

# *NYS Routes 5&20 Corridor Study Lima to Canandaigua*

## **FINAL REPORT**



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## **Appendices**

***Appendix A*** – Public Involvement Materials

***Appendix B*** – Traffic Data

***Appendix C*** – Accident Data and Diagrams

***Appendix D*** – Steering Committee Materials

***Appendix E*** – Programmatic and Funding Source Information

***Appendix F*** – Overlay District Examples

## **A. Introduction to Project**

### 1) Project Overview

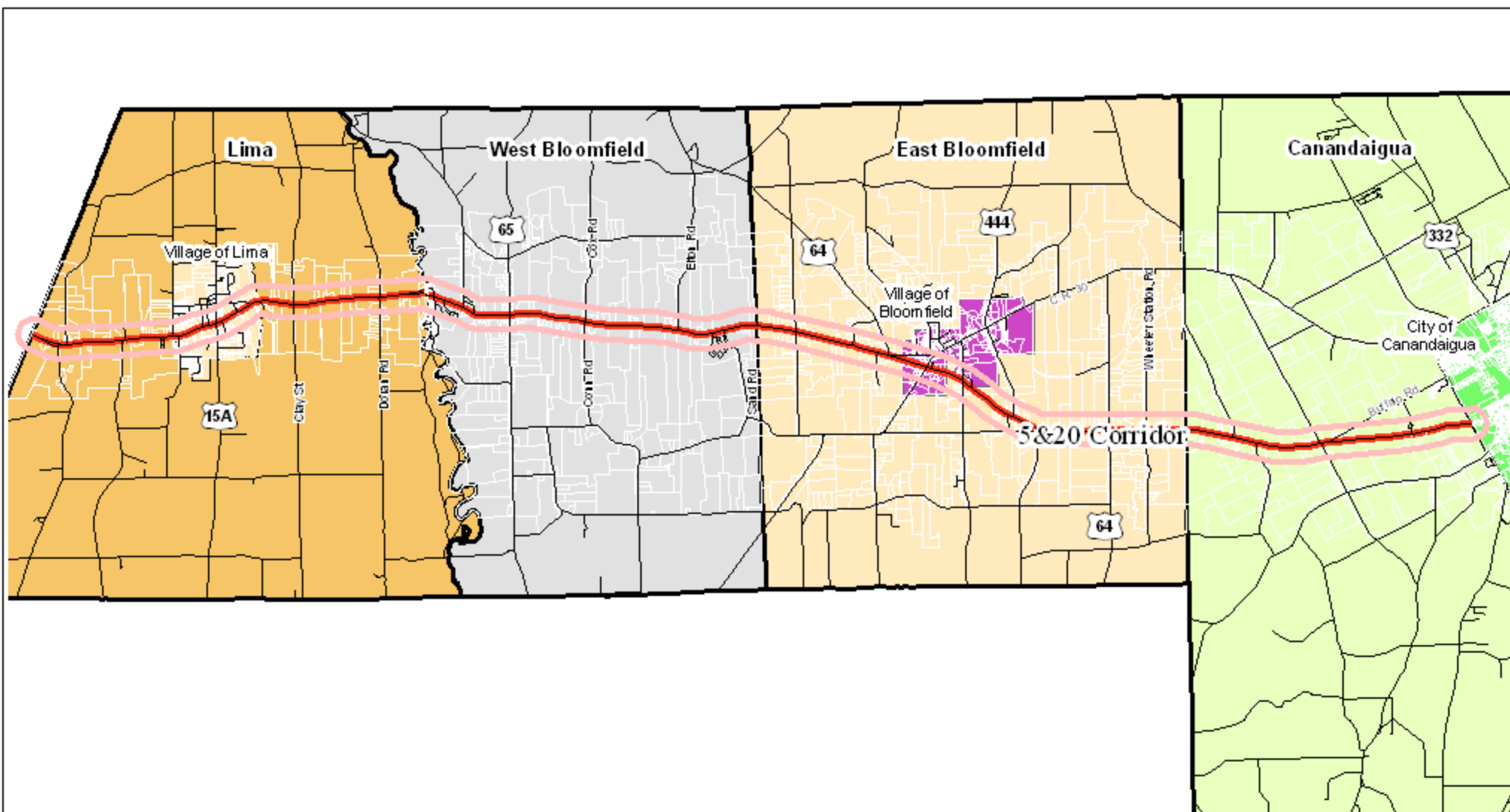
NYS Routes 5&20 between Lima and Canandaigua is a scenic roadway serving the needs of truckers, commuters, tourists, non-motorized transportation users, as well as the day-to-day needs of the area residents. The land along this corridor has retained much of its rural and historic character, while accommodating population growth and the increasing transportation needs of the corridor users.

The Genesee Transportation Council (GTC), as part of their Unified Planning Work Program (UPWP) funded this project to develop a common vision for the corridor that:

- Reflects the goals of each community;
- Enhances community character and resources;
- Promotes safety for motorized and non-motorized travelers;
- Enhances the tourism potential of the corridor;
- Fosters cooperation between the public and private sectors and citizens; and
- Builds on the findings and recommendations of the Routes 5 & 20 Access Management Plan.

The portion of the corridor studied as part of this project includes the Town and Village of Lima, Town of West Bloomfield, Village of Bloomfield, Town of East Bloomfield, and the Town of Canandaigua, as shown in **Figure A-1**. In addition to representatives from these municipalities, Ontario County (Lead Agency), Livingston County, GTC, New York State Department of Transportation (NYSDOT), and the Livingston and Ontario County Tourism Promotion Agencies were consulted and involved in the project.

This study examines NYS Routes 5&20, and all properties within 1,000 feet of its right-of-way.



Map not drawn to scale

### Legend

#### Towns

- Canandaigua
- East Bloomfield
- West Bloomfield
- Lima

#### Villages

- Lima
- Bloomfield
- Study Corridor
- 1,000 FT Buffer Area

Tax Parcels

**FIGURE A-1**  
**NYS ROUTE 5 & 20 CORRIDOR**



The scope of work for the project was to:

- Assess the build out of land under existing land use regulations and determine what impact on transportation that buildout would have;
- Conduct a thorough inventory of natural and cultural resources, scenic views, and other important corridor assets;
- Develop a common corridor vision along with goals and objectives for future development;
- Provide specific recommendations needed to implement the vision identified;
- Identify and develop access and traffic management techniques and improvements that would minimize safety hazards, congestion points, and property access problems;
- Have the recommendations and improvements be in a format suitable for adoption by municipalities as addendums or amendments to their current comprehensive plan; and
- Incorporate the interests of the counties, municipalities, involved agencies, business owners, residents, commuters, and other interested organizations or individuals.

This is a planning-level study. The recommendations are general in nature and are based on the desires and input of the municipalities and residents involved in the planning process. These recommendations were not developed using detailed engineering techniques and would require further investigation to determine if they are warranted under local, regional, and state agency standards. Further involvement with approval agencies (primarily the NYSDOT) would be required prior to the actual implementation of most of the recommendations provided in this section, particularly those related to the highway and infrastructure improvements.

## 2) Public Involvement

This project involved the establishment of a single advisory committee that oversaw the work effort and was the primary point of contact throughout the project. The advisory committee included representatives from Ontario County, Livingston County, the Towns of Canandaigua, East Bloomfield, West Bloomfield, Lima, and the Villages of Bloomfield and Lima. The committee also included representatives from GTC, NYSDOT. The advisory committee met six (6) times during the course of the project and provided input into the content and the format of the final product (agendas and meeting minutes from these meetings are included in Appendix D).

In addition to the advisory committee, 3 public meetings were held that also included focus groups of people with particular interests in the corridor as a transportation corridor, scenic corridor, developable land, farmland, or historic or natural resource landscape. These focus groups answered questions and provided insight into ways the corridor was working, or not working, for their particular group. This detailed information helped to identify, and ultimately balance, the various interests of the users of the Routes 5&20 corridor. Additional meetings were held with Town Highway Supervisors and the NYSDOT to discuss specific roadway improvement recommendations.

At the first public meeting, the public was presented with information about the purpose of the study, and with existing conditions information, then asked to participate in a comprehensive survey about various characteristics of the corridor (see Section D for more information on the survey). This survey assisted the consultant team in developing standards for new development and for drafting recommendations for individual municipalities and the corridor as a whole. A second public meeting reviewed future build out conditions and discussed alternative development scenarios. A final public meeting was held to review recommendations prior to the report being finalized. The public also had an opportunity to review the various stages of the plan and provide input at any time through the Ontario County Planning Department's website. All agendas, presentations and meeting materials from the public meetings are included in Appendix A.

### 3) Project Timeline

The project spanned approximately one year as shown in the table below. The months that committee meetings, as well as public and focus group meetings, took place are also noted.

Task	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Compile baseline info.												
Current build-out scenario												
Develop corridor vision												
Alter. development patterns/needs assess.												
Corridor development guidebook												
Final document prep.												
5 steering committee mtgs.												
Public meetings												
Focus group mtgs.												

### 4) Additional Information

For additional information about the project please contact:

Ontario County Planning Dept.  
20 Ontario Street  
Canandaigua, NY 14424  
(585) 396-4455

Livingston County Planning Dept.  
6 Court Street, Room 305  
Geneseo, NY 14454-1043  
(585) 243-7550



## **B. Existing Conditions**

### 1) Land Use

The NYS Routes 5&20 corridor from the western boundary of the Town of Lima to western boundary of the City of Canandaigua, is generally characterized as a rural roadway with expansive farms, rolling hills of agricultural fields and open spaces. The Villages and Hamlets have pockets of commercial uses, light industrial activities in select areas, large-lot single family homes, higher density housing areas, churches, schools, and other uses that support the population that lives in the vicinity of, and travels through, the corridor. As shown in **Figure B-1**, much of the land along and surrounding the corridor is agricultural in use with pockets of higher intensity uses.

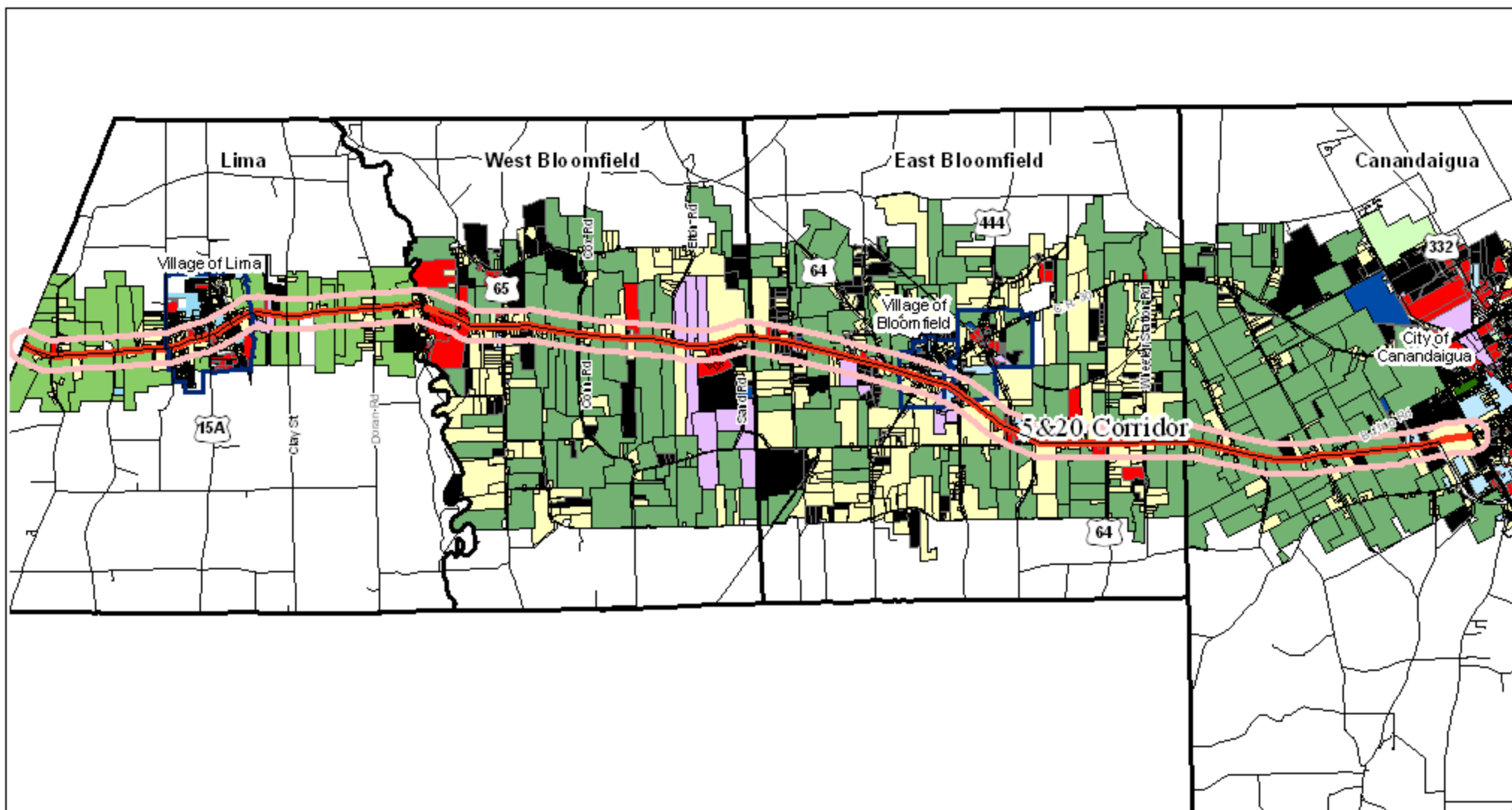
#### Town of Lima

Outside the Village, the land use along the corridor is mostly single family residential or agricultural/open space. Approaching the Village from the west, the land is mostly used as single family housing, with large lots or adjoining farmland. There are a few commercial uses such as a restaurant, and a motel.

On the east side of the Village, the land use is again predominately agricultural with the exception of light industrial uses between the Village line and Clay Street. Additionally, on the north side of Routes 5&20, there are some small commercial lots that are car repair shops or dealerships.













#### Village of Lima

The portion of the corridor within the Village of Lima has a mixture of small-lot residential uses mixed with an established commercial district surrounding the intersection of Routes 5&20 and Route 15A. Government buildings, churches and other community services are also within this area. The Village is almost fully developed with only a few “vacant” lots.



Map not drawn to scale

### Legend

	Agricultural		Industrial		Study Corridor
	Residential		Public Services		1,000 FT Buffer Area
	Vacant		Commercial		Tax Parcels
	Recreation/Entertainment		Conservation Lands		
	Community Services				

**FIGURE B-1  
EXISTING LAND USE**



### Town of West Bloomfield

As the corridor enters West Bloomfield the residential uses increase in density as approaching the Hamlet, which has predominantly commercial and public uses. There is a strip of antique shops on the north side with car repair shops and other commercial uses along the south. From the commercial area heading east into a single-family residential area and then transitioning into open agricultural lands, which comprises the majority of the remaining portion of West Bloomfield. Near the eastern Town boundary there are several parcels that have industrial uses before crossing Sand Road and entering the Town of East Bloomfield.

### Town of East Bloomfield

The western portion of East Bloomfield is predominately agricultural and low density residential uses. Approaching the Village of Bloomfield, the uses become more intense with an industrial park on the south side of Routes 5&20 and offices and commercial uses scattered among residential areas. After passing through the Village, the corridor is still largely surrounded by commercial uses; hotels, retail shops, antique centers and car services are among the specific uses. Once passing Wheeler Station Road, the corridor once again becomes quite rural in nature, with the predominate land use being agricultural and large lot residential.

### Village of Bloomfield

The portion of the Village that the Routes 5&20 traverses, is largely a mix of single and multi-family residential lots, with commercial buildings such as restaurants, and shops mixed in. Park land and school land is also within the corridor study area. This study also examined portions of the Village that are not immediately adjacent to the corridor, which are largely comprised of small lot residential uses, several retail businesses, and the area's school buildings.

### Town of Canandaigua

The portion of the corridor that is in the Town of Canandaigua is almost all in an agricultural district and 90% of the land is currently classified as being used for agricultural purposes. There are some large lot residential parcels, one community service lot (Town Hall facility) and only 3 lots classified as vacant within the project limits.

## 2) Utilities

To assess where future development may occur, and the type of development that could be supported along the corridor, each municipality was surveyed as to what public utilities were available along Route 5&20.

### Town of Lima

- Public water along Routes 5&20
- No public sewer in Town

### Village of Lima

- All areas along corridor have public water and sewer

### Town of West Bloomfield

- Public water along Routes 5&20
- No public sewer

### Town of East Bloomfield

- Public water along 5&20
- Sewer from western boundary of the Village west to approximately the Crosman's building. Sewers east of the village boundary are limited to a few buildings east of the Village and west of Oakmount Avenue.

#### Village of Bloomfield

- Public water along Routes 5&20
- Sewer from western boundary to Oakmount Avenue

#### Town of Canandaigua

- Public water along 5&20
- No public sewers

### 3) Zoning

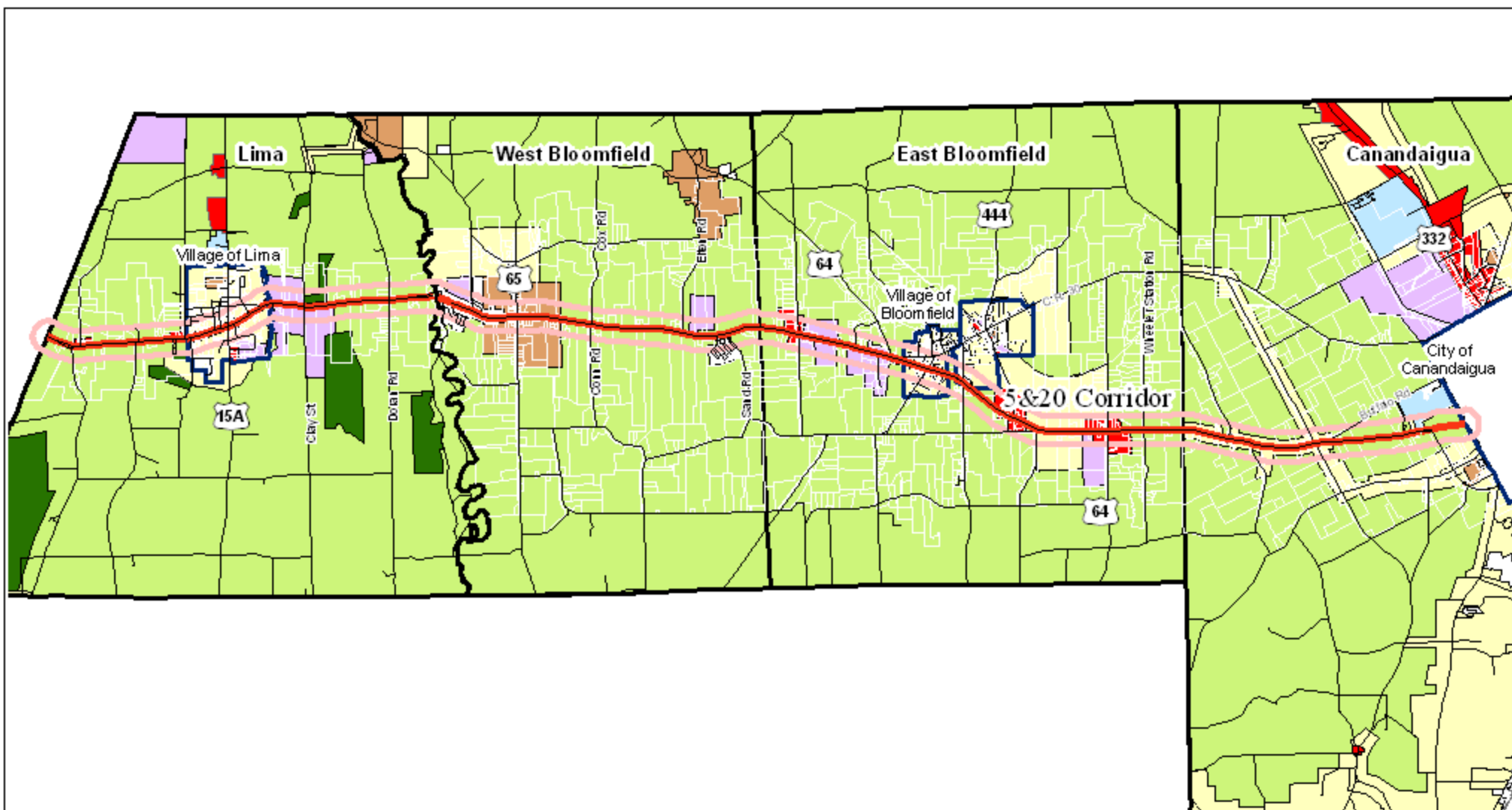
A summary of the zoning in each municipality is provided below. In addition, a zoning map is provided as **Figure B-2**.

