore, it is recommended that the designation of this district be changed to something along the lines of "City Center-Mixed Use" or "Community Center."

### *Land Use*

As the corridor continues to gain population over the next several decades, the challenge for the City of Canandaigua will be to attract a portion of that growth to bolster its population and tax

base, a challenge for cities and villages across Upstate New York and one that Canandaigua is in a unique position to benefit from. However, much of the city's land area is developed so accommodating growth and new land uses will require careful work on the part of city staff and land use review boards.

There are areas of the city, especially the lakefront/Eastern Boulevard corridor, that could benefit from enhanced building placement, density, and pedestrian connections. This area currently exhibits a classic "strip retail" pattern and has the potential, through carefully designed new development, to become a role model for the retro-fit of these strips in communities across New York State.

The City of Canandaigua should continue to actively support the water quality work of the Canandaigua Watershed Council, particularly with regard to stormwater runoff. While the City has not yet been designated as a regulated Municipal Separate Storm Sewer System (MS4) by the New York State Department of Environmental Conservation, it is possible that it will be so designated in the next phase of the program, after 2008. This designation would require that the City adopt certain local ordinances and institute certain practices to address stormwater and the non-point source pollution that can occur from stormwater.

Sound land use practices can help the City meet goals for non-point source pollution. In addition, encouraging a more compact pattern of development, through techniques and tools such as smaller lots sizes, smaller building sizes, and most importantly, smaller parking lots, can help minimize new impervious surfaces (large parking lots, roofs, etc.). These impervious surfaces increase stormwater runoff volumes and prevent the infiltration of stormwater runoff into the ground where pollutants can be filtered out.

### *Services*

The City of Canandaigua should continue its collaborative work with other municipalities that draw water from Canandaigua Lake, and should explore ways to expand this collaboration. While future growth forecasts for the City show adequate capacity, the water infrastructure for the City is part of a larger regional system. All future growth in the region that draws water from Canandaigua Lake needs to be balanced against the capacity of the Lake itself to supply water. While this supply is plentiful, it is not limitless.

The City of Canandaigua will most likely continue to provide some level of municipal services for neighboring communities (water, sewer, library, etc.). While this is a form of intermunicipal cooperation that should be encouraged, the City may wish to examine the funding mechanisms for these services, especially as forecasted future growth places new demands on them.

The Wood Library should consider developing a funding model, in collaboration with the City of Canandaigua and other participating municipalities to ensure stable and adequate funding to this vital community institution.