



HAMLET OF HONEOYE

ACTIVE TRANSPORTATION STUDY

January 2021

Community Inventory Assessment,
Visioning, Recommendations, and
Implementation Plan





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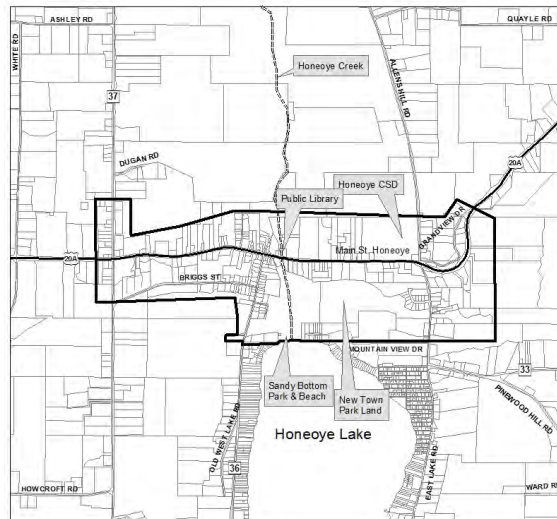
EXECUTIVE SUMMARY

STUDY PURPOSE

Ontario County, the Genesee Transportation Council, and the Town of Richmond initiated the Honeoye Hamlet Active Transportation Study as planning document that seeks to act as a chapter in the Town's Comprehensive Plan update addressing pedestrian, bicycle, recreational trails, land use, and motorist needs. This plan will build upon previous efforts and develop new physical and regulatory recommendations that increase transportation options for local residents and visitors, enabling improved access to destinations, services, and places of education and employment within the Hamlet. This plan recommends specific facility, programmatic, and policy improvements which intend to enhance the livability of the Hamlet and Main Street activity centers, preserve and enhance the Hamlet's character and walkability; identify opportunities for improved connectivity and access for non-motorists; and leverage the area's largest asset - Honeoye Lake. The following sections are included in this Study.

INTRODUCTION

The context and background is set in this section for why the Study is necessary for the Hamlet of Honeoye and how both the Town and Hamlet can benefit from addressing land use and transportation issues. A brief history of the community is provided, the study area is defined, and an outline of the Study's community engagement efforts are listed, which included early discovery meetings, business leader meetings, and a virtual public open house in response to the COVID-19 pandemic.



COMMUNITY INVENTORY ASSESSMENT

This section takes a comprehensive look at the existing land use and transportation network within the Hamlet study area, as well as other community characteristics that can either help support or detract from safe and efficient movement of pedestrians, bicyclists, and motorists. Key topics includes a community code assessment, walkability assessment, an analysis of traffic operations, a bicycle level of service model, safety assessment, and economic assessment. Also included as part of the community outreach undertaken at this time was the identification of issues, assets, and opportunities within the Hamlet. These topics, when taken together and with the guidance of the project's Steering Committee as well as community members, helped craft vision for Honeoye. The vision is reproduced below:

"Honeoye is a friendly and diverse community with people who are proud to call the Hamlet home. People in Honeoye enjoy a pristine lakefront, active parks, and expansive walking and biking trails connecting Honeoye Lake to the Hamlet's thriving business district. Residents and visitors gather on Main Street to socialize and enjoy unique restaurants and shops. The streets throughout the Hamlet are tree-lined, walkable, and bikeable while offering accessible routes to nearby parks, trails, and the waterfront."