#### Town of Lima

- To the west of the Village, the zoning is dominantly agricultural, with a small spot of General and Highway Business on the north side of 5&20 across from Poplar Hill Road and on the northwest corner of the intersection of 5&20 with Heath Markham Road.
- To the east of the Village, from the Village boundary to Clay Street the zoning is Industrial on both sides of the road. The north side of the road then turns to General and Highway Business for about a half mile, while the south side remains industrial for about .6 miles. The remainder of the parcels along 5&20 to the east until the border of the Town of West Bloomfield are zoned Agricultural.

#### Village of Lima

- From the western limit of the Village to Genesee Street the zoning is Residential.
- From Genesee Street to Buell Avenue the zoning is Business.



Map not drawn to scale

### Legend

	Agricultural		Commercial		Study Corridor
	Land Conservation (L-C)		Industrial Use		1,000 FT Buffer Area
	Low Density Residential		Planned Development (PD)		Tax Parcels
	Medium Density Residential				

**FIGURE B-2  
EXISTING ZONING**



- From Buell Avenue east to the Village boundary is Residential.

#### Town of West Bloomfield

Approximately 60% of the parcels in the corridor are zoned Agricultural-Conservation Use District.

- Allowed uses include farming operations and single family homes.
- If being used as a farm, minimum lot area is 10 acres, building setback from 5&20 is 75 feet, building height maximum is 35 feet and maximum lot coverage is 10%.
- If being used as residential, minimum lot area is 75,000 square feet, building setback from 5&20 is 75 feet, building height maximum is 35 feet and maximum lot coverage is 5%.

Western portion of corridor is zoned Community Business District from Town line east to about 500-feet west of County Road 37.

- Allowed uses include retail businesses and services.
- Minimum lot area is 20,000 square feet, minimum building setback from 5&20 is 30 feet, building height maximum is 65 feet and maximum lot coverage is 66%.

A transition area between the commercial district and the agricultural district is the Medium Density Residential area.

- Allowed uses include single family homes, two-family dwellings, day care centers and home occupations.
- If being used as a single family residence or two-family dwelling, minimum lot area is 40,000 square feet, building setback from 5&20 is 40 feet, building height maximum is 35 feet and maximum lot coverage is 20%.

One area, just east of Elton Road on the north side, is zoned Industrial

- Allowed uses include manufacturing, food processing, warehousing, office buildings, laboratories, farm and garden stores, and agricultural businesses.

- Minimum lot area is 3 acres, building setback from 5&20 is 50 feet, building height maximum is 28 feet and maximum lot coverage is 20%.

#### Town of East Bloomfield

- Agricultural Residential from western town boundary to Cannan Road
- Light Industrial for approximately 2,500 feet on north side of road, and about 1,000 feet on the south side. Zoning is General Industrial on south side of road for about 1,500 feet.
- Nodes of Community Commercial development along corridor including at both ends of the village, at Route 444, and at Whalen Rd.
- Mixture of Agricultural Rural Residential (2 acre lot minimum) and Rural Residential (1 acre lot minimum)
- Small area of Light industrial west of Whalen Road.

#### Village of Bloomfield

- About 60% of the parcels fronting Routes 5&20 are zoned residential with minimum lot sizes of 20,000.
- West of South Avenue the zoning is a mixture of residential, restricted business, and community commercial.

#### Town of Canandaigua

- From eastern town line to just east of Cooley Road, zoning is R-1-30 (residential with 30,000 sq. ft. minimum lot size). If being used for residential the minimum building setback along Routes 5&20 is 60 feet, the maximum building height is 35 feet, and the maximum building coverage is 20%.
- Remainder of corridor is Agricultural Rural Residential – If being used as residential, the minimum lot area is one acre, the building setback from Routes 5&20 is 60 feet, the maximum building height is 35 feet, and the maximum building coverage is 20%. If being used as a farm, then the minimum lot area is 10 acres, the building setback from Routes 5&20 is 60



feet, the maximum building height is 35 feet, and the maximum building coverage is 10%.

#### 4) Comprehensive Plan

All the municipalities within the study area have community master plans. Each one was reviewed for concepts/goals/guidelines and visions that could pertain to the Routes 5&20 Corridor Study. A summary for each municipality is provided below.

##### Town/Village of Lima

Lima is in the process of updating their Comprehensive Plan. Since it is not yet adopted, quotes from the community survey were used to glean a sense of the community's ideas pertaining to the Routes 5&20 Corridor.

Taken from community survey comments:

- “Make Routes 5&20 the historic corridor to and from Lima.”
- “Commercial and light development should be kept along 5&20.”
- “No “big box” developments....keep them of a reasonable and appropriate scale
- “Eliminate billboards and plant some trees to improve aesthetics.”
- “Monitor traffic coming into village on 5&20 to enforce speed.”
- “The industrial buildings as you enter Lima from the east need to be cleaned up – they give a bad first impression.”

##### Town of West Bloomfield

Protect the beauty of 5&20 while allowing appropriate growth by:

- Developing design guidelines to govern overall appearance of new development (signage, building construction, facades, etc.)
- Overlay districts regulating setbacks, allowed uses, parking, etc.
- Identification of viewshed protection areas
- Resource management techniques

### Town of East Bloomfield

- Along 5&20 – building façade improvements, more off-street parking to enhance commercial areas
- Balance development with preservation of agricultural operations.
- Maintain local restrictions such as weight and speeds on 5&20
- Minimize access points onto major roadways such as Routes 5&20

### Village of Bloomfield

- Improve aesthetics along roadways – landscaping, signage, move parking to back, lighting
- Mixed use housing (single and multifamily) along western boundary of the Village and south of Routes 5&20 with accessibility onto 5&20.
- Maintain local restrictions such as weight and speeds on 5&20
- Minimize access points onto major roadways such as Routes 5&20
- Emphasize a diversified transportation system that emphasizes a variety of forms such as public transit, bicycling and walking.

### Town of Canandaigua

- Maintain rural character by preserving farmland and supporting agriculture
- Protect scenic qualities of Canandaigua
- Conserve open spaces throughout town and provide potential recreational trail corridors
- Agricultural Rural Residential Zone around 5&20 west area – 1 home per 2 acre average density, conservation subdivision design

## 5) Planned Development

Identifying planned improvements to infrastructure, or known projects within the corridor limits was important in planning and analyzing the future development

scenarios. Each community was asked for a list of known planned developments. The results by municipality are below.

#### Town of Lima

- None Identified

#### Village of Lima

- New residential subdivision approved off Kober Drive (30-40 lots proposed)
- An increase in applications for commercial and light industrial uses along Route 15A, north of Routes 5&20.

#### Town of West Bloomfield

- Extension of water south of Routes 5&20
- New business near Routes 5&20 – Santa’s Village

#### Town of East Bloomfield

- New commercial development near NYS Route 444/Routes 5 & 20 intersection (use unknown).

#### Village of Bloomfield

- 12-15 apartments on Elm St.
- Infill of vacant retail spaces
- Additional parking near Shooters Supply
- New water tower and water line on State Street (5&20) from South to Oakmount Ave
- New water line from Michigan St. to Church St.
- Improvements to sewer plant on Elm Street
- Sidewalks:
  - extend walk by the Big M on Maple Ave.
  - extend walk on Michigan St by the cemetery

- Upgrade sidewalk on Oakmount from Hillcrest to #23.
- Park Place- South Ave to the cemetery
- Main St. from Michigan Street to 147Main St.

#### Town of Canandaigua

- 200 unit PUD located adjacent to Town Hall with indirect access to corridor.

### 6) Roadway Characteristics

#### Overall

The NYS Routes 5 & 20 corridor covered within this study stretches for approximately 22 miles, from the City of Canandaigua at the east limit to the western town line of Lima at the western limit.

The roadway is part of the historic US 20 corridor that stretches from Portland, Oregon, to Boston Massachusetts. Within New York State, US 20 begins at the Pennsylvania border just west of Fredonia, NY. From Fredonia, US 20 heads north along Lake Erie to Buffalo and then due east toward Avon. In the Town of Caledonia, US 20 joins with NYS Route 5. Route 5 and Route 20 overlap from just west of the Village of Avon to the City of Auburn. In Auburn, NYS Route 5 splits from US Route 20 and heads toward Syracuse, while US Route 20 continues east to Albany. From Albany US Route 20 crosses into Massachusetts, just west of Pittsfield.

Across the state US Route 20 is relatively rural and agricultural in character and enters dozens of village and town centers; lending credence to its importance as an east-west thoroughfare prior to the development of the New York State Thruway.

Within the study area the corridor is similar to the rest of the state. The roadway traverses four towns, bisecting the four towns and two villages, which are quite rural

in character. The roadway is owned and maintained by the New York State Department of Transportation (NYSDOT) and is predominantly a two-lane road, with a limited number of intersecting streets.

The following provides a more detailed account of the roadway as it pertains to each of the jurisdictions it passes through.

#### Town of Lima

Routes 5 & 20 begins at the western town line. Here the roadway is two lanes and is posted at 55 mph. The terrain is rolling, which provides gradual changes in grade along the roadway. The road is a typical ditch section roadway with open drainage. Travel lanes measure between 12-feet and 15-feet and shoulders are generally 6-feet to 8-feet wide. Between County Road 55 and NYS Route 15A in the Village, Routes 5 & 20 carries approximately 7,564 vehicles per day, according to NYSDOT counts, conducted in 2000.

East of the Village of Lima, Routes 5 & 20 is a single travel lane in each direction and is posted as 40 mph. There is a flashing signal/two-way stop sign located at the intersection of Bragg Street and Doran Road, in which the side streets are forced to yield to the Routes 5 & 20 traffic.

#### Village of Lima

Within the Village of Lima Routes 5 & 20 has two travel lanes, with a posted speed limit of 30 mph. Travel lanes remain between 12-feet and 15-feet and on-street parking and sidewalks are provided on both the north side and south side of the roadway. The roadway is curbed, with a closed drainage system throughout a majority of the village limits. Routes 5 & 20 carried approximately 5,409 vehicles per day in the Village in 2000, according to traffic counts conducted by NYSDOT.

The intersection of Routes 5 & 20 and NYS Route 15A forms a four-legged three-color signalized intersection. This intersection signifies the center of the Village of Lima and the primary activity center for the village and town.

#### Town of West Bloomfield

The only stretch of four-lane roadway is located at the western limit of the Town of West Bloomfield, just east of the Livingston County line. This stretch of roadway is a ditch section with open drainage, is posted at 55 mph, and is approximately 0.1 miles long.

East of the four-lane stretch Routes 5 & 20 returns to its two-lane roadway and is posted at 40 mph. The intersection of NYS Route 65 and Routes 5 & 20 signifies the only signalized intersection within the study limits in the Town of West Bloomfield; the intersection is controlled by a three-color, fully actuated signal.

The area immediately surrounding the NYS Route 65/Routes 5 & 20 intersection is known as the hamlet of West Bloomfield and has an increased number of driveway curb cuts than does the remainder of the town. Sidewalks are present on the north side of the road for a very limited distance (approximately 500-feet) on either side of the intersection.

Routes 5 & 20 carried approximately 5,506 vehicles per day in this section in 2001, according to NYSDOT; between the Livingston County line and NYS Route 64, in the Town of East Bloomfield.

#### Town of East Bloomfield

Routes 5 & 20 continues its rural/agricultural character through the western part of the Town to approximately the Routes 5 & 20/NYS Route 64 intersection. At this intersection the roadway changes in character and becomes more residential, which then changes to residential/village setting/commercial between NYS Route 64 and South Avenue within the Village of Bloomfield.

West of the village, the roadway is a single travel lane in each direction with travel lanes of 14-feet wide and shoulders measuring between 8-feet and 10-feet. With exception of a small portion of Routes 5 & 20, within the Village of Bloomfield limits, the roadway is a ditch section road with open drainage. Between West Park Drive and Oakmount Avenue Routes 5 & 20 is posted as 35 mph. Both east and west of this stretch Routes 5 & 20 is posted as 55 mph.

Routes 5 & 20 carried approximately 6,423 vehicles per day between NYS Route 64 (west of the village) and NYS Route 444, during 2000 according to counts conducted by NYSDOT. The volumes increase sharply between NYS Route 444 and the NYS Route 20A/NYS Route 64 overlap intersection to approximately 9,611 vehicles per day, according to NYSDOT counts conducted in 2002. Volumes taper back down to 7,190 vehicles per day between NYS Route 20A and Buffalo Road in the Town of Canandaigua, according to NYSDOT conducted counts in 2000. One possible explanation for the spike in volumes between NYS Route 444 and NYS Route 20A is the number of people traveling from the north (Rochester area) to the south (Bristol area) for skiing in the winter months and water recreation/camping/cottage going in the summer months.

There is a single three-color traffic signal in the town, located at the Whalen Road/NYS Route 20A/NYS Route 64 overlap/Routes 5 & 20 intersection. This intersection is known to local residents as “Toomey’s Corners”. This signal was installed within the past two years in order to correct the number of reported accidents at this location. Though no empirical data was provided by NYSDOT, the inclusion of this signal does appear to be helping with the number of accidents at this intersection.

### Village of Bloomfield

A majority of the Village of Bloomfield is located just north of the Routes 5 & 20 main line. Main Street and South Avenue intersect with Routes 5 & 20 in the

southwestern portion of the village, while Maple Street (NYS Route 444) intersects with Routes 5 & 20 just outside of the village near the southeastern limits.

The travel lanes within the village are slightly narrower (about 12-feet); with on-street parking permitted in isolated locations throughout the village. The main roadways are curbed section roadways with sidewalks on both sides of the street and closed drainage systems. The posted speed limit within the Village (aside from Routes 5 & 20) is 30 mph; Routes 5 & 20 is posted at 35 mph.

#### Town of Canandaigua

Within the Town of Canandaigua the Routes 5 & 20 roadway is entirely rural and agricultural in nature. There are far fewer residential properties along the roadway in Canandaigua than in the other Corridor Communities. The roadway is a single (14-foot) travel lane in each direction with shoulders measuring between 8-feet and 10-feet. The terrain in the vicinity of the roadway is rolling hills, though no severe crests or curves appear present.

West of the Buffalo Road/Routes 5 & 20 intersection, the roadway carries approximately 7,190 vehicles per day according to NYSDOT conducted counts in 2000. East of the Buffalo Road intersection Routes 5 & 20 carries 8,890 vehicles per day, according to 2002 NYSDOT conducted counts.

There are two notable intersections between the western town line and Buffalo Road. Mc Cann Road forms a t-intersection with Routes 5 & 20 approximately 0.5 miles east of the town line. This intersection is controlled by a single flashing signal head, indicating the stop-control to those traveling in the southbound direction. The Cooley Road/Hickox Road/Routes 5 & 20 intersection is a four-legged intersection also controlled by a single flashing signal head in each direction. Vehicles traveling on Cooley Road and Hickox Road are forced to stop and yield the right-of-way to vehicles traveling on Routes 5 & 20. The Colley Road/Hickox Road/Routes 5 & 20



intersection was previously identified by NYSDOT as having an accident problem. Improvements were put in place in 1998, by the Department, in order to correct the documented problem. Improvements included the moving of the intersection further to the south, lowering the hill at the intersection and installing a flashing signal and signs in 1998.

### Levels of Service (LOS)

To gain an understanding of how vehicles were moving throughout the corridor five (5) intersections, evenly spread throughout the corridor, were chosen:

- Routes 5 & 20 @ NYS Route 15A (Town of Lima)
- Routes 5 & 20 @ NYS Route 65 (Town of West Bloomfield)
- Routes 5 & 20 @ NYS Route 64 (Town of East Bloomfield)
- Routes 5 & 20 @ NYS Route 444 (Town of East Bloomfield)
- Routes 5 & 20 @ NYS Route 5 & 20 Bypass (Town of Canandaigua)

Manual turning movement counts were conducted at each of the above locations during the weekday morning peak period (between 7:00AM and 9:00AM), weekday evening peak period (between 4:00PM and 6:00PM), and Saturday midday peak period (between 11:00AM and 2:00PM).

A Level of Service (LOS) analysis, using the traffic modeling software HCS, was conducted for each intersection to establish a baseline LOS. This LOS analysis was used to examine the impacts on the roadway network of the Routes 5 & 20 corridor developing at different rates and levels of intensity. The table below summarizes the findings from the LOS analysis for the existing conditions. Figures summarizing the manual turning movement counts for each peak hour period studied are included in Appendix B.

The (LOS) analysis methodology for analyzing signalized and unsignalized intersections is documented in the Highway Capacity Manual (Transportation

Research Board, Washington, D.C., 1994). Levels range from A to F, with A describing traffic operations with little or no delay and F describing traffic operations with long delays. Levels of Service for signalized intersections are expressed in terms of stopped delay per vehicle. Levels of Service for unsignalized intersections are expressed in terms of average total delay experienced per vehicle. Full definitions of Levels of Service for signalized and unsignalized intersections are included in Appendix B.

The LOS analysis printouts, for the existing conditions and future buildout conditions are also included in Appendix B. A more detailed discussion on the buildout scenarios and the potential impacts of each scenario is located in Section C of this report.

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LOS Table – Existing Traffic Conditions

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<b>INTERSECTION</b>	<b><u>AM</u></b>	<b><u>PM</u></b>	<b><u>SAT</u></b>
<b>Routes 5 &amp; 20:</b>			
<u>@ NYS Route 15A (Town of Lima)</u>			
Eastbound	B	B	B
Westbound	B	B	B
Northbound	B	B	B
Southbound	B	B	B
<u>@ NYS Route 65 (Town of West Bloomfield)</u>			
Eastbound	A	A	A
Westbound	A	A	A
Northbound	B	B	B
Southbound	B	B	B

@ NYS Route 64 (Town of East Bloomfield)

Eastbound Left	A	A	A
Southbound Left	B	F	C
Southbound Right	B	F	C

@ NYS Route 444 (Town of East Bloomfield)

Eastbound Left	A	A	A
Southbound Left	B	D	C
Southbound Right	B	F	C

@ NYS Route 5 & 20 Bypass (Town of Canandaigua)

Eastbound Through	B	B	B
Northbound Left	B	B	B
Westbound Left	B	B	B

---

As presented in the table above, the Level of Service for a majority of the movements analyzed operate at an acceptable LOS of “C” or better. There are however a handful of movements during particular times that operate at less than desirable LOS. Most notably these are the southbound left and southbound right movements at the NYS Route 64 intersection that operate at a LOS “F” during the PM peak hour. Also, the southbound left and southbound right movements at the NYS Route 444 intersection operate at a LOS “D” and “F”, respectively during the PM peak hour. In both cases the poor southbound movements are associated with the amount of delay experienced for a vehicle waiting to turn onto the mainline (Routes 5 & 20). Because these intersections are controlled by a stop sign, drivers are forced to wait until there is an adequate gap in traffic along Routes 5 & 20. These delays do not pose a safety threat to travelers, but are rather a minor inconvenience due to the higher volumes of vehicles on Routes 5 & 20 during the evening peak hour. Aside from installing a traffic signal at each location, which is extremely unlikely due to the overall low numbers of vehicles at all three approaches, little can be done to alleviate this inconvenience.

### Safety Concerns

Similar to the capacity analysis conducted, corridor stakeholders were asked to identify intersections that they had concerns with. Seven (7) intersections were identified from residents within the corridor as worthy of study:

- Doran Road/Bragg Street/Routes 5 & 20 (Town of Lima)
- NYS Route 64/Routes 5 & 20 (Town of East Bloomfield)
- Oakmount Road/Routes 5 & 20 (Town of East Bloomfield)
- McCann Road/Routes 5 & 20 (Town of Canandaigua)
- Cooley Road/Hickox Road/Routes 5 & 20 (Town of Canandaigua)
- Buffalo Road/Routes 5 & 20 (Town of Canandaigua)

The Toomey's Corner intersection (NYS Route 64/NYS Route 20A/Whalen Road) was not analyzed as there was already a documented accident problem at this location, which the NYSDOT has corrected via the installation of a full three-color traffic signal.

Each intersection was visited and a cursory review of the geometry, striping, and signing was documented. Accident reports were then acquired from NYSDOT and examined to determine where accident rates were higher than those for similar facilities throughout the State. For each of the six intersections, the accident rate calculated was equal to or greater than that reported by NYSDOT for similar facilities.

<b>Intersection</b>	<b>Calculated Accident Rate (Accident/Per Million Entering Vehicles)</b>	<b>NYSDOT Average Accident Rate (Accidents/Per Million Entering Vehicles)</b>
Doran Road/Bragg Street	0.68	0.68
NYS Route 64	0.46	0.18
Oakmount Road	1.13	0.39
McCann Road	0.43	0.40
Cooley Road/Hickox Road	1.39	0.68
Buffalo Road	0.32	0.18

See Appendix C for detailed field diagrams and accident diagrams for each intersection listed above.

#### 7) Environmental Resources

The Routes 5&20 corridor, within the project's study limits, does not have a great deal of environmental constraints such as wetlands, steep slopes, densely wooded areas, or other sensitive features. While individual parcels should be investigated as developed for environmental resources, there are no significant areas that the corridor in general is constricted by.

#### 8) Vistas

As previously noted, the corridor is known for its rural landscape and impressive views of the Finger Lakes Region. As part of the existing conditions inventory, each municipality was asked to identify particular views that are important to preserve. In general, there are several vistas throughout the corridor that provide unique views of the agricultural community, of the Finger Lakes hills, and of community resources that were identified.

Identification and preservation of these vistas is discussed in Section E.

## **C. Build Out Analysis**

### 1) Approach

Determining how, when, and in what timeframe the corridor will develop is difficult to project since several factors come into play. Some factors are not within local control, such as changes in the federal, state and local economy. However, in many ways, a rural community can, and does, impact how it is developed through the availability of infrastructure, zoning and development regulations, marketing efforts, and other such factors.

Rather than tying the future development to years, which is often more of a guess than anything, we have tied the development scenarios to the **percent of available and underdeveloped land that becomes developed**. Four build out scenarios were used for planning purposes, which we classified as:

- Short-term – 5% developed
- Mid-term – 12% developed
- Long-term – 20% developed
- Full-build out – 75% developed

The short-, mid-, and long-term development scenarios are realistic development scenarios that could happen over the course of the next 20 years. However, as noted, this could also take 40 or more years depending largely on the economy. The full-build out scenario is highly unlikely to occur and was included as a reference only.

To examine the impact of these build out scenarios, the amount of land (acres) within the corridor boundaries (1,000 feet on each side of the NYS Routes 5&20 right of way) that is currently vacant, meaning that there is no active use on the parcel, or that is underdeveloped, primarily meaning that it is being used as farmland but is zoned for a more intense use, was tallied. The following table shows the amount of vacant and underutilized land within the corridor. It is broken down by what the land is zoned.

### ***Acreages of Land Available for Additional Development***

Zoning	Vacant (acres)	Under-developed (acres)	Combined Scenario
Agricultural	382	0	382
Residential	412	226	638
Commercial/ Business	36	0	36
Industrial	156	595	750
<b>TOTAL</b>	<b>986</b>	<b>820</b>	<b>1,806</b>

The percent of land developed assumed under each build out scenario was then applied to the acreages. Using municipal-specific development guidelines for each zone, a resulting number of houses, square feet of commercial buildings, and square feet of industrial space were calculated. The following table summarizes the results. A breakout by municipality is provided at the end of this section.

### ***Resulting Development***

	From Vacant Infill	From Buildout of Underdeveloped Parcels	Combined Scenario
<b>Residential (units of housing)</b>			
5%	49	24	73
12%	114	60	174
20%	191	100	291
75%	719	372	1,091
<b>Commercial/ Business (sq. ft. of building)</b>			
5%	43,125	-	43,125
12%	103,501	-	103,501
20%	213,014	-	213,014
75%	779,916	-	779,916
<b>Industrial (sq. ft. of building)</b>			
5%	81,241	258,970	340,211
12%	194,979	621,529	816,508
20%	324,965	1,035,881	1,360,846
75%	1,218,619	3,884,552	5,103,171

Once each development (build out) scenario was established, traffic volume projections were prepared based on the potential development intensity. A total of three projections were developed, one for each development scenario (5 percent, 12 percent, and 20 percent). The full build out scenario was not examined since it is unlikely to occur in an amount of time that is reasonable to plan for. A Level of Service (LOS) analysis was conducted for the weekday evening peak hour for each development scenario. The evening peak hour was chosen, as this is the busiest period for traffic volumes along the corridor.

Additionally, for each development scenario, the land use and transportation impacts were reviewed. The intensity of each build out scenario will have a unique effect on the amount of land developed and on the amount of new traffic generated that would travel the Routes 5&20 corridor. New development would also trigger the need for new curb cuts, which can adversely impact traffic and safety by creating more interruptions in existing traffic flow and increasing the number of turning movements along the corridor.

## 2) Short-term

### Land Use Impacts

Under the short-term scenario with 5% of the vacant and underdeveloped being developed, a total of 73 new housing units, approximately 43,000 square feet of commercial/business buildings, and just over 340,000 square feet of industrial space could be added within the corridor. This could be the result of one new housing subdivision, a new shopping center, and one new industrial building, or could be several smaller developments and buildings that together impact the corridor.

### Transportation Impacts

Under the short-term growth scenario (5 percent) minor increases were noticed in the projected traffic volumes along the entire corridor. However, these volumes represented only minor delays at each of the intersections analyzed. The two intersections impacted most significantly were the NYS Route 64 intersection and the NYS Route 444



intersection. At both intersections vehicles are projected to experience an increase in delay from LOS “A” to LOS “B” for the eastbound movements. Additionally, the NYS Route 444 intersection is projected to experience an increase in delay from LOS “D” to LOS “F” in the southbound direction. See table below for summary of LOS impacts for each growth scenario.

### 3) Mid-Term

#### Land Use Impacts

Under the mid-term scenario with 12% of the vacant and underdeveloped being developed, a total of 174 new housing units, approximately 103,500 square feet of commercial/business buildings, and just over 816,500 square feet of industrial space could be added within the corridor. Whether this amount of development takes place sporadically or in designated development districts will depend on how the municipalities plan for such development.

#### Transportation Impacts

Under the mid-term growth scenario (12 percent) additional increases in traffic volumes and delays were noticed along most of the corridor. However, at only one intersection did the increase in delay result in a decrease in LOS. The NYS Route 15A intersection is projected to experience an increase in delay resulting in a change in LOS from LOS “B” to LOS “C” for the eastbound and southbound directions. Further the overall LOS for the entire intersection decreases from a LOS “B” to LOS “C”. LOS “C” is an acceptable LOS and would not typically trigger the need for capacity improvements at an intersection. . See table below for summary of LOS impacts for each growth scenario.

#### 4) Long-Term

##### Land Use Impacts

Under the long-term scenario with 20% of the vacant and underdeveloped being developed, a total of 291 new housing units, approximately 213,000 square feet of commercial/business buildings, and just over 1,360,000 square feet of industrial space could be added within the corridor. This level of development could have a significant impact on the local communities in terms of tax dollars, jobs, impact to schools, and on overall character depending on how it is developed.

While it is deemed a long-term development scenario, it could happen in 10 years, or may take longer. The housing may come first, then the commercial to support the new residents. However, it will likely come after a new industrial building is added to the corridor, attracting new people to the area.

##### Transportation Impacts

Under the long-term growth scenario (20 percent) additional increases in traffic volumes and delays are indicated throughout the corridor. For certain movements at specific locations the delays projected would be substantial. However, the overall LOS for each intersection is projected to operate at a LOS “C” or better for each intersection analyzed. Two intersections along the corridor are projected to experience the largest increase in delay, the NYS Route 15A intersection and the NYS Route 64 intersection. The NYS Route 15A intersection is projected to experience an increase in delays resulting in a decrease in LOS in all four directions and an overall LOS “C”. The NYS Route 64 intersection is also projected to experience an increase in delay resulting in a LOS “C” for the eastbound movement. See table below for summary of LOS impacts for each growth scenario.

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LOS Table – Level of Service Based on Projected Growth Rates

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<b>INTERSECTION</b>	<u>Growth Rate</u>		
	<u><b>5%</b></u>	<u><b>12%</b></u>	<u><b>20%</b></u>
<b>Routes 5 &amp; 20:</b>			
<u>@ NYS Route 15A (Town of Lima)</u>			
Eastbound	B	C	F
Westbound	B	B	C
Northbound	B	B	E
Southbound	B	C	F
<b>Overall</b>	<b>B</b>	<b>C</b>	<b>C</b>
<u>@ NYS Route 65 (Town of West Bloomfield)</u>			
Eastbound	A	A	A
Westbound	A	A	A
Northbound	B	B	B
Southbound	B	B	B
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>
<u>@ NYS Route 64 (Town of East Bloomfield)</u>			
Eastbound Left	A	B	C
Southbound Left	F	F	F
Southbound Right	F	F	F
<u>@ NYS Route 444 (Town of East Bloomfield)</u>			
Eastbound Left	B	B	B
Southbound Left	F	F	F
Southbound Right	F	F	F
<u>@ NYS Route 5 &amp; 20 Bypass (Town of Canandaigua)</u>			
Eastbound Through	B	B	B
Northbound Left	B	B	B
Westbound Left	B	B	B
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>

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## **D. Community Vision**

### 1) Community survey results

Community surveys were completed at the first public meeting with those in attendance (a copy is included in Appendix A). Additional copies were made available at area municipal offices and through the project website. A total of about 55 surveys were returned and the results are tallied/summarized below.

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#### Aesthetics and Viewsheds

##### 1. What three (3) words do you think best describe the 5&20 corridor?

- |                   |                             |                            |  |
|-------------------|-----------------------------|----------------------------|--|
| • greenspace      | • quaint                    | • good road for driving    | • danger zones (vision, curves; etc.)  |
| • agriculture     | • attractive                | • too much traffic already | • outdated and disjointed  |
| • small community | • small towns               | • country thoroughfare     | • naturally beautiful area threatened by sprawl of flea markets, used car lots, etc. |
| • villages        | • country life              | • transportation corridor  | • pleasing but declining rapidly   |
| • pastoral        | • beauty                    | • shopping                 |  |
| • picturesque     | • nice                      | • noisy                    |  |
| • rural           | • clean                     | • busy                     |  |
| • farms           | • somewhat pretty           | • speed                    |  |
| • nature          | • varied                    | • fast                     |  |
| • versatile       | • important                 | • throwback                |  |
| • diverse         | • convenient                | • some areas declining     |  |
| • representative  | • well maintained           | • potential                |  |
| • open            | • strategic                 | • bad, bad, bad            |  |
| • historical      | • dynamic                   |                            |  |
| • interesting     | • major thruway alternative |                            |  |
| • scenic          |                             |                            |  |
| • beautiful views |                             |                            |  |

2. What aspects of the corridor do you find most visually appealing?

- |                            |                            |                                    |                 |
|----------------------------|----------------------------|------------------------------------|-----------------|
| • trees                    | • beautiful views          | • distant views                    | undeveloped     |
| • animals                  | • preserved older          | • that you can see                 | and scenic      |
| • historic homes/<br>farms | homes                      | so much                            | areas           |
| • rural aspect             | • clear view to            | north/south                        | • cows          |
| • open farmland            | the south                  | • variety of                       | • trees in the  |
| • big old barns            | • pleasant                 | structures                         | fall            |
| • farm houses              | villages                   | • well-kept older                  | • unlike the    |
| • field with               | • well defined             | homes                              | thruway,        |
| livestock                  | industrial areas/<br>parks | • 19th century                     | traveling 5 &   |
| • land                     | • open space/<br>vistas    | character                          | 20 gives on a   |
| • fields                   | • attractive               | landscapes                         | feeling of      |
| • open agriculture         | businesses                 | relatively intact                  | “community”     |
| areas                      | • space                    | • many remnants of                 | in each         |
| • buildings                | • scenery                  | historic houses/<br>farms within a | village;        |
| • country!                 | • interesting              | bucolic panorama                   | • cute villages |
| • rolling hills            | buildings/shops            | • homesteads                       | • no big        |
| • good people              | • parks                    | • light on                         | businesses      |
| • villages                 | • landscape                | development and                    |                 |
| • yards                    |                            | lots of                            |                 |

3. There are views that are important to preserve as part of the character of the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>43 (81%)</b>	<b>7 (13%)</b>	<b>2 (4%)</b>	<b>0</b>	<b>1 (2%)</b>

4. Pull-offs along the corridor would provide a safe location to enjoy identified viewsheds.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>13 (25%)</b>	<b>21 (40%)</b>	<b>12 (23%)</b>	<b>3 (6%)</b>	<b>3 (6%)</b>

5. What would you change about the visual aspects of the corridor?

- I wouldn't change much
- junk areas
- car dealers, body shop; etc.
- keep the open aspect
- nothing
- bars
- signage
- underground utilities
- clean-up of decrepit areas
- buildings in good repair
- incentives to repair old barns and dilapidated homes and businesses
- set architectural standards
- accessibility
- preservation
- have local village governments adapt codes to prevent decay and enforce those codes
- power and service wires
- not a "string" of business and non-descript buildings connecting town to town
- clean up dumpy businesses
- less industrial property - more residential
- get rid of the eyesores - junk yards, crappy looking farms, houses and barns
- less billboards
- I like it just like it is
- get rid of signs and poles where possible
- more life
- not more industries but a more clean look
- careful planning of commercial and industry to make them more visually pleasing
- more off road structures or businesses
- less sprawl
- cheap looking antique shops and stores
- summer long garage sales
- old vehicles and farm equipment
- standardized signage
- uncoordinated growth
- loss of street trees
- poor design
- honky tonk commercial
- plant trees along the roads to block out view of industries
- preserve the country look
- establish buffer zones from commercial/manufacturing; commercial signage, etc.
- upgrade visuals of business entities, i.e., signage/size/character
- some development is not in character with the corridor both architecturally and use
- non-descript and ugly commercial buildings
- anything newly constructed should be in the same setting as the surrounding buildings
- I want the industries to clean up what they store outside
- get rid of wires and oversized signs

- allow for design improvements to deal with trends and safety while preserving the “pleasure” of the drive
- more historic markers defining historic route to make people aware they are on a scenic drive
- eliminate cell towers and trailer parks

***Any other comments on the aesthetics and viewsheds along the corridor?***

- Would like it to remain as an agricultural/farmland appearance.
- Would rather not see lots of signs put up along corridor (unless essential).
- Improve eye sores, shacks, junkyards.
- The aesthetics and view sheds are for vast stretches, absolutely beautiful.
- Villages and hamlets have flowers and landscaping.
- There are few panoramic views (exc. for E. Lima) but its most pleasing aspect is the “pastoral feel” to the road and immediate surroundings.
- Development must happen, needs to be defined in industrial parks away from the road.
- Making the road 4 lanes across the corridor would destroy the residential flavor and villages themselves and historic districts.
- I don’t like the thoughts of another 332.
- Keep the rolling hills!
- View of far off.
- Buildings too close to highway.
- There is a wonderful opportunity to preserve one of the most historic routes in our state (great state on Genesee Road).
- Read descriptions written on the 19<sup>th</sup> century and there has been little change today. The variety of architectural styles and farmsteads is almost an architectural history text book. So much of the development and pulse of our country has passed by on this road. It needs to have more respect.
- Business and commercial areas should be “clustered” and limited.
- It is important to protect this corridor from the apparently “uncontrolled” development between Canandaigua and Geneva!
- There are many views and open land and pull offs would add an undesirable intrusion.
- Keep the viewshed and protect the viewshed of downtown Rochester slightly west of 7926 East Main Road.
- Keep the corridor as agricultural and historic as possible.

- Get rid of billboards.
- Encourage street trees in the village and towns.
- We don't need another super highway - 5 & 20 should be preserved/developed as a link between unique communities - a road to travel.
- For the pleasure of the trip - to experience the land and people, instead of seeing it as a blur.
- 5 & 20 doesn't have "curb appeal"
- A lot of people try to bike on it but it's not safe nor for walkers - at all!
- Flowers on/under town signs.
- Farms and farmland are an important part of 5 & 20, Lima to Canandaigua. These farms need to be able to grow and make changes necessary to be part of agriculture's future and attract (and keep) the younger generation involved.