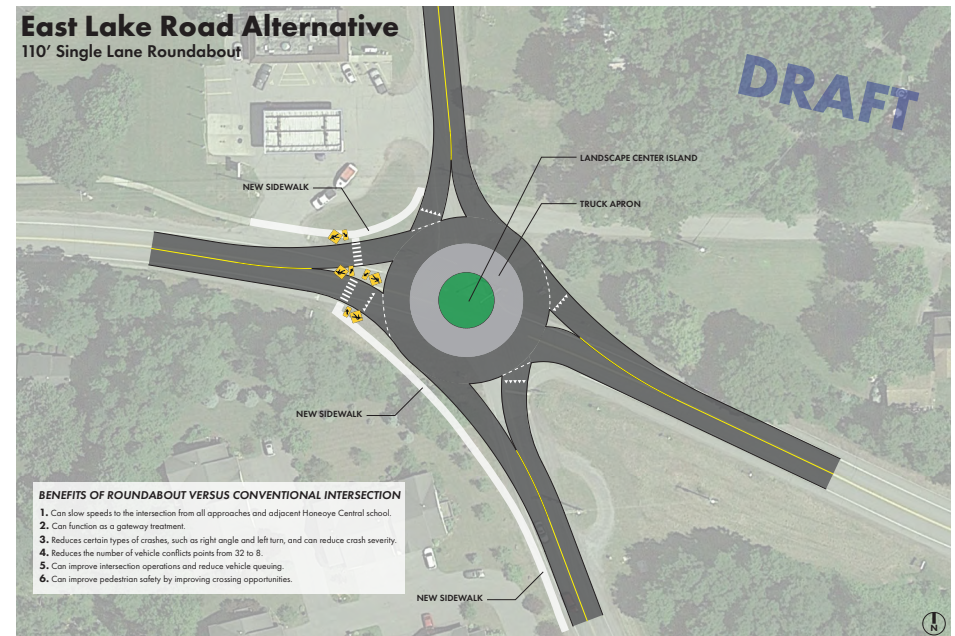
RECOMMENDATIONS

The recommendations section present a set of regulatory, physical, and programmatic strategies designed to create and enhance a walkable, bikeable community while also emphasizing development that is appropriate for a Hamlet center. These recommendations include developing design standards for a newly established Hamlet District; development of a Main Street Access Management Plan; streetscape improvements, including defined parking, bicycle lanes, increased green space; improvements at existing pedestrian crossings and new crossing opportunities; green infrastructure to address drainage challenges; expanded pedestrian network; wayfinding; formalize and improve existing trail connections; intersection improvements; and economic development and housing strategies. Along Main Street, east of the Honeoye Creek bridge, on-street parking is proposed along the north side with bike lanes along both sides. A roundabout is considered at the intersection of Main Street/County Road 33/Allens Hill Road along with other conventional intersection improvements.



IMPLEMENTATION AND FUNDING

The implementation and funding section contains a list of proposed improvements to be considered for advancement. The project's Steering Committee reviewed and prioritized the recommendations from the previous section after hearing feedback from community members. Committee members completed a ranking exercise which determined the recommendations for priority implementation. Each of the recommendations includes an opinion of probable costs, potential funding sources, and other important notes. Funding sources include Local, State, and Federal agencies. Some recommendations do not require or include cost estimates as they can be completed as part of internal staff time and policy updates. It should be noted that the results of the prioritization process are not meant to imply that the remaining recommendations are unimportant. The Town should, whenever practical, pursue opportunities to efficiently accomplish any of the remaining recommendations. The prioritized recommendations table is depicted on the following page.