## Roadway Safety

6. How safe do you feel driving through the corridor as a whole?

Very Safe	Somewhat Safe	Neutral	Somewhat Unsafe	Very Unsafe
<b>16 (31%)</b>	<b>19 (36%)</b>	<b>2 (4%)</b>	<b>11 (21%)</b>	<b>4 (8%)</b>

7. The posted speed limits are appropriate for the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>14 (27%)</b>	<b>18 (35%)</b>	<b>5 (10%)</b>	<b>8 (15%)</b>	<b>7 (13%)</b>

8. There are accident/safety problems along the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>22 (43%)</b>	<b>19 (37%)</b>	<b>6 (12%)</b>	<b>0 (0%)</b>	<b>4 (8%)</b>

*Where?*

- 64 @ west end EB/ & 444 entrance
- South Avenue Bloomfield intersection



- *5 & 20 @ 64 South - McCann Road*
- *Hickox Road area at 5&20*
- *speed limit too high where 444 comes into 5&20 corridor*
- *W. Bloomfield - Canandaigua (curvy; windy; hilly area)*
- *People ignore stop sign near the Holloway House and broadside 5&20 traffic*
- *Centerfield Hill*
- *Toomey's Corner*
- *intersection at Buffalo Street extension*
- *all exits from the Village of Bloomfield - sight line is limited*
- *do not lower speed limits - speeding/reckless driving will only be provoked and more accidents will result*
- *in villages where speed limits are not enforced (5 & 20 E. Bloomfield)*
- *intersections at crest of hill*
- *Oakmont / 5 & 20 (hard to see)*
- *intersection where B&B is on corner (Centerfield)*
- *5 & 20 and South Avenue (Bloomfield)*
- *Cooley Road (Centerfield)*
- *York on north*
- *Clay Road on south - along 5 & 20*
- *Rt. 444 / McCann Road*
- *site distance problems and overly slow traffic*
- *York Street and Bragg Street - Lima*
- *Clay Street and 5 & 20 intersections*
- *driveways near intersections*
- *speed limit should be reduced before intersections*
- *5 & 20 and 64N and 64S*
- *State Street and South Avenue*
- *5 & 20 and West Bloomfield*
- *West Bloomfield speeds are too fast!*
- *passing lanes (at 4 way corners - W. Bloomfield)*
- *we have a new town park and people cannot walk there safely*
- *going east on 5 & 20 outside of town by the water tower*
- *make more double yellow lines so people can't pass as much on Routes 5 & 20*
- *lack of passing lanes for farm vehicles and slow vehicles*

9. Heavy trucks pose problems along the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>14 (26%)</b>	<b>12 (23%)</b>	<b>15 (28%)</b>	<b>7 (13%)</b>	<b>5 (9%)</b>

10. Agricultural vehicles pose problems along the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>3 (6%)</b>	<b>8 (16%)</b>	<b>18 (38%)</b>	<b>5 (10%)</b>	<b>15 (31%)</b>

11. What would make you feel safer driving through this corridor?

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• pull-offs for agricultural vehicles to allow traffic to pass</li> <li>• faster speed limits</li> <li>• limit speed in areas of congestion</li> <li>• fewer trucks</li> <li>• fewer speeders/drunken drivers</li> <li>• passing lanes</li> <li>• pull-overs for cell phone use and vista overlooks</li> <li>• make farmers pick-up after themselves</li> <li>• lower speed limits in village and enforce</li> <li>• nothing</li> <li>• maintain safe speed</li> <li>• occasional sheriff/radar screening</li> <li>• more traffic lights</li> <li>• better vision at intersections</li> <li>• less intersections at hillcrests</li> <li>• more enforcement</li> <li>• appropriate speed limits - radar patrol</li> <li>• not speeding to begin with and not so much traffic</li> </ul> | <ul style="list-style-type: none"> <li>• get rid of visual obstructions, signs, etc.</li> <li>• turning lanes at most intersections</li> <li>• better postings of speed limit and lower speed limits in certain areas</li> <li>• better lines of sight from crossroads</li> <li>• better view distance</li> <li>• patrol cars</li> <li>• more traffic control (sheriffs, troopers)</li> <li>• flashing yellow lights at certain hilly intersections</li> <li>• more street trees will help slow traffic down</li> <li>• make the road only two lanes wide</li> <li>• DO NOT increase the road to 4 or 3 lanes!</li> <li>• enforcement of posted speeds</li> <li>• less heavy equipment, tractor trailer vehicles</li> <li>• another lane for agricultural vehicles</li> </ul> |
|---|---|

- lowering the speed limit, especially at the flashing light at Bragg Street in Lima
- redesign the most dangerous/accident prone areas to control traffic speed
- lower speed limit
- caution sign near Legion hall
- better drivers!
- reduce speed to 40 or 45

*Any other comments on roadway safety within the corridor?*

- Very limited passing zone between Canandaigua and Bloomfield, require OTR trucks to use thruway unless local delivery.
- Truckers often speed through village speed limit.
- Road right-of-way is wide enough but lane usage needs to be re-worked for safety.
- Agriculture is important - however, some farmers leave manure and mud deposits as they use the road, in some way this situation needs to be dealt with.
- Adding traffic lights is not necessary - do best to keep speeds down,
- Limit through truck traffic as major portion of traffic.
- Would like to see something done with the intersection of South Avenue and 5 & 20 in Bloomfield.
- More enforcement on speeders, noise, heavy duty trucks.
- Need light at 444 and 5 & 20.
- Eliminate thruway tolls to encourage traffic use.
- Signs that show what is being used on the highway - tractor signs, horse signs.
- Reduce and control truck traffic.
- Adequate shoulders for bicycles, limited access points would be desirable.
- Hill at Centerfield is a bit of a concern because of side road.
- Trucks are a problem in village. Do not slow down, air brakes are very noisy. There seems to be many more than 5 - 10 years ago.
- Do not widen road any further to make long distance travel at speed more attractive.
- Have farm vehicles remember to pull over for cars to pass safely - is the old rule still that farm vehicles shouldn't be on the road on Sundays?
- How do we discourage trucks from traveling on 5 & 20?
- How do we get drivers to slow down on 5 & 20?
- Discourage any more curb cuts.

- Canadian trucks are bigger, there is already a lot of truck traffic. Any redesign should balance the need for access/use be both commercial and general public.
- People always pass on the right if you stop to turn and it's very dangerous.
- More room for walkers/bikers
- Lower speed limit
- More police patrols - besides always parking at town Highway Department where the road dips - further towards Canandaigua.
- People (not truck drivers necessarily) tend to drive lower than posted speed limit. No good passing so lines of vehicles accumulate behind slower moving vehicles.
- Signs noting agricultural vehicles - travel zones and busy agricultural areas.
- Coming down Rt. 444 to 5 & 20, it's nearly impossible to pull out - increased traffic going to Bristol Mtn., Naples Festivals.

### Pedestrian/ Bicyclists Safety

12. I feel safe walking within the Villages.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>25 (52%)</b>	<b>12 (25%)</b>	<b>6 (13%)</b>	<b>3 (6%)</b>	<b>2 (4%)</b>

13. What would make you feel safer walking in the Villages?

- |   |   |
|---|---|
| • more sidewalks and less speeders                    | • I run outside of town w/no sidewalk       |
| • animal control                                      | so wider roadsides                          |
| • walking paths especially ones buffered from roadway | • more lights                               |
| • nothing   | • improved sidewalks                        |
| • lower speed limits                                  | • looped walks                              |
| • better traffic lights                               | • curbs                                     |
| • not in Centerfield because traffic goes too fast    | • no passing lanes                          |
| • more crosswalks                                     | • crosswalks near schools                   |
|   | • ensure posted speed limits are adhered to |

- defined crosswalks and adherence to state law regarding pedestrians - cars and trucks stopping for people crossing
- crosswalks that make cars stop at pedestrian crossings like in the Village of Pittsford
- signs that indicate pedestrians are crossing

14. I feel safe biking within the Villages.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>8 (21%)</b>	<b>7 (18%)</b>	<b>17 (45%)</b>	<b>1 (3%)</b>	<b>5 (13%)</b>

15. What would make you feel safer biking in the Villages?

- have never bicycled in village
- outlaw bicycles on 5&20
- more bike paths
- defined bike routes
- repair shoulders
- keeping speeds down on 5 & 20 in villages would increase biker's safety
- bike paths to avoid parallel parking on streets
- wider shoulders where needed
- slower speeds
- need to encourage villages to develop connecting bike paths throughout
- re-routing the heavy trucks around the village
- feel safe because of wide, good shoulders for bikes

16. Do you walk along the corridor? **Yes-25 (49%) No-19 (37%) Seldom/Rarely-7 (14%)**

Do you bike along the corridor? **Yes-8 (18%) No-35 (78%) Seldom/Rarely -2 (4%)**

17. I would use sidewalks if they were located in more areas along the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>21 (43%)</b>	<b>8 (16%)</b>	<b>11 (22%)</b>	<b>0 (0%)</b>	<b>9 (18%)</b>

18. Better bicycling accommodations are needed along the corridor.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
14 (31%)	11 (24%)	16 (36%)	2 (4%)	2 (4%)

***Any other comments on pedestrian and bicyclists safety within the corridor?***

- Corridor has wide, well-maintained verges for walking/bicycling.
- Traffic is heavy for bicycling, I prefer back roads.
- Western New York and Finger Lakes could benefit for emphasizing bike touring - i.e. Frisco, CA
- Better police patrol.
- A trail for bicycles and walkers would be useful.
- Too much traffic to safely walk on rural roads.
- Due to blind spot along Lima signs should be posted that there is bikers or people along the road especially in 55mph speed zones.
- Sidewalks should lead to somewhere and loop.
- West Bloomfield has high speed traffic and no sidewalks. Very dangerous village!
- There is no designated bike lane. It is used a lot by bicyclists - tourism, etc., so we should do all we can to make it safe and promote it as a road bike route.
- Sidewalks both sides in villages and contiguous developments; street trees and lighting in villages and contiguous developments.
- Pedestrian priority cross walks - like in Geneseo Main Street.
- West Bloomfield has no sidewalks so walking is dangerous.
- Ped X-walk sign at South Avenue in Bloomfield.
- Signs with bicyclists on them along the corridor would be helpful.
- I walk 5 miles/day - part of it on 5 & 20. For the most part, the roadside is wide enough to feel “reasonably” safe - however, some areas are less pedestrian safe than others - especially on the outskirts of village.
- We see bicyclists often and it’s very dangerous; drivers always pass on the right and will hit them. A biking lane would be wonderful!! Great for tourism!
- Wouldn’t send my kid out there.

## Roadway Amenities

19. The entrances to the Villages/ Hamlets are well defined.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>17 (33%)</b>	<b>25 (48%)</b>	<b>2 (4%)</b>	<b>5 (10%)</b>	<b>3 (6%)</b>

20. Someone who is unfamiliar with the corridor knows when they enter one of the Villages/Hamlets.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>11 (23%)</b>	<b>25 (48%)</b>	<b>2 (4%)</b>	<b>6 (13%)</b>	<b>4 (8%)</b>

21. More prominent gateway treatments are needed to identify Village/Hamlet borders.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>14 (28%)</b>	<b>14 (28%)</b>	<b>14 (28%)</b>	<b>1 (2%)</b>	<b>7 (14%)</b>

22. There is appropriate street and business lighting along the corridor for safety; visibility and aesthetics.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>9 (18%)</b>	<b>14 (29%)</b>	<b>10 (20%)</b>	<b>13 (27%)</b>	<b>3 (6%)</b>

23. There is adequate directional signage along the corridor to find business districts; major roadways and other important corridor features.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>8 (16%)</b>	<b>18 (36%)</b>	<b>5 (10%)</b>	<b>14 (28%)</b>	<b>5 (10%)</b>

24. Business signs along the corridor are attractive and easy to locate and read.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
<b>4 (8%)</b>	<b>11 (22%)</b>	<b>10 (20%)</b>	<b>17 (35%)</b>	<b>7 (14%)</b>

***Any other comments on roadway amenities along the corridor?***

- Most signs are satisfactory, except for perhaps Linholm Dairy, many signs have a cluttered, chaotic look.
- More aesthetics for signage would be welcoming and lighting could be used.
- There needs to be more buildings for signage.
- Sandwich signs in the right-of-way are a hazard to cyclist.
- Signs should be dealt with in zoning ordinances - limited size, number, etc.
- We need to allow commercialization without 5 & 20 becoming another Rt. 332 or East Henrietta Road - is this a realistic expectation.
- Sign regulations are too restrictive.
- Would not like more lights, enjoy darkness of country - away from the city.
- Some of them are not all that attractive, like run down houses.
- Better roadway parking in the villages or public parking!
- Downtown village of Bloomfield is invisible to passers-through.
- Sometimes too much signage - confusing.
- There are too many signs blocking views for safe driving. Most are company signs and billboards!
- Signage is one area that the 5 & 20 corridor is deficient both in information and in zoning and policy.
- Street signs could be larger.
- Need to standardize lighting requirements for businesses; RG&E needs to replace blown lights in their jurisdiction quicker than currently.
- Aesthetics are generally not good!! What about some coordination of signage guidelines throughout the corridor.
- Historic style lamp posts are desirable in villages.
- Utilities in villages along the corridor should be underground!
- Granite curbing should be the standard throughout the villages in the corridor.
- Not all are attractive, e.g. Furniture Doctor.
- Continuity of signage would be more attractive and perhaps easier to see.
- Addresses on businesses more visible.
- Too many signs, too poorly located/designed - ugly, cluttered.



- Public rest stop in Elton Park with tourist info would be great! Daffodils along the roadside! No one knows they are in East Bloomfield - we're invisible to drivers.

### Community Growth/Visioning

25. Are there services or uses of land that should be encouraged in the corridor?

- Agricultural
- farming
- commercial
- light industrial
- businesses that pay attention to looks and view
- would like to see uses of land agricultural or parks or places to view scenery
- tourism amenities needed to encourage tourism
- community services businesses - barber shops, drug store, etc.
- planned unit developments
- continued residential uses
- commercial development needs to and will happen but plan to have these in parks away from highway
- industrial development
- agri-tourism businesses and unique retail shops
- the industrial park in East Bloomfield should be developed more
- small privately owned business of character/professional services
- all uses but zoned appropriately
- car wash
- ice cream stand
- public rest areas
- cluster stores in specific areas
- slower speeds to encourage residential and small business
- garden stores
- walking/biking trails
- consolidation of commercial stores
- gas stations

- limited service oriented businesses, i.e. food/recreation and antique/historical;
- farm markets
- when developing an area, use service roads outside villages to lessen number of curb cuts
- grocery stores
- more homes for senior citizens
- golf course might be nice
- restaurants - Perkins, Denny's

26. Are there services or uses of land that should **not** be encouraged in the corridor?

- |  |  |
|--|--|
| • Housing development/residential        | • industrial uses unless in designated |
| • industrial development                 | industrial parks that sit way off the  |
| • auto repairs and sales                 | road with 1 curb cut to 5 & 20         |
| • heavy industry                         | • chain stores/franchises              |
| • factories                              | • big businesses                       |
| • shopping / strip malls                 | • Wal-Mart                             |
| • anything commercial or industrial      | • hospital                             |
| • bars - people drink and go back out on | • gas stations in watershed areas      |
| the highways, driving under the          | • anything that promotes more truck    |
| influence                                | traffic                                |
| • commercial scattered outside village   | • uncoordinated development with       |
| limits                                   | poor design                            |
| • cell towers                            | • lots of gravel parking with no       |
| • car dealers                            | definition of roadway entrance and     |
| • mini storage                           | exit                                   |
| • junk yard                              | • quarries                             |
| • flea markets                           | • collision shops                      |
| • big box and paved lots                 | • anything requiring bright lights     |
| • large shopping centers                 | • trailer parks                        |
| • adult entertainment (strip clubs)      | • fast-food restaurants                |
| • multiple family housing                |  |
| • land fills                             |  |
| • commercial farming                     |  |

27. What about the corridor should be changed?

- Nothing
- more control over business signs
- clean up decrepit junky areas
- needs overall vision to pull it together
- add bicycle/walking lanes
- better local village/town code enforcement and to prevent deterioration of areas now becoming essentially slum areas (Village of Bloomfield)
- distinct separations between towns
- a defined theme and uniform look for the entire corridor
- vacant land zoned agriculture/residential (no housing developments - tracts)
- focus on preservation
- add trails along that connect to the corridor
- cleaner industries - look is dirty and not well kept
- 5 & 20 corridor is a slice of the way America used to be and should remain
- off street businesses
- get rid of Agway
- encourage clustering of stores, not spread out
- enforced zoning practices
- lower speeds through towns
- those businesses which have unsightly outside storage, i.e. cars, materials
- uncoordinated development
- lack of attention to good design
- do not let large structures dominate the road side
- create set backs of commercial manufacturing locations and signs
- standards imposed on space/green and style of new development
- design criteria should be developed and applied to all new development
- roadside beautification should be encouraged
- curbs in hamlets
- protect appearance of approaches to villages
- would be great if it could get more tourist recognition
- “Welcome to Bloomfield” flags

28. What should be preserved?

- The rural appearance
- open space
- historical buildings/landmarks and areas
- rural country setting
- scenery
- beauty
- reasonable speed limits enforced
- definitely old (historical) buildings
- farms/ farmland
- historic sites
- “walkability” of villages
- old homes
- the “pastoral” personality
- historic districts
- longtime landmarks
- this should be up to land owner
- scenery and small town culture and identity
- country atmosphere
- views
- open road vistas
- wide shoulders and setbacks
- trees
- do not widen roads through towns

29. How much more development should occur along the corridor?

- Very little to none at all
- full development
- limited - there will be development but strip malls or large operations should be discouraged
- continue to locate plants far off the road as is Crossman; etc.
- none other than in villages
- controlled to enhance rural atmosphere
- let the market or localities decide
- can’t control that but prevent development, especially industrial, from destroying the overall flavor of the corridor
- much more development will occur - favorable development should be encouraged
- much more but defined and controlled - planned development not hodge-podge add-ons
- none - Victor & Canandaigua are close enough
- none because there is plenty already
- residential development is fine

- as little as needed
- as little as possible but not realistic
- less is best; not any that takes away from the beautiful sights that already exist - more equals more traffic problems that already exist
- service oriented businesses
- only controlled growth
- encourage some in clusters
- homes where there is H<sub>2</sub>O and sewers
- it is often not necessarily the amount but the quality and design that is important, however, this area has some of the best farmland and it should be preserved if possible
- the corridor should not turn into a mixture of disjointed types of uses
- as much as the towns want as long as they are set back from the road and the rural look is preserved
- light industry and residential should be encouraged if set back with appropriate access,
- possibilities of heavy use bypass to avoid congestion - east/west and north/south
- restrictions, such as setbacks, should protect the corridor from subdivisions or industrial developments
- youth center
- more homes for older people - senior citizens
- relates to population in area
- 2 acre lots size with 2 -4 bedroom homes

30. What type of new developments would you like to see?

- |                          |                        |                        |
|--------------------------|------------------------|------------------------|
| • none                   | • uniqueness           | • some homes close to  |
| • commercial             | • tourism business     | villages and hamlets   |
| • industry               | • park                 | to prevent sprawl      |
| • small business         | • not much             | • garden stores        |
| • recreation, parks, etc | • niche businesses     | • any and all kinds to |
| • upscale shops and      | • no franchise junk    | broaden the tax base   |
| eating places            | • large lot 20 acres + | • another industrial   |
| • antique places         | • open spaces          | park set back from     |
| • planned unit           |                        | road and hidden by     |
| developments             |                        | trees, etc.            |

***Any other comments on community growth and visioning?***

- New home construction should be located back from roadway so as to minimize loss of view (vision).
- The views are often spectacularly beautiful and the corridor has historic significance - this corridor should be considered an asset for the whole area.
- Use zoning and planning to direct commercial and industrial use to specific areas.
- Do not let 5 & 20 become an amalgamation of ugly development, aka Rt. 332 and East Henrietta Road.
- I hope the state does not plan to neglect the residents living along the corridor and make 5 & 20 a 4 lane trucking highway. There is an opportunity to preserve and develop side by side.
- If trucks are encouraged, then the good industrial development will follow.
- Would like to see the houses, farms and barns preserved.
- Clean up the messy looking areas, make more view vistas!
- The view to the south is fantastic, as well as the view of Rochester at night!
- We have lived in Centerfield for 43 years - like it just like it is.
- Too early to give answer - need to think about this some more.
- Quite often codes are enforced less often along 5 & 20. The reverse should be true because this is how outsiders will view our villages and towns.
- I think there is a natural tendency to oppose growth. This tendency needs to be given “a reality check” on a regular basis. Growth is going to occur - we need to plan for control of that growth.
- Nothing that will produce a lot of in and out traffic onto 5 & 20 - e.g. grocery, drug store.
- We need a vision so that Routes 5 & 20 doesn’t look like Jefferson Road in Henrietta or East Ridge Road in Greece.
- Sprawl is the biggest threat to our open spaces. Encourage small business and well planned developments (residential).
- Zones should stay firm as presented and not changed for single interests; protections should be put in place now against adult establishments and high density housing.
- Agriculture and farms are changing very quickly - younger generation needs long term community support - if they are to invest - especially animal agriculture.

31. Any other thoughts, ideas, or concerns that have not been covered in this survey?

- Develop this area in order to save the areas away from highway.
- Keep in mind historic significance of corridor including history of corridor, buildings, Seneca heritage, etc.
- Glad to see it's being looked at.
- Is it realistic to have economic growth and development and still retain the rural character of the present road?
- Are there other "model" areas - state or national we should look at.
- I applaud the effort to plan ahead to keep 5 & 20 from looking like Rt. 332 and every other major thru-fare in communities around this country.
- Not interested in seeing another Ridge Road / W. & E. Henrietta roads.
- In the Village of Bloomfield it is dangerous to cross the road because of speed - the police are at fault here.
- Dangerous intersections.
- Speed limits and safety concerns along with traffic control.
- When planning this "new vision" think of the safety concerns for those who use 5 & 20 daily and will be for years from now.
- We have cars passing school buses - partly due to high speeds - tractor trails in passing lane, continuing on shoulder of road.
- There is a lot of great information from the planning literature and practice on how to preserve and enhance the beauty of this magnificent corridor - great examples of how it can be would be good to get across, this is a wonderful opportunity for us all to learn about this and bring that work to bear on this area.
- There are many national registries listed properties along this corridor.
- I just heard street trees probably only applies to villages and hamlets - I disagree, this road was know for its allure of trees all along, in fact it used to be a double row - this needs to be re-established (at least the single row) and the speeds would come down - I mean villages and town for street trees.
- Items to address: setbacks, buffers with naturally greenway spaces, grassed swales should be used in the country instead of scooped ditches to reduce point source pollution.
- Major concern would be extending water lines.

- There is a great deal of New York’s history along this ancient trail, least we forget our community roots, designers should take every opportunity to preserve and highlight best examples of our past (agricultural, historic, commercial, natural, etc.).
- All of our input should be weighed heavily now; protective action to prevent “Victor like” growth should be done today.

32. Which interest group would you say you most identify with: (circle one)

Resident = **33 (50%)**

Business = **9 (14%)**  
Owner

Agriculture = **12 (18%)**

Historic = **8 (12%)**  
Preservation

Multi-modal = **4 (6%)**

---

End of survey



## 2) Overall Corridor Vision

Many common themes came from the survey results. In general, responders want the Routes 5&20 Corridor to have or maintain the following characteristics:

- A corridor dominated by agricultural uses, with cascading views of valleys, rolling hills, fields, and unique city views.
- Accommodating to travelers yet safe for residents and multi-modal users.
- Well signed – clear, coordinated, attractive signage system.
- Respectful of historic qualities – better highlighting of such features.
- Accommodating of new development through overlay guidelines.
  - \* Have developments setback from road
  - \* Well landscaped and attractive
  - \* Common access points
  - \* Nodal development in/near villages/hamlets
- Improved safety through better design of roadways/operation controls.
- Better code enforcement and better speed enforcement.
- Fewer heavy vehicles traversing the corridor – safety, air/noise pollution, impact on roadway.
- Diversification of retail options – 24-hour pharmacy, better grocery store.

## 3) Municipal-Specific Visions

For each municipality, an undeveloped (but not necessarily currently “available”) property was chosen as an example of a typical development that could be built on the site using existing zoning districts and regulations (setbacks, density, etc.). The public reviewed these at the second public meeting, then provided feedback on what aspects they liked and disliked. Following a public meeting, a second set of developments were drafted for the same parcel, showing changes that could be made to each development to better meet the community’s vision.

For the Town of Lima, **Figure D-1** depicts a light industrial development that could be developed south of Routes 5&20 near Clay Road. This parcel is zoned for light industrial uses. Using existing regulations, six buildings were situated on the 130 acres. Several of the buildings are set back 50 feet from the front lot line. If driving along Routes 5&20 heading east, these buildings would block identified important viewsheds. In **Figure D-2**, an alternative site plan shows these buildings clustered toward the south of the site, preserving existing scenic vistas, avoiding natural features, preserving large areas of open space, and creating shared access points.

In the Town of West Bloomfield, a 220-acre site zoned for low density residential was used. In **Figure D-3** a residential development of 60 housing lots is depicted. Each lot is approximately 2 acres, as per Town zoning regulations. The resulting open space is 17%. At the public meetings, residents discussed wanting to preserve active farmland, and large open space lots. This vision was applied to the development and the result was applying clustering techniques to maintain the 60 lots, but on 1/3 acre lots, with a resulting open space of 90%. As shown in **Figure D-4**, this clustered development avoids natural features such as steep slopes, wetlands, streams, and heavily treed areas while still accommodating the same number of building lots. It creates more of a neighborhood, while allowing farming to continue on portions of the land, or for open space to be protected.

The Village of Bloomfield had a desire to see how landscaping, pedestrian, signage, and roadway improvements would improve the look and safety of the intersection of NYS Routes 5&20 and South Avenue. **Figure D-5** is a rendering that incorporates improved parking layout, better-defined crosswalks, decorative lampposts with flags, and landscaping enhancements that highlight the intersection corner.

A 19-acre parcel in the Town of East Bloomfield, was for sale at the time the parcel was chosen, that is zoned commercial was used to depict the goals of the community. Under existing zoning, four buildings totaling 34,000 square feet were imposed on the site. It was assumed that it would be a mix of retail uses, including a drive-through fast food



**Light Industrial Development  
Existing Zoning**



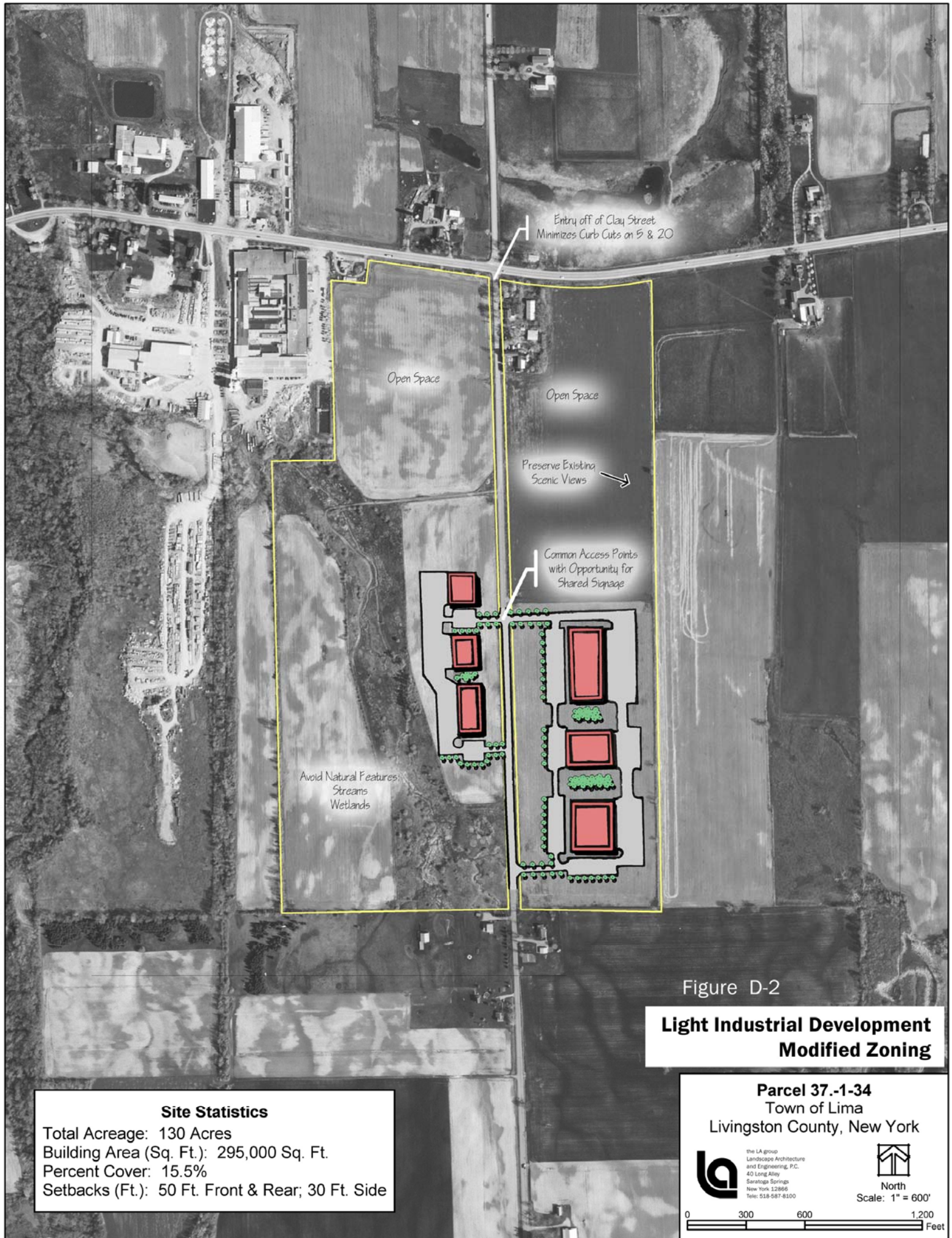




Figure D-2

**Light Industrial Development  
Modified Zoning**

**Site Statistics**  
Total Acreage: 130 Acres  
Building Area (Sq. Ft.): 295,000 Sq. Ft.  
Percent Cover: 15.5%  
Setbacks (Ft.): 50 Ft. Front & Rear; 30 Ft. Side

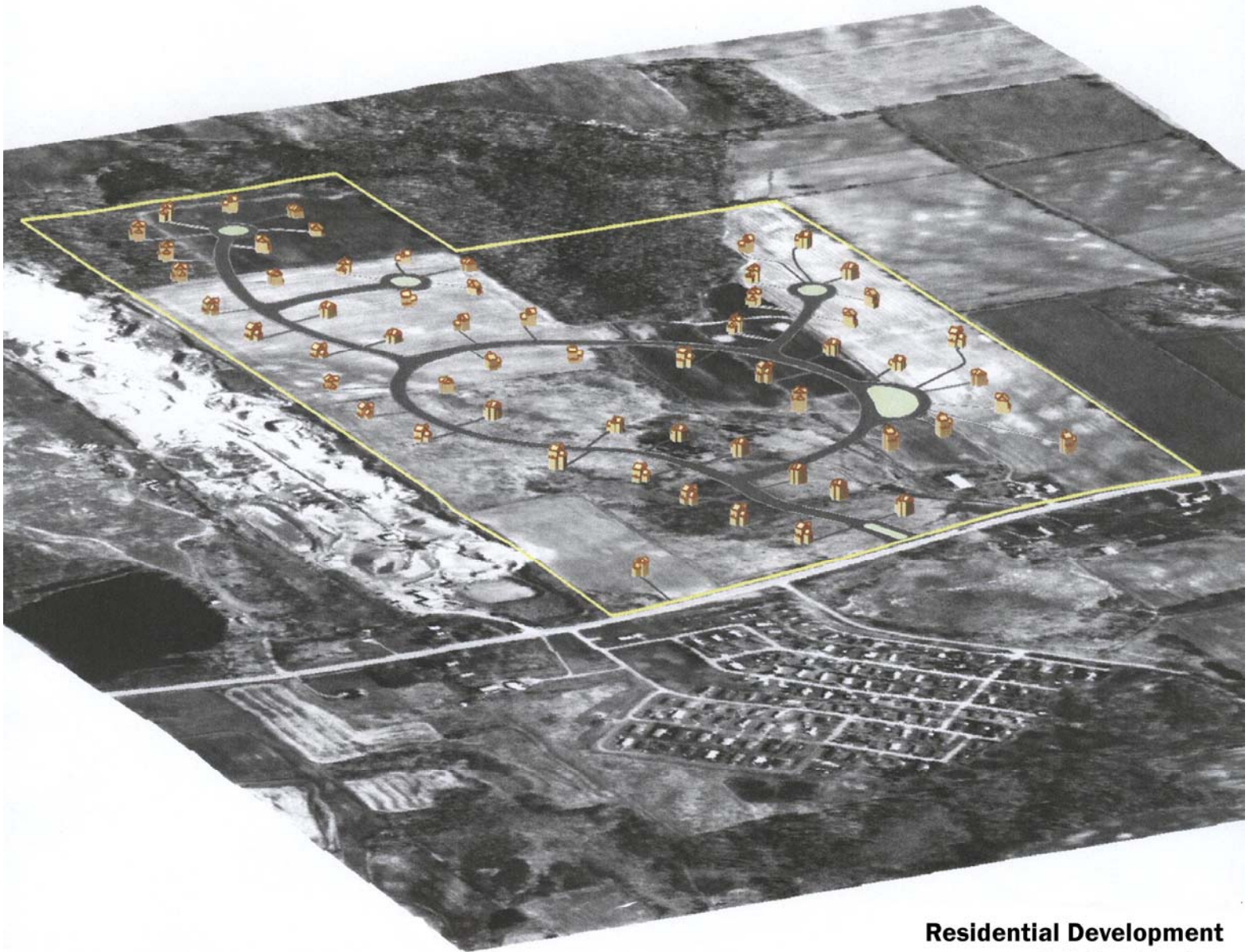
**Parcel 37.-1-34**  
Town of Lima  
Livingston County, New York

 the LA group  
Landscape Architecture  
and Engineering, P.C.  
40 Long Alley  
Saratoga Springs  
New York 12866  
Tel: 518-587-8100

  
North  
Scale: 1" = 600'

0 300 600 1,200  
Feet





# **Residential Development Existing Zoning**

Figure D-3

## **Site Statistics**

Total Acreage: 220 Acres  
 Number of Lots: 59 New; 1 Existing  
 Acreage per Lot (Ac.): 2 Acres  
 Percent Open Space: 17%

**Parcel 66.00-1-23.00**  
 Town of West Bloomfield  
 Ontario County, New York



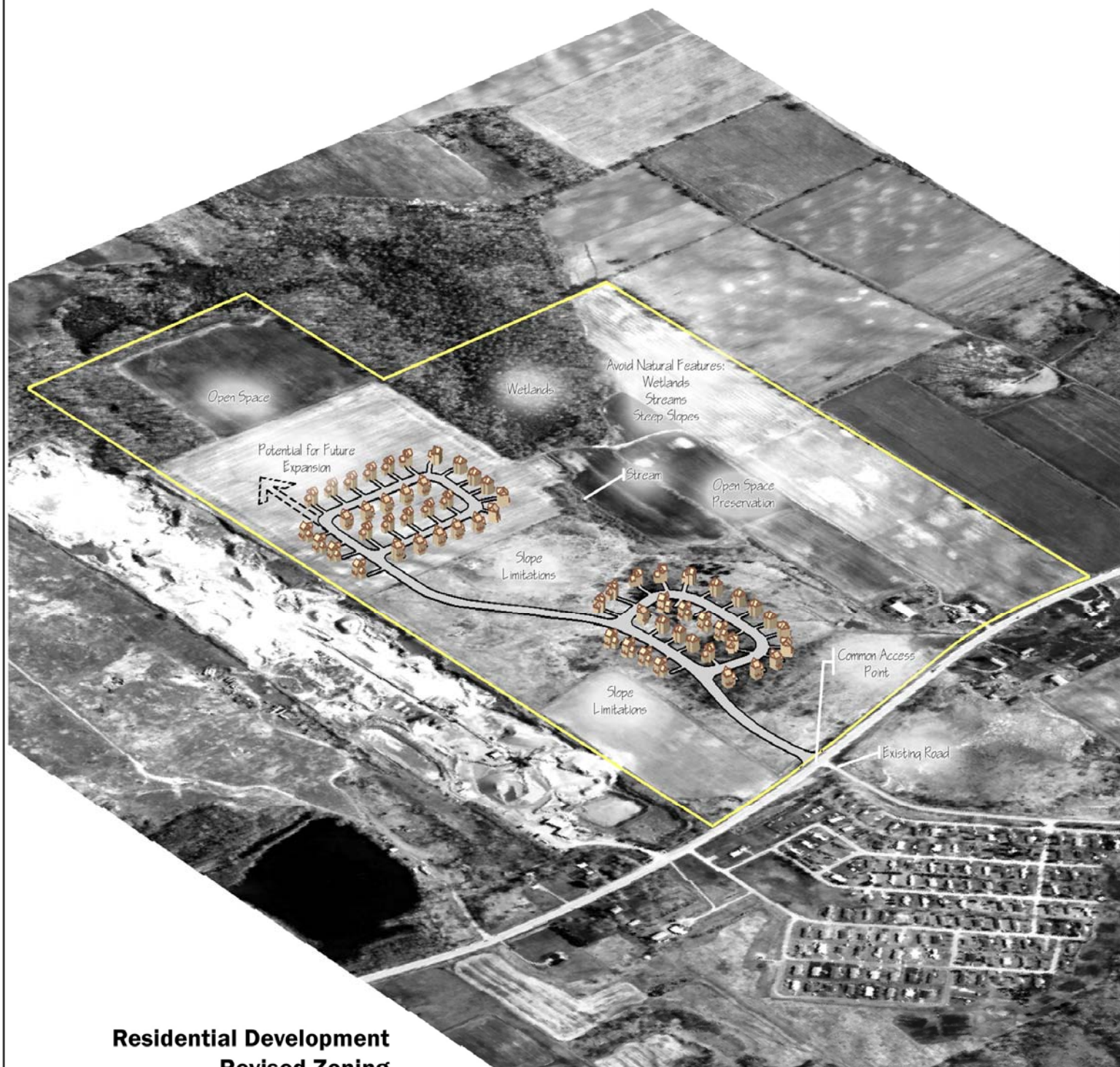
the LA group  
 Landscape Architecture  
 and Engineering, P.C.  
 40 Long Alley  
 Saratoga Springs  
 New York 12866  
 Tele: 518-587-8100



North

Not to Scale





## Residential Development Revised Zoning

### Site Statistics

Total Acreage: 220 Acres  
 Number of Lots: 59 New; 1 Existing  
 Acreage per Lot (Ac.): 1/3 Acre  
 Percent Open Space: 90%

Figure D-4

**Parcel 66.00-1-23.00**  
 Town of West Bloomfield  
 Ontario County, New York



the LA group  
 Landscape Architecture  
 and Engineering, P.C.  
 40 Long Alley  
 Saratoga Springs  
 New York 12866  
 Tele: 518-587-8100



North  
 Not to Scale





Figure D-5

**Parcel 80.07-1-9.00**  
 Holloway House Streetscape  
 Village of Bloomfield  
 Ontario County, New York


 the LA group  
 Landscape Architecture  
 and Engineering, P.C.  
 40 Long Alley  
 Saratoga Springs  
 New York 12866  
 Tele: 518-587-8100

Not to Scale

restaurant. As shown in **Figure D-6**, the buildings were clustered along the parcel fronting Routes 5&20 where many commercial uses prefer to locate to maximize their visibility. The development has multiple curb cuts, a concentration of paved areas abutting the main road, and lacks interest. The modified site plan, **Figure D-7**, has more building square footage, and less open space, but has a greater community feel by incorporating a community green space/gathering area, a single tree-lined access drive to further set back buildings, and preserves scenic views that are valued along Routes 5&20.