RECOMMENDATIONS	OPINION OF PROBABLE COSTS	POTENTIAL FUNDING SOURCES	WHO SHOULD BE INVOLVED/RESOURCES
Implement Access Management Plan	Cost would consist of Town Board and Town staff hours as well as public engagement	CFA - Empire State Development; Capital Improvement Funding	Town of Richmond; Town of Richmond Planning and Zoning Boards; Private Property Owners
Adopt HHATS as an element of Town's Comprehensive Plan	Cost would consist of Town Board and Town staff hours	N/A	Town of Richmond; Town of Richmond Planning Board
Streetscape Improvements Between Church Street and County Road 33	Total cost is dependent on the type and number of each streetscape element	CFA - Empire State Development; CHIPS; BUILD	Town of Richmond; Finger Lakes Regional Grant Administrator
<i>Benches</i>	\$1,250 each		
<i>Trash and Recycling Receptacles</i>	\$850 each		
<i>Bicycle Racks</i>	\$500 each		
<i>Street Trees</i>	\$750 each depending on species		
<i>Street Lighting</i>	\$7,500-\$10,000 each depending on fixture, foundation, and pole type		
<i>Pavement Work (Mill & Resurface and Pavement Markings)</i>	\$350,000-\$400,000		
Intersection improvements: Conventional and Roundabout	Conventional: \$1,200-\$150,000, depending on treatments applied Roundabout \$2.2-\$2.8 million	CHIPS; Surface Transportation Block Grant Program; TA; TAP;	Town of Richmond; Town Highway Superintendent; NYS DOT
Install sidewalks to County Road 33 trailhead	\$90,000-\$120,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Implement Sidewalk Plan by recommended phasing	\$850,000-\$950,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Planning Board; NYS DOT
Install pedestrian crossings at noted locations	\$50,000-\$70,000	CMAQ; CDBG; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Formalize and improve existing trail connections	\$400,000-\$600,000	CFA - Office of Parks, Recreation, and Historic Preservation; CDBG	The Town of Richmond; Finger Lakes Regional Grant Administrator
Identify retail uses for the Hamlet	Cost would consist of Town Board and Town staff hours as well as public engagement	N/A	Town of Richmond; Town Planning Board; Ontario County Planning Department



INTRODUCTION

INTRODUCTION

BACKGROUND & STUDY PURPOSE

The Hamlet of Honeoye, within the Town of Richmond, has an estimated year-round population of nearly 850 people according to the most recent US Census data. As the Hamlet is situated on the northern edge of Honeoye Lake, it is an ideal location for tourists and those with vacation homes. For example, the residential neighborhood, commonly known at the Honeoye Lake Park, along the west side of County Road 33 is known as one area with seasonal residents.

Main Street-Honeoye (US-20A), identified throughout this report as “Main Street” is the primary east-west roadway connecting the Hamlet to destinations such as Canandaigua and Geneseo. North-south roadways, such as County Road 33 (County Road 33), County Road 36 (County Road 36), and County Road 37 provide regional access from Bristol and Naples to the City of Rochester.

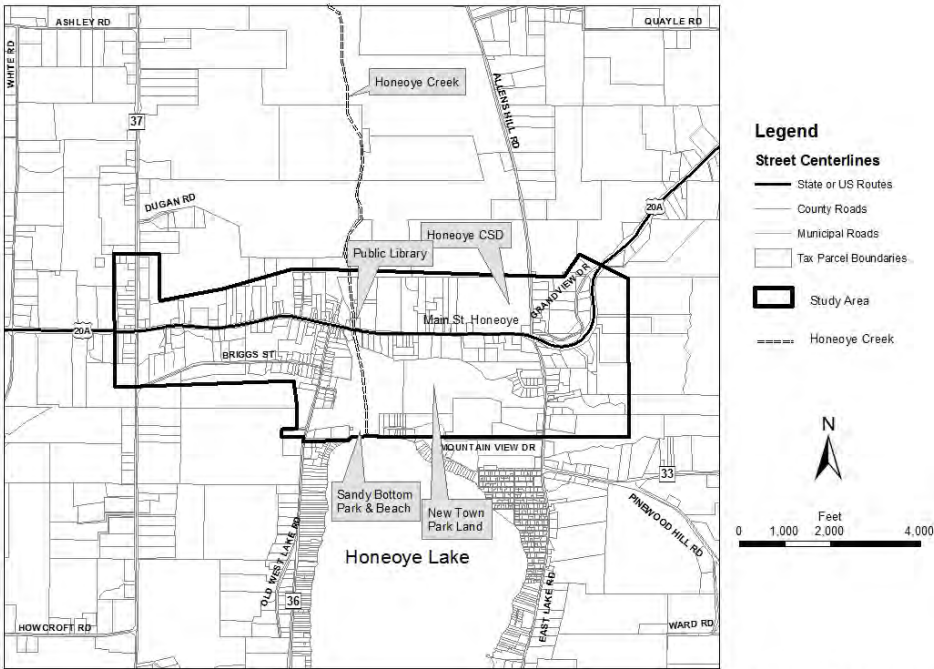
The Hamlet contains government offices, recreational facilities, and small-scale retail and services. There are also larger business operations that call the Hamlet home, all with varying needs and desires for a complete and accommodating transportation network. This plan will help serve as a critical transportation planning component as part of the Town’s Comprehensive Plan update which will address pedestrian, bicycle, and recreational trail needs. This plan will build upon previous efforts and develop new physical and regulatory recommendations that increase transportation options for local residents and visitors, enabling improved access to destinations, services, and places of education and employment within the Hamlet.