A Town of Canandaigua example was not completed since there is little land along the included portions of the corridor study that are likely to be developed. Also the Town recently completed a comprehensive plan update which addressed many of the issues being examined in this study.

These examples show how developments can be accommodated along the corridor, while still maintaining the identified characteristics that have been noted by the community as being important to preserve and enhance.





## Commercial Development Existing Zoning

Figure D-6

### Site Statistics

Total Acreage: 19 Acres  
 Building Area (Sq. Ft.): 34,000 Sq. Ft.  
 Percent Cover: 25%  
 Setbacks (Ft.): 30 Ft. Front & Rear; 15 Ft. Side

**Parcel 80.00-1-40.00**  
 Town of East Bloomfield  
 Ontario County, New York



the LA Group  
 Landscape Architecture  
 and Engineering, P.C.  
 40 Long Alley  
 Saratoga Springs  
 New York 12866  
 Tel: 518-587-8100



North  
 Not to Scale



## Commercial Development Revised Zoning

Figure D-7

### Site Statistics

Total Acreage: 19 Acres  
 Building Area (Sq. Ft.): 51,875 Sq. Ft.  
 Percent Cover: 46%  
 Setbacks (Ft.): 30 Ft. Front & Rear; 15 Ft. Side

**Parcel 80.00-1-40.00**  
 Town of East Bloomfield  
 Ontario County, New York



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North  
 Not to Scale

## **E. Recommendations**

### 1) Corridor Specific Recommendations

There are many recommendations that are appropriate for the entire corridor and would be most effective if implemented by all municipalities concurrently. These recommendations are organized into 3 categories:

- physical improvements,
- municipal coordination efforts, and
- legislative changes.

Corridor-wide recommendations build upon assets already contained within the corridor including strong regional cooperation and shared goals among the municipalities and the residents who participated in the study process.

Supporting materials, such as programmatic details and funding source information, on many of the recommendations can be found in Appendix E.

These recommendations are general in nature and are based on the desires and input of the municipalities and residents involved in the planning process. The recommendations were not developed using detailed engineering techniques and would require further investigation to determine if warranted under local, regional, and state standards. Further involvement with approval agencies would be required prior to the actual implementation of most of the recommendations provided in this section, particularly those related to the highway and infrastructure improvements. The New York State Department of Transportation has ownership of the Routes 5 & 20 right-of-way and is the permitting agency for any improvements within this right-of-way.

#### **a. Physical Improvements**

There are some low-cost physical improvements to the corridor that could assist in meeting one of the primary goals identified by the community: reducing speeds along the corridor. In addition to improving safety along the corridor, reducing traveling speeds could also reduce the number of trucks using the corridor as a through route. While Routes 5&20 is not a signed truck route, trucks are currently permitted and are not discouraged from using the corridor. Many truckers use the corridor, which parallels the NYS Thruway, to avoid paying Thruway tolls. Since trucks are unlikely to ever be restricted on this route, the most effective means of controlling truck traffic is making it less cost effective and desirable to use Routes 5&20. To achieve this goal, the extra time and inconvenience it takes to travel the corridor rather than the Thruway must outweigh the toll costs. Extending travel time means that traveling speeds are slowed, which can be achieved by visually narrowing the roadways through the physical improvements outlined below.

Any changes to the roadway would need to consider the needs of agricultural vehicles, which, by necessity, traverse portions of the road to get to the various fields and storage areas.

- 1) Re-stripe Routes 5&20 in, and approaching, Villages and Hamlet to provide on-street parking and narrow travel lanes.

Travel lanes in the Villages and Hamlet could be narrowed to 12 feet (current is 12 to 15 feet) and on street parking spaces can be delineated by re-striping these areas. There is no net change in overall pavement width, but both of these features narrow the line of view and naturally slow traffic in these settings. Also, additional parking could be provided near commercial areas, where it is currently limited.

**Action Summary:** Narrow roadway and provide on-street parking in villages and hamlet areas.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** \$20,000-\$25,000

**Funding sources:** NYSDOT as part of their maintenance of roadways, or as a special request through the Regional Traffic Engineer, will perform this task at their cost.

## 2) Signage

Improvements to signage increase predictability, and therefore safety, for drivers who are not familiar with the area.

- Gateway – common signage among the corridor communities announcing that people are on a historic route with preserved views, a variety of shops, places of interest, etc. These enhancements would enhance tourist activities, create a sense of place for the communities, and provide drivers with advanced warning that they are entering a more populated area.
- Directional – providing clear indication of the location of shopping centers, municipal buildings, schools, lakes, wineries, and other destinations.
- Tourism – utilize the “Regional Tourism Signage Study” completed by the Genesee Finger Lakes Regional Planning Council to pursue tourism signage appropriate for the corridor. This may include signage indicating historic sites, location of visitor information, recreation and cultural interests and service areas.

- Cautionary – throughout the corridor, signs indicating:
  - a shared roadway with oversized or slow moving agricultural vehicles,
  - sight distance problems at particular intersections or driveways, and
  - upcoming changes in speed zones.

**Action Summary:** Complete a comprehensive review of existing signage along the corridor and identify areas for new signage.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** In kind services for review of existing signage, then approximately \$500-\$1,000 per sign depending on size and design.

**Funding sources:** Through the Governors Small Cities Community Development Program, all 6 municipalities are eligible for annual funding for economic development, housing, and comprehensive grants. May also be funded through NYSDOT improvement project.

### 3) Landscaping

Improvements in landscaping can be among the most cost-efficient way to make drivers more aware of their surroundings and to create a more inviting environment for tourists and residents patronizing shops and



services along the corridor. Landscaping improvements could come in the form of:

- Gateway treatments – add plantings for emphasis around signage indicating the arrival into a town or village. Accentuating these transition areas will increase awareness by drivers. A common planting theme could be utilized by all corridor communities to highlight that they are part of a unified corridor.
- Aesthetics – hanging baskets, raised planters, and other designated planting areas adds interest to the landscape and increases the time the travelers see their surroundings. These types of improvements are also known to slow travelers who recognize that they are in a “place” rather than just on a roadway.
- Trees – lining streets with trees narrows the field of view, which ultimately slows travelers.
- Fences, walls, hedgerows – similar to trees, these would narrow the field of view and help to slow travelers.

Placement of landscaping items should consider specific design criteria, specifically as it relates to trees and shrubs planted within the highway right-of-way. Further, all items should be placed in a manner such that they do not limit sight distance, or impede on clear zones.

***Action Summary:*** Improve landscaping along the corridor, especially in villages and hamlet.

***Priority:*** High

***Timeframe:*** Short Term (0-2 years)

***Approximate Cost:*** Varies per community and amount of improvements

**Funding sources:** Utilize enhancement fund (fund fully or provide 50/50 match for private investments), Quality Communities funding, business association

#### 4) Lighting

Street lighting along the corridor should reflect the type of community the road is passing through. Along the more rural areas, tall, occasional light posts are appropriate, but when transitioning to the hamlet and village areas of the corridor, the street lighting should be lower and more frequent. This change in lighting lets a driver know that they have entered a more populated area and should increase awareness of the possibility of pedestrians, more frequent curb cuts, and overall increased activity.

Any new lighting should be carefully chosen and installed to reduce light pollution, maximize efficiency of lighting, and fit in with the character of the area it is being placed. As NYSDOT develops plans to improve Routes 5&20, a community representative should work with them to identify potential street lighting improvements that could be part of their project.

**Action Summary:** Make lighting along the corridor more appropriate and more decorative – work with electric company and/or NYSDOT to evaluate options.

**Priority:** Medium

**Timeframe:** Long-Term (5 or more years)



***Approximate Cost:*** Portion of the cost if done as part of DOT project, or could be funded separately by community if desired sooner.

***Funding sources:*** NYSDOT, municipal tax revenue, special use district

## **b. Municipal coordination efforts**

Building on the coordination and regional approach already undertaken by the Towns, Villages, and Counties, several more projects can be completed more effectively and efficiently if pursued as a group.

### 1) Establish a Routes 5&20 preservation and enhancement fund

There are several projects that could benefit all corridor communities and that could be implemented more cost effectively and have a greater impact if pursued jointly. To this end, a fund could be established by the corridor communities to fund projects such as:

- Viewshed protection (e.g. creating pull offs, signage indicating important viewsheds, etc.)
- Corridor beautification – new planting boxes or hanging baskets (i.e. the purchasing and maintenance), decorative signage or flags, decorative lighting in villages and hamlets, improvements to “eyesores”.
- Historic preservation – preserving historic buildings and parcels along corridor that add to the character of roadway.

This fund could be a yearly contribution by each community, and could also take donations from residents, or be funded through community fund raisers and contributions from business associations or similar organizations (e.g. Rotary) for mutually beneficial improvements.

**Action Summary:** Establish a fund that would be used for preservation and enhancement projects along the corridor.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** \$500 per community per year

**Funding sources:** Municipal line item

2) Pursue NYS Scenic Byway or National Scenic Byway/All-American Road Designation.

NYS Routes 5&20 is a possible candidate to be recognized as a scenic byway, either on the state or national level. New York State's Scenic Byway Program encourages both economic development and resource conservation, recognizing that each of these aspects of a byway must be fostered to ensure the success of the other. The Program is administered by the Landscape Architecture Bureau of the New York State Department of Transportation and is guided and implemented by the Scenic Byways Advisory Board. The Board includes a number of state agencies as well as members of the motoring public, tourism associations and organizations interested in preserving scenic quality.

On the national level, the National Scenic Byways Program is part of the US Department of Transportation, Federal Highway Administration, and is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Roads can be designated as a "National Scenic Byway", or an "All-American Road" based on archeological, cultural, historic, natural, recreational, and scenic qualities. As of now, there are 96 roads designated as American Byways, which includes both National Scenic Byways and All-American Roads.

These programs support unique roadways and provide resources to protect the qualities for which they were recognized. The program is said to be about recognition, not regulation and is founded upon the need for dedicated individual leaders and strong grassroots efforts for each byway. Anyone may nominate a road for possible designation by the Secretary, but the nomination must be submitted through a state's official scenic byway agency and include a corridor management plan, laying out the vision, goals, strategies and actions for the byway, which is designed to preserve and enhance the unique qualities of the byway.

If awarded a designation, the road is positioned for grant money to help implement the corridor management plan and make improvements that will ensure the qualities of the road are preserved.

This study can serve as a starting point for the application process for either designation, however Routes 5&20 would likely be designated as a much larger roadway than the study area undertaken in this plan. Therefore, coordination with efforts to market and improve Routes 5&20 as a whole is essential and may span beyond the region or even the state to be competitive as a recognized Byway. In addition, a representative from the corridor should contact the State and National Scenic Byways Programs to further discuss the process and likelihood of Routes 5&20 becoming designated. These early conversations will help guide the next steps in pursuing designation.

***Action Summary:*** Pursue designation for Routes 5&20 as a NY Scenic Byway or a “National Scenic Byway”/ “All-American Road”.

***Priority:*** Low

***Timeframe:*** Long Term (5+ years)

***Approximate Cost:*** In kind services

***Funding sources:*** N/A

3) Coordinate with Office of Ontario County Tourism to market the Corridor.

Similar to the recommendation above, the corridor communities could benefit greatly in coordinating with the marketing efforts currently being undertaken to promote Routes 5&20 throughout the Finger Lakes region and throughout the northeast where similar studies have been done and preservation and awareness efforts are underway. The website ([www.routes5and20.com](http://www.routes5and20.com)) is an excellent resource that individual communities and portions of the corridor can build upon as is the website for the historic Route 20 ([www.usroute20.com/ny.htm](http://www.usroute20.com/ny.htm)). Highlighting tourist stops, retail shops, activities and areas of interest on this website and in their other promotional materials is an efficient way to quickly increase awareness of this unique portion of this corridor.

Part of this coordination may lead to creating common signage or tourism marketing themes that can be used throughout the corridor. New signs indicating that people are on a unique roadway could be more efficiently designed and produced if a larger number of communities jointly pursued this endeavor. Therefore, a corridor community representative should the Finger Lakes Visitors Connection to become involved in corridor-wide marketing efforts. Other efforts for NYS should be further identified to piggyback on existing programs that help market various areas in NYS, such as the recently established Upstate New York Tourism Legislation Initiative.

**Action Summary:** Build upon existing efforts to market Routes 5&20 in the region and across the northeast.

**Priority:** Medium

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** No cost at first, then possibly a few hundred dollars per community to help with marketing costs.

**Funding sources:** Community revenue

4) Pursue recreational opportunities within the corridor or surrounding areas.

Biking and walking along most parts of the corridor is typically limited to experienced persons who know how to deal with the high volumes and speeds of the roadway traffic, except in the hamlet and villages where more people use the shoulders and sidewalks for recreation and access. However, many people expressed an interest in designated trails and park areas along the corridor. Therefore, more appropriate recreation areas should be sought out that could act as formal or passive park areas.

One or more parks could be located within the corridor that takes advantage of natural viewsheds and could provide pull-offs, observation areas, information kiosks, picnic areas, and trails for hiking and/or biking. While the park may be located in one municipality, all corridor communities could contribute in establishing or maintaining the park.

These parks could improve the quality of life for area residents who use it, as well as be an additional draw for tourists and visitors of the corridor.

Though biking along the corridor was not a major concern with those represented at public meetings, opportunities do exist through the NYS Office of Parks, Recreation, and Historic Preservation to pursue bicycle-route designation. Such a designation may increase bicycling along the corridor and exposure to many of the shops along the corridor.

**Action Summary:** Explore opportunities to create new recreation areas along the corridor.

**Priority:** Medium

**Timeframe:** Mid Term (2-5 years)

**Approximate Cost:** \$25,000 - \$50,000 per park depending on land acquisition.

**Funding sources:** NYS Office of Parks, Recreation, and Historic Preservation offers grants through several programs to help establish, maintain, or rehabilitate parks and trails throughout New York State.

5) Jointly pursue consultant services for drafting of overlay district and identifying funding sources.

The corridor communities should coordinate with the county planning departments or hire a consultant to assist with the following projects:

- Draft new zoning legislation to create an overlay district, protect viewsheds, change existing zoning districts, or modify design regulations as appropriate.
- Pursue grants to fund projects recommended as part of this study including updating zoning, protecting viewsheds, improving aesthetics, implementing roadway projects, and installing gateway treatments.

By combining efforts, the various municipalities improve efficiency and cost in hiring a consultant to perform services that are common to them all. Examples of other overlay districts are provided in Appendix F as a reference.

**Action Summary:** Jointly contribute to hiring a consultant to draft new legislation (zoning overlay, viewshed protection, etc.) and to pursue grant sources for other identified projects.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** no cost for coordinating efforts.

**Funding sources:** N/A

### c. Legislative changes

#### 1) Zoning Overlay District

The purpose of the overlay district is to enable the development of lands along Routes 5&20 in accordance with the goals set forth by the communities during this planning process. These goals include:

- Preserving open space,
- Protecting viewsheds,
- Slowing traffic,
- Balancing uses,
- Encouraging quality development,
- Creating transitions between uses,

- Decreasing eyesores,
- Combining/aligning driveways and access drives, and
- Unifying communities.

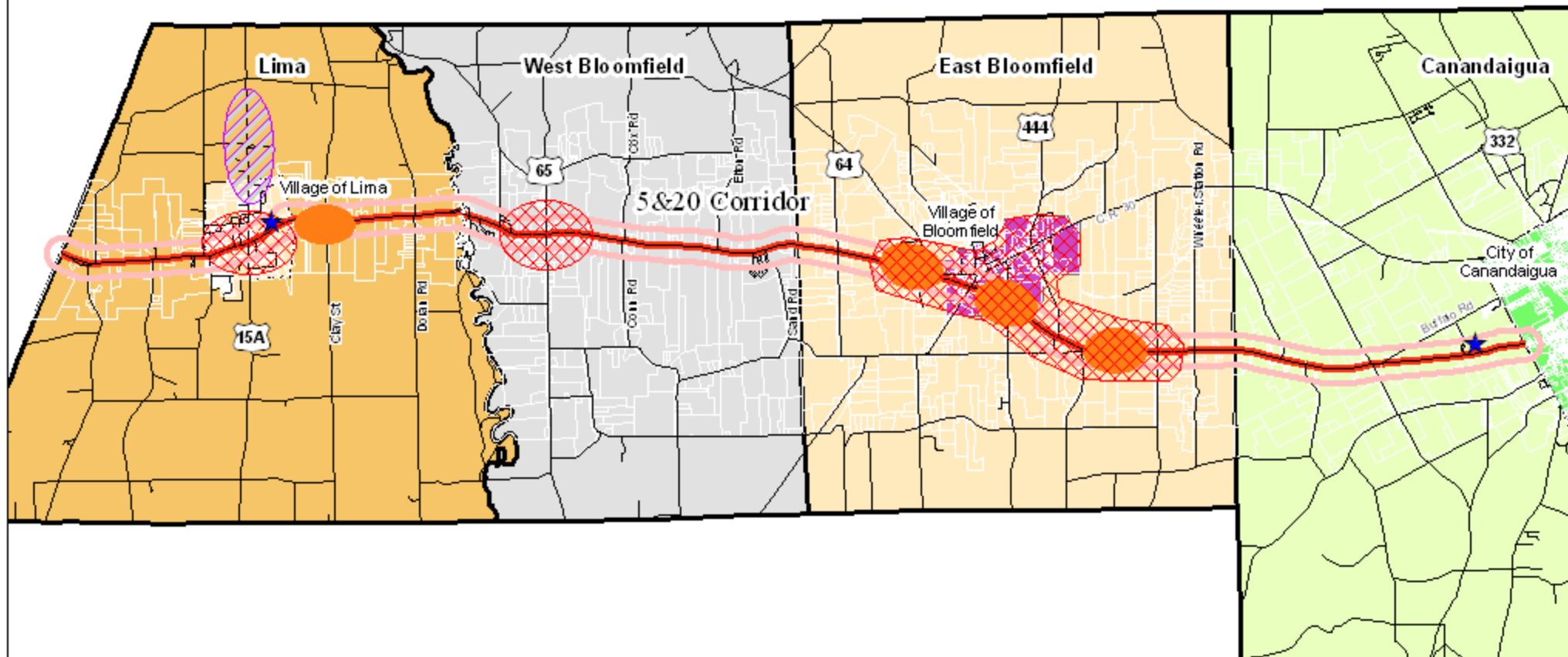
An overlay district would assist in moving toward many of these goals. The overlay would span 1,000 feet on either side of Routes 5&20 within the study area. While specific wording would need to be drafted by the impacted communities, topics that would be covered include:

- Intent of district
- Boundaries of district
- Site characteristics (orientation, lot dimensions, access, setbacks, location of parking)
- Building standards (facades, height, lot coverage)
- Lighting (location, glow, style)
- Signage (size, location, style)
- Landscaping (buffering, foundation plantings, peripheral plantings, parking areas, screening areas)

Additionally, any subdivision within the overlay district where more than one subdivision of land is taking place should be required to prepare and present a site master plan for the entire parcel to the appropriate planning board. In reviewing subdivision plans, the boards should restrict the number and frequency of drives onto the corridor, requiring shared drives or new roadways where appropriate.

A conceptual Land Use Plan is included as **Figure E-1**, which depicts a general use type and intensity for the areas along the corridor. It can be used as a guide for future discussions within individual municipalities as well as a cohesive group of municipalities planning for the future of the corridor.





### Legend

#### Towns

- Canandaigua
- East Bloomfield
- West Bloomfield
- Lima

#### Villages

- Lima
- Bloomfield
- Tax Parcels
- 1,000-foot Buffer

- City/Village Limits

- Town Limits

- Study Corridor

- Information kiosks/directories

- Medium Residential / Transitional Areas

- Commercial / Higher Density Residential

- Commercial / Light Industrial

*Note: Areas not otherwise indicated are recommended for low density residential / agricultural uses.*

*Map not drawn to scale*

**FIGURE E-1  
CONCEPTUAL LAND USE PLAN**



**Action Summary:** Establish an overlay district for the corridor that can be adopted by all corridor communities to preserve the character of the corridor as it continues to develop, and ensure that the overlay regulations are enforced.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** \$5,000 - \$10,000

**Funding sources:** County or municipal funds

## 2) Viewshed Preservation Overlay District

For identified viewsheds (as shown on **Figures E-2 through E-5**) to be preserved, additional site plan approval steps should be added for such areas to ensure that the impacts to viewsheds are minimized. Items to be reviewed include:

- Location of views
- Impacts to views
- Site layout
- Building facades
- Landscaping plan
- Lighting
- Signage

If parcels within a specified viewshed are to be developed, a full visual impact analysis should be required. This will put the onus on the developer to show, through the use of photo simulations, how the proposed development would look from various viewpoints.

Improvements to the existing plan can then be recommended which would minimize the impact of the development of the viewshed.

**Action Summary:** Add additional review step for any development within specified viewshed areas.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** In kind services with support from County Planning departments

**Funding sources:** N/A

3) Draft and adopt Conservation Subdivision Guidelines for new residential development

Using the Town of Canandaigua as an example, draft guidelines for developing all future residential developments using principles of Conservation Subdivision design. This concept uses open space resources as the starting point for design and then identifies conservation areas such as wetlands, important viewsheds, wooded areas, etc. before locating houses and streets. In addition to preserving open space and viewsheds, this approach to development can help to create a network of trails linking neighborhoods to each other, to parks, and to community centers. Flexible lot sizes, area and bulk standards also add to creative and unique designs.

The resulting open space can be put into a conservation easement that is owned by an individual landowner, several landowners, a homeowner's association, a municipality, or a land conservancy such as the Finger Lakes Land Trust.

These subdivisions are dependant on the presence of natural features, appropriate soil conditions, and topography, which may limit the ability to develop, particularly were the use of septic systems would be required.

***Action Summary:*** Draft and adopt conservation subdivision regulation guidelines for residential development.

***Priority:*** High

***Timeframe:*** Short-Term (0-2 years)

***Approximate Cost:*** \$2,000-\$4,000 per community

***Funding sources:*** Municipal or county funding

4) Explore the feasibility of an open space and agricultural protection program.

Preserving open space and agricultural functions along the corridor was found to be among the most desired outcomes of this study by those who participated. Exploring ways to ensure that passive open space and active farming continues is important. Many tools are available such as permanent and time-limited agricultural conservation easements, transfer of development rights programs, improved zoning ordinances, etc.

In Ontario County, the Ontario County Agricultural Enhancement Plan adopted in 2000 states that long-term farmland protection can only be accomplished if agriculture is an economically viable enterprise and is integrated into local comprehensive planning. The plan calls for local governments to take the lead in establishing priorities for farmland protection based on ten criteria that are listed in the plan.

Since farmers often own and/or rent land in more than one town or county, localities must look beyond their own boundaries when addressing farmland protection. Therefore cooperative planning between towns and counties is also an essential element of long term agricultural protection and viability.

**Action Summary:** Develop local agricultural protection programs/strategies in cooperation with other corridor communities.

**Priority:** High

**Timeframe:** Short Term (0-2 years)

**Approximate Cost:** In-kind services from county or municipal staff

**Funding sources:** N/A

**Action Summary:** Implement open space and agricultural preservation program

**Priority:** Medium

**Timeframe:** Mid-Term (2-5 years)

**Approximate Cost:** Potentially high for purchase of development rights programs depending on amount of land to be preserved.

Cost of revision of planning and zoning codes will vary by community.

**Funding sources:** NYS Department of Agriculture And Markets Under Article 25-AAA of the Agriculture and Markets Law, the Commissioner of the Department is authorized to administer two matching grant programs focused on farmland protection. The first program was designed to assist county governments in developing agricultural and farmland protection

plans to maintain the economic viability of the State's agricultural industry and its supporting land base. The second program was established to assist local governments in the implementation of local farmland protection plans that focus on preserving the land base by purchasing the development rights on farms using a legal document called a conservation easement. This program can help where the benefits and protections available through agricultural districting and other planning tools may not be sufficient to overcome local development pressure.

State assistance payments for farmland protection projects may be authorized under the State Environmental Protection Fund (EPF) to cover up to 50% of the costs for counties to develop agricultural and farmland protection plans, and up to 75% of the costs for the purchase of development rights (PDR) on farms (see GRANTS for more details). Since the inception of these programs, the Department has awarded over \$1.8 million to 46 counties across the State to conduct agricultural and farmland protection planning, and nearly \$40 million to counties and towns for PDR on over 90 farms in 14 counties.

## **2) Specific Recommendations For Municipalities**

The following recommendations provide specific targeted improvements for each of the four towns and two villages for the four main study components:

- roadway improvements,
- pedestrian related improvements,
- gateway improvements, and
- viewshed preservation areas.

Though the improvements are specific to each municipality, they carry the common theme of creating a sense of place within each municipality, as well as an identity for the corridor as a whole, preserving the qualities desired by the corridor communities. In addition, the improvements share the goal of improving traffic operations and safety along Routes 5&20 now and as the corridor continues to develop.

**a. Town of Lima**

The western limits of the study area correspond with the western town limits of the Town of Lima. The following recommendations address areas for improvement along the portion of the 5 & 20 corridor within the Town.

1) Roadway improvements

- The section of roadway west of the Village of Lima is in good condition with shoulders ranging in width from 6-feet to 8-feet. Along the roadway structures are setback on average greater than 50-feet from the edge of pavement.
- Several locations have trees within a relatively close proximity to the edge of pavement (example is between mile markers 5 4204 1153 and 5 4204 1157, just east of Heath Markham Road). These trees help to narrow the field of view for drivers, resulting in a decrease in speeds.
- In general, driveways should be aligned opposite one another where appropriate. Similarly, driveways should be consolidated and narrowed. There are several locations where driveways are in excess of 50-feet (example: just east of the Village of Lima between the Village and Clay Street).
- Property owners should be encouraged to pave high-travel parking lots and driveways, especially those commercial and industrial in nature. Paving or at a minimum (gravelling) will help to reduce erosion and transport of dirt into the roadway.



- Property owners should be encouraged to provide landscaped areas (tree lawns and street trees) as close to the street as possible, using materials that are acceptable to NYSDOT, without impeding the clear zones, to help narrow the field of vision and openness of the corridor.
- Passing zones should be considered for elimination in and near the Village of Lima, as they are inconsistent with the pedestrian friendly desires of the Village.
- Consideration should be given for additional advanced warning signs at the Doran Road intersection. There is a severe crest vertical curve that greatly limits sight distance.
- Consideration should be given to realigning Doran Road with Bragg Street by shifting Bragg Street to the west to remove the offset alignment of the intersection. Further, consideration should be given to lowering the profile of Routes 5 & 20 at this intersection at the time rehabilitation work is commenced.

## 2) Pedestrian-related improvements

- There is an adequate shoulder for those walking or bicycling along the corridor. Pedestrians and bicyclists should be encouraged to use the shoulders if traveling in these areas.

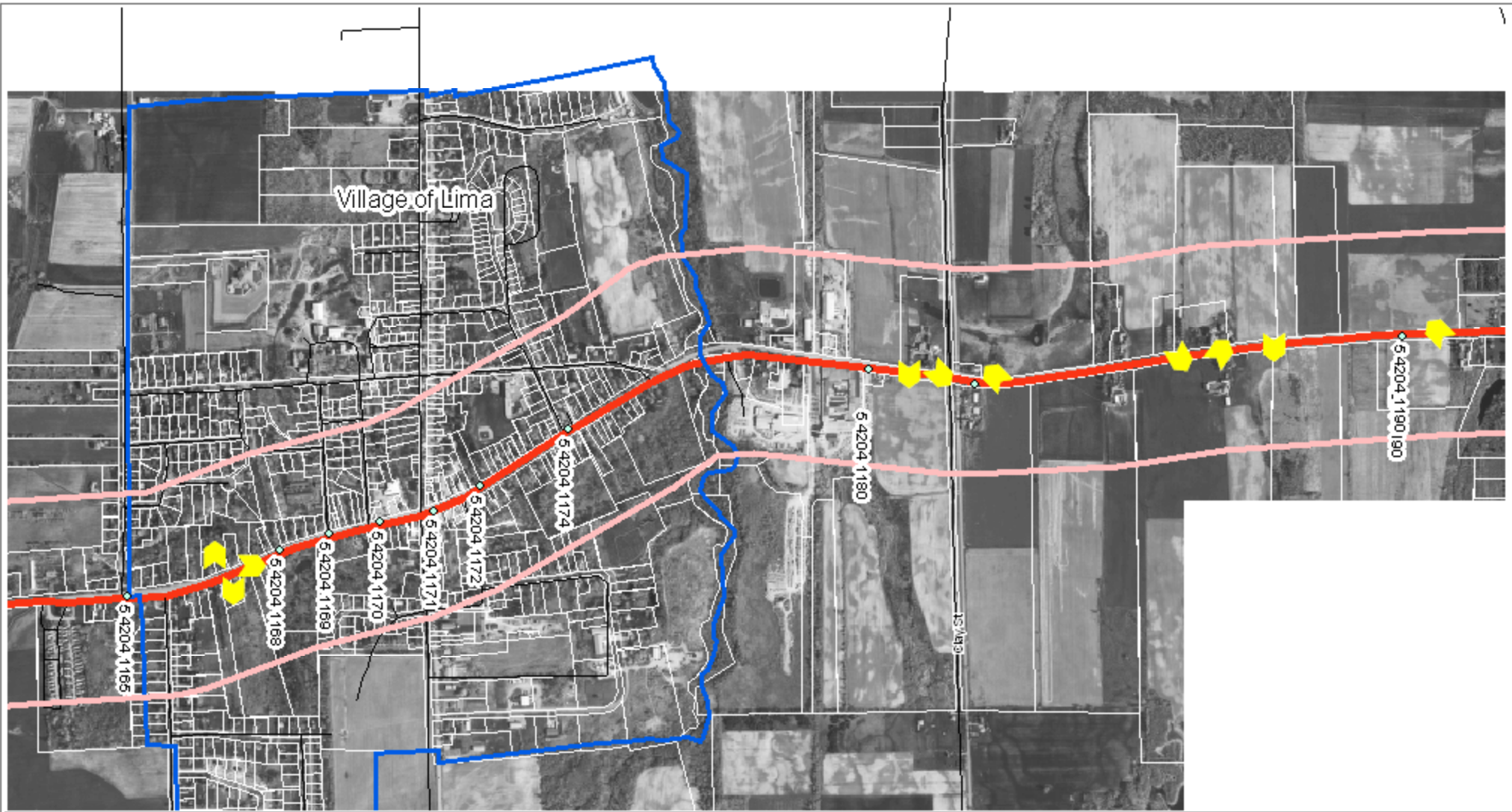
### 3) Gateway improvements

- Highly recognizable/visible municipal signs do not exist at the Town's limits. Customized signs are strongly encouraged to "announce a traveler's arrival to the Town of Lima".
- Replacement of the standard New York State Department of Transportation (NYSDOT) municipal signs and historic marker signs with customized signs will help to create a sense of community identity and will help to set the 5 & 20 Corridor apart from other roadways.

### 4) Viewshed preservation

- Several areas considered to have views of significance have been identified within the Town of Lima. Identified viewsheds have been located and plotted on a map of the Town. Please refer to the viewshed map for the Town of Lima.
- In areas where viewsheds have been identified additional considerations should be given to the Town's existing zoning ordinance. It is recommended that identified viewsheds be preserved through the use of overlay zoning district regulations. These regulations would provide limitations to the overall size (footprint and height) of a building that could be approved within a given viewshed.
- Eight locations have been identified within the Town of Lima as having significant viewsheds worth preservation. The specific locations have been geographically located within a geographic information system (GIS) database. The locations

for the Town of Lima have been plotted on **Figure E-2** for reference. These locations are found near the Clay Road intersection and toward the Eastern border of the Town.



Map not drawn to scale

### Legend

- reference markers
- Tax Parcels
- City/Village Limits
- 1,000-foot Buffer
- Study Corridor
- Town Limits
- ♦ Viewsheds

**FIGURE E-2**  
**LIMA VIEWSHEDS**



## **b. Village of Lima**

The Village of Lima's western limits begin just west of Michigan Avenue (mile marker 5 4204 1165) and while there are customized Village markers in the eastbound direction there are no clear indications of the start of the Village limits.

The following recommendations help to emphasize the Village and attempt to get travelers to slowdown to an acceptable speed.

### **1) Roadway improvements**

- The speed limit drops to 30 mph within the Village limits, yet the roadway is comprised of wide travel lanes (12-feet to 14-feet) with 8-feet to 10-feet paved shoulders, which encourages vehicles to travel at greater speeds.
- On-street parking should be better delineated along Route 5 & 20 within the limits of the Village. On-street parking will narrow the driving field and a driver's field of vision thereby helping to slow vehicles within the Village limits. Excessive speed was one of the largest complaints from those participating in the public hearing process.

### **2) Pedestrian related improvements**

- Within the Village limits, crosswalks can be found at several locations. Some are in poor condition and should be considered for being made more visible, while some are adequately visible. All street crossings within the Village should be equipped with high-visibility crosswalks. This includes the

following locations (Livingston Street, Genesee Street, Route 15 A at Routes 5 & 20, Buell Avenue, Elm Street, and College Street).

- Curbs or bumpouts should be considered at the Village center, between Genesee Street and Buell Avenue. These bumpouts will further encourage vehicles to slow down and will help to make drivers more aware of the pedestrian activity in the area.

### 3) Gateway improvements

- Signs indicating the Village limits are provided at the eastern and western limits of the Village. However, these signs are relatively small and are setback from the roadway.
- Larger scale signs or other gateway treatments such as decorative knee walls or arches should be considered to ensure the limits to the Village are easily identifiable. These features announce your arrival to the Village, but also serve to send a message to vehicles to slow down.
- Other gateway-type improvements that could be included within the Village setting are: the use of hanging baskets and/or seasonal banners, and the installation of awnings at the storefronts along Main Street. All of these recommendations have a tendency to invite pedestrians and patrons to the area.
- A long-range goal should be to bury overhead utilities within the Village (especially at the intersection of Main Street and NY Route 15A) underground.

#### 4) Viewshed preservation

- Three distinct viewsheds have been identified within the Village of Lima. All three viewsheds (to the north, south, and east) originate from the same location, approximately 0.19 miles west of Livingston Street. This location is also plotted on the Lima Viewshed map.

**c. Town of West Bloomfield**

The Town of West Bloomfield lies between the Towns of Lima and East Bloomfield and is without a true Town Center. The intersection of Route 5 & 20 at Route 65 and the immediately surrounding area are considered the hamlet of West Bloomfield. The following improvements are specific to the Town of West Bloomfield, though several of the recommendations have themes similar to recommendations previously mentioned.

1) Roadway improvements

- There are several locations, especially at the western end of the Town that have exceptionally wide driveways (driveways in excess of 50-feet). In addition there are business locations with several points of access onto Route 5 & 20 or side streets.
- All new driveways should be kept to the minimum width necessary to accommodate the subject development.
- Existing driveways should be better delineated and reduced in width where property owners are willing or if property is up for a change in use or intensity.
- The Town should encourage business owners to consolidate driveways and provide common points of access for adjacent businesses.
- In general the pavement throughout the Town of West Bloomfield is in good shape, however there are areas where the shoulders are in disrepair (likely due to the heavy travel by oversized agricultural vehicles). At the appropriate time, these



shoulders should be improved to more adequately handle the oversized vehicles.

- Commercial and industrial property owners should be made aware that new and modified driveways must be paved for a distance from the shoulder of the road, and that tracking dirt, gravel, etc. onto the road is illegal, and should be enforced by local law enforcement officers.
- To encourage vehicles to slow down, especially at the western limits of the Town; trees, shrubs, and fences should be encouraged to be placed as close to the street as permissible by NYSDOT, to narrow the field of view.

## 2) Pedestrian-related improvements

- Unlike other municipalities along the corridor, there is no noticeable concentration of residences within the Town of West Bloomfield, thus virtually eliminating the need for an interconnected strong pedestrian network.
- There is however, a small portion of the hamlet that does have sidewalks on the north side of Route 5 & 20. It does seem reasonable to maintain and perhaps extend this portion of sidewalk in both directions as appropriate.

## 3) Gateway improvements

- The Town of West Bloomfield maintains noticeable signs at the limits of the Town. It is encouraged to maintain and

enhance these signs, perhaps through the use of a planting bed surrounding the signs, drawing more attention to the signs.

- In addition, there are several locations along the corridor where blank business signs, some of significant size (4-feet by 8-feet) exist. The removal of blank and outdated signs should be encouraged by the Town. These signs detract from the views and historic homes along the corridor.

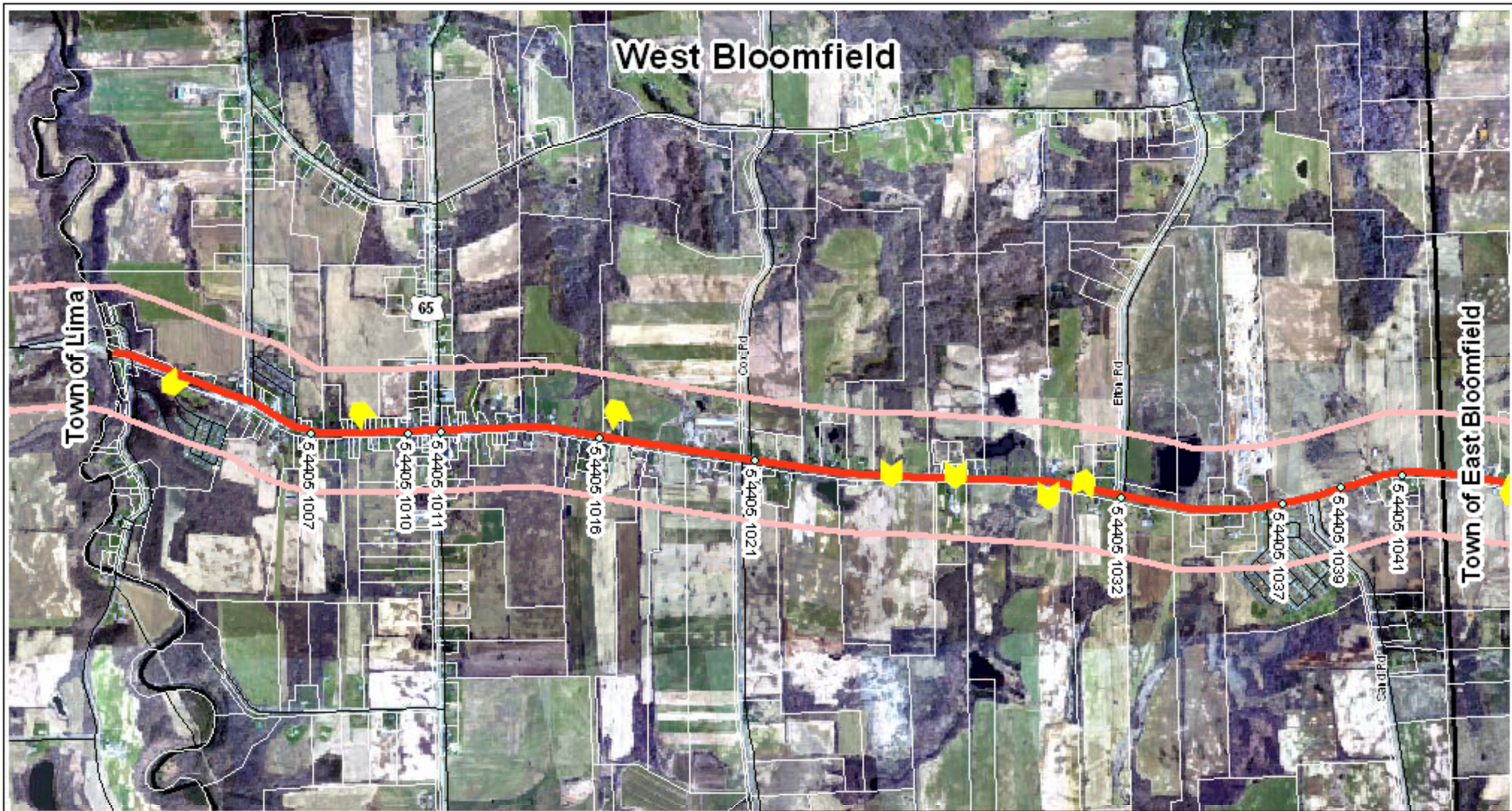
#### 4) Viewshed preservation

Seven distinct viewsheds have been identified within the Town of West Bloomfield. They are spread evenly throughout the Town. The viewsheds are:

- just west of Olmstead Road (looking southwest),
- just east of Olmstead Road (looking northwest),
- between Route 65 and Cox Road (looking northwest),
- between Cox Road and Elton Road - three looking to the south and one looks to the northeast.

All seven locations are shown on the West Bloomfield Viewshed map. See **Figure E-3**.

- The Town is encouraged to develop and adopt an overlay zoning district or additional setback provisions within its zoning ordinance to ensure these views are preserved.



Map not drawn to scale

### Legend

- reference markers
- 1,000-foot Buffer
- Viewsheds
- Tax Parcels
- Study Corridor
- City/Village Limits
- Town Limits

**FIGURE E-3**  
**WEST BLOOMFIELD VIEWSHEDS**



#### **d. Town of East Bloomfield**

The Town of East Bloomfield is located between the Town of West Bloomfield, to the west and the Town of Canandaigua to the east. The Village of Bloomfield is located at approximately the center point of the Town. The corridor within the Town is divided into three distinct segments, west of the Village, within the Village, and east of the Village.

##### **1) Roadway improvements**

- Overall the pavement throughout the Town of East Bloomfield is in moderate shape. However, there are several locations, especially west of the Village, where the shoulders are showing signs of distress.
- Full depth pavement should be considered for the shoulders within the Town of East Bloomfield as well as throughout the rest of the corridor. Full depth shoulders will be more durable and will hold up better to the wear associated with agricultural vehicles using the shoulders.
- Similar to the recommendations for the Town of West Bloomfield, commercial and industrial property owners should be encouraged to provide paved driveways and at a minimum gravel parking lots.
- A signal set to yellow flash on the mainline and red flash on the side streets should be considered at the Oakmount Road/Route 5 & 20 intersection to increase driver awareness of the intersection. The intersection is located on a hillcrest that greatly limits sight distance.

- The embankment to the west of Oakmount Road and south of Route 5 & 20 should be considered for lowering to improve sight distance for vehicles at Oakmount Road.
- The area centered around the Route 444/Route 5 & 20 intersection is developing as a commercial node. Provisions should be put in place to encourage these property owners to consolidate driveways and seek cross-access easements/agreements when feasible.
- The change in the speed limit from 55 mph to 35 mph should be considered for relocation further to the west so that vehicles have more time to reduce their speeds before this intersection.
- The West Main Street intersection with NYS Route 64 could be relocated further to the north to reduce conflicts with the Route 5 & 20/NYS Route 64 intersection.
- The yield sign at the West Park Drive/Routes 5 & 20 intersection near the NYS Route 64/Route 5& 20 intersection should be considered for replacement with a stop sign.

## 2) Pedestrian-related improvements

- Outside of the Village of Bloomfield there are no separate facilities for pedestrians within the Town other than the shoulder of the roadway. The lack of facilities is consistent with demand for such facilities. The population is concentrated in the Village and as such, pedestrian activities should be encouraged in the Village and its immediate surroundings.

- No specific recommendations are provided for pedestrian or bicycle improvements within the Town of East Bloomfield. The accommodations for both are the shoulder of the roadway. Further the Corridor communities are encouraged to pursue bicycle-route designations to further encourage multi-modal users within the corridor.
- If the commercial node at the Route 444/ Routes 5 & 20 intersection continues to develop, pedestrian connections and pathways should be provided between adjacent properties to encourage patrons to walk between them.

### 3) Gateway improvements

- More pronounced signs should be installed indicating a traveler's entrance into the Town of East Bloomfield.
- Similarly the Town should encourage business owners, specifically at the intersection of Route 444/Route 5 & 20, to install business signs that are complementary to one another to demonstrate the idea that this area is a destination point for the antiquing industry and other commercial activities. These improvements along with the roadway improvements will help to advance the concept of a commercial node.

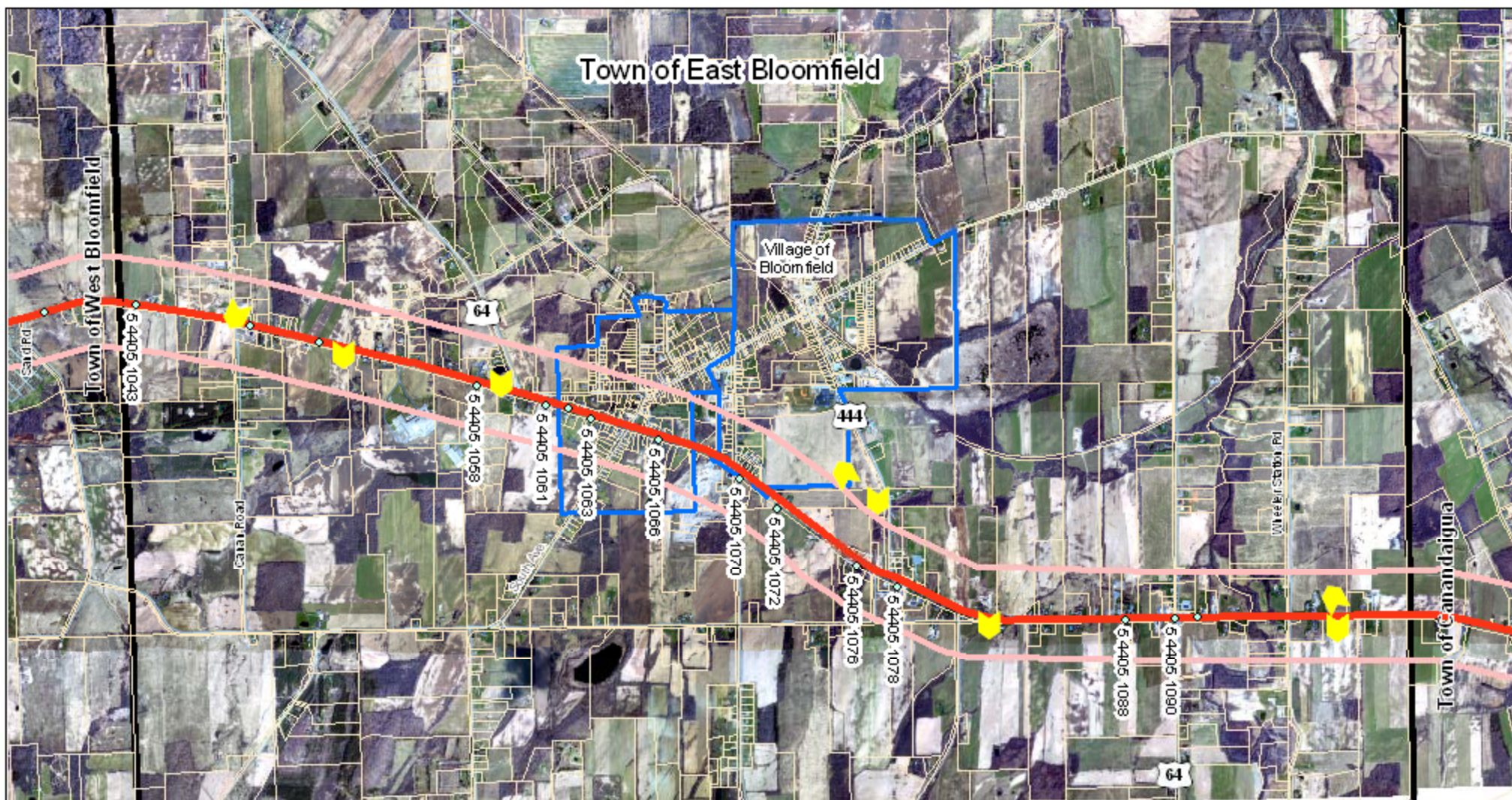
### 4) Viewshed preservation

There are eight identified locations with significant views within the Town of East Bloomfield.

- Four of these locations are west of the Village:

- \* two near the intersection of Cannan Road and
  - \* two near the intersection of Route 64 (looking north and northeast).
- The other four locations are located east of the Village:
  - \* one on Ashman Road (looking south),
  - \* one on Routes 5 & 20 near Flat Iron Road (looking south), and
  - \* two near the eastern town line, just east of Wheeler Station Road (looking southwest and northwest).
- Just south of the Village, along Route 444 is one of the most notable viewsheds along the corridor (located at mile marker 444 4401 1007). Travelers can see for many miles in the south, southeast, and southwest direction. Additionally there is a great view from this vantage point, to the northwest, of a large portion of the Village. If the land becomes available, this location would make a good pull-off/observation area.





Map not drawn to scale

### Legend

- |                     |                  |                       |
|---------------------|------------------|-----------------------|
| ◦ reference markers | □ Tax Parcels    | □ City/Village Limits |
| □ 1,000-foot Buffer | — Study Corridor | □ Town Limits         |
| ● Viewsheds         |                  |                       |

**FIGURE E-4**  
**EAST BLOOMFIELD VIEWSHEDS**





**e. Village of Bloomfield**

The Village of Bloomfield is located at approximately the center of the Town of East Bloomfield, with a majority of the Village located just north of the Route 5 & 20 corridor.

1) Roadway improvements

- The Route 5 & 20 roadway remains relatively wide throughout the Village of Bloomfield.
- On-street parking should be considered and/or better delineated within the Village limits along Route 5 & 20 to help encourage through traffic to slow down.
- Curbcuts should be minimized to provide a width that is necessary (24-feet to 36-feet wide, versus the 50-foot widths that exist).
- The Village, in conjunction with NYSDOT, should consider replacing the shoulder areas along Route 444, north of Main Street with curbs and tree lawns. This improvement will help to narrow the driving field, thereby reducing speeds. It will also help to eliminate vehicles parking in these shoulder areas. Further, installing tree lawns will allow for the planting of street trees and will create a buffer between the travel lane and those using the existing sidewalks.
- Additional advanced warning signs should be considered for the Oakmount Road intersection.

## 2) Pedestrian-related improvements

- The Village of Bloomfield has a strong network of pedestrian facilities. There are sidewalks located along South Avenue, Main Street, State Route 444, and Oakmount Avenue.
- These strong pedestrian connections should be expanded and built upon to further encourage pedestrian activity within the Village.
- There are four distinct intersections within the Village (Route 5 & 20 at South Avenue, South Avenue at Main Street, Main Street at Oakmount Avenue, and Main Street at Route 444). These four intersections are far enough apart from one another that there is no clear link between them.
- Pedestrian related improvements such as high-visibility crosswalks, stamped concrete, and information kiosks should be considered for installation to help link these areas to one another.

## 3) Gateway improvements

- Along the major roadways within the Village, utilities should be located underground where possible. Where it is not possible utilities should be located at the rear of properties removing them from the line of sight at the street level.

- Business groups and residents should be encouraged to develop a common theme for the Village (either through the use of flower baskets, flags, banners, “animals on parade” or other promotion) to help promote the entire Village as a destination point located just off of the 5 & 20 corridor.

4) Viewshed preservation

- As the Village sits beneath the Routes 5 & 20 corridor there are limited opportunities for capturing/preserving distinct viewsheds.

## **f. Town of Canandaigua**

The Town of Canandaigua is located east of the Town of East Bloomfield; the portion of the Town within the study limits extends from the Town of East Bloomfield to the City of Canandaigua. The Town of Canandaigua is unique from the other municipalities within the study limits in that it has much less residential development along the corridor than the other municipalities. There are dozens of large agricultural properties, many of which are included within an agricultural district.

### **1) Roadway improvements**

- The roadway section within the Town is in good condition, in addition there seems to be far less agricultural traffic on Routes 5 & 20 than in the neighboring communities.
- As there are relatively few residential home sites along this portion of the corridor, strong access management provisions should be taken into consideration when granting building permits for the area.
- Additional advanced warning signs should be considered at the McCann Road intersection. There is a severe crest vertical curve that greatly limits sight distance.
- Consideration should be given to lowering the profile of Routes 5 & 20 at the McCann Road intersection at the time rehabilitation work is commenced.
- Warning and speed advisory signage (45 mph) should be considered for installation in the vicinity of the McCann Road

intersection. There are a high number of residential homes located at this location. The signage may reduce the number of right-angle and run off the roadway accidents at this location.

- Additional advanced warning signs should be considered for provision at the Cooley Road intersection. There is a crest vertical curve that limits sight distance.
- Advisory speed limit signage (45 mph) should be considered for installation in the vicinity of the Cooley Road and Buffalo Road intersections. The high speeds and volumes are the main cause of accidents at this location.

## 2) Pedestrian-related improvements

- There is virtually no pedestrian activity within this portion of the Town. The activity is limited to the western limits of the City of Canandaigua.
- As such, there are no pedestrian improvements appropriate for such a rural setting.

## 3) Gateway improvements

- The western City limit signifies the entrance to the Western end of the Routes 5 & 20 corridor within Ontario County. As such there should be provisions made for a Routes 5 & 20 corridor information kiosk/pull-off area. This could be located at the Canandaigua Town Hall, which is located less than ¼ mile from the start of the corridor study limits.

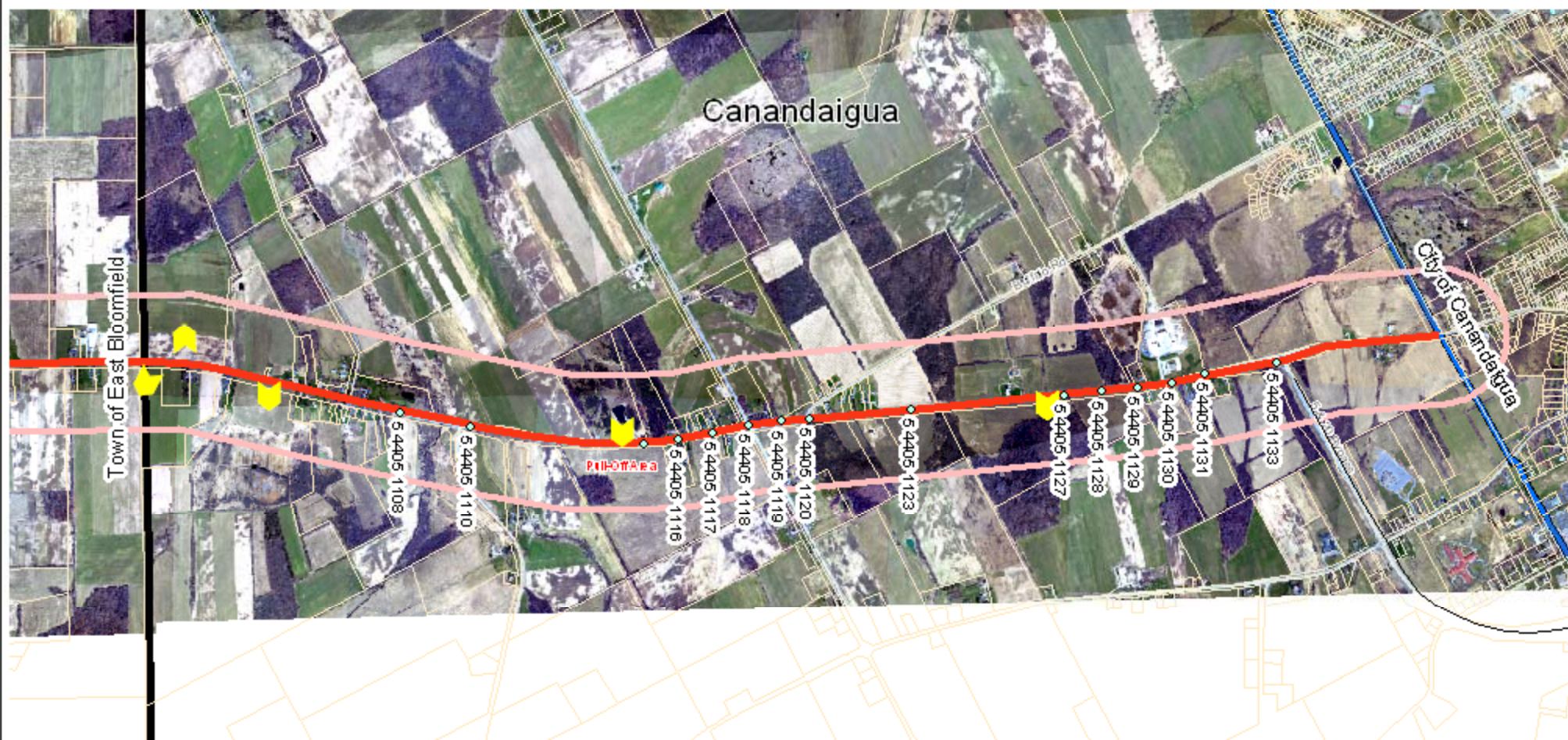
- Information provided at this location could include general information on the Routes 5 & 20 corridor and planning/preservation efforts nationwide. Additionally a visitor's brochure could be developed highlighting the main attractions in the area and along the corridor.

#### 4) Viewshed preservation

Though the length of the Routes 5 & 20 corridor within the Town limits is significantly shorter than the adjacent municipalities there is no shortage of significant viewsheds within the Town.

- Seven distinct viewsheds have been identified within the Town:
  - \* Five of these vantage points are located between Wheeler Station Road and McCann Road (two looking north and three looking south).
  - \* A sixth location has been identified at mile marker 5 4405 1115 (looking south). This particular location offers expansive views to the south and provides an excellent location for a pull-off area.
  - \* A final seventh location was identified (looking south) and is located just east of Buffalo Street Extension.

All of these viewsheds provide long distance views with relatively little obstructions. These viewsheds should be preserved through the incorporation of Overlay Districts.



Map not drawn to scale

### Legend

- reference markers
- 1,000-foot Buffer
- Viewsheds
- Tax Parcels
- Study Corridor
- City/Village Limits
- Town Limits

**FIGURE E-5**  
**CANANDAIGUA VIEWSHEDS**