The project study area is approximately 2.26 miles in length from east to west and contains destinations, such as Sandy Bottom Park, the Town of Richmond’s government offices, Honeoye Central School District, and Town park land south of Main Street and Mill Creek. Main Street is a mixed-use corridor consisting of small and medium-sized shops, offices, manufacturing and light industrial businesses, restaurants, a school, and residential dwellings.

COMMUNITY ENGAGEMENT

Critically, plans and studies of any kind in the modern era of planning (late 20th century and beyond) rely on meaningful and informative community engagement. Local government, businesses, residents, students, and other local organizations have a vested interest in seeing their communities thrive and be sustainable for future generations. These entities and individuals become shareholders and partners to ensure the recommendations highlighted in this plan are implemented.

Prior to the authorization of this study, a well-rounded, energetic, and passionate Steering Committee was formed featuring a diverse cross-section of individuals living and/or working within the Hamlet of Honeoye. This Committee was comprised of representatives



Honeoye Hamlet Active Transportation Plan Study Area

Map Produced by the Ontario County Planning Department on 10/18/2018.

from Ontario County, the Town of Richmond, local business owners, local pedestrian and cycling advocacy groups, the GTC, and NYSDOT. The following table depicts the date, type of meeting, and purpose.

DATE	MEETING	PURPOSE
October 15, 2019	Early Discovery Kick-off	Background materials, discuss scope and goals, and define priorities
October 30, 2019	Steering Committee #1 Kick-off	Identify key issues and opportunities, and develop preliminary vision with Committee input
November 12, 2019	New York State Department of Transportation	Discuss project intent and priorities
November 20, 2019	Public Meeting #1	Identify key issues and opportunities, and develop preliminary vision with public input
December 16, 2019	Business Leaders of Honeoye	Discuss needs unique to local businesses and their vision for the Hamlet
January 16, 2020	Steering Committee #2	Existing conditions review and input
May 14, 2020	Steering Committee #3	Review Draft Report and present preliminary alternatives/recommendations
July 22, 2020	Virtual Public Open House	Present and solicit feedback on the preliminary alternatives/recommendations to the community
October 14, 2020	Steering Committee #4	Prioritize recommendations and begin to develop implementation tools

In addition to in-person feedback, the project had an online website (www.hhats.info) created to give visitors an overview of the project, share related resources and information, and request additional feedback through the use of an interactive collaborative map. PublicInput.com was used during the COVID-19 pandemic as a way of presenting the plan to the public and soliciting feedback on its contents.

REVIEW OF EXISTING PLANS AND STUDIES

The Town of Richmond, and specifically the Hamlet of Honeoye, is no stranger to planning. Previous work performed has helped shape this community and acts as guidance for future growth in and around the area. Many of these materials contain information that directly relate to this study and the study area. These efforts are summarized hereafter.

1. 2004/2009 Richmond Comprehensive Plan and Addendum (2009)

In 2009, the 2004 Comprehensive Plan was reviewed and found that goals and objectives described therein remained relevant. Topic areas included, followed by select recommendations:

- Conservation, Open Space, and Environmental Protection
 - » Future development directed toward areas that are least likely to be harmed.
- Growth Management
 - » The Hamlet of Honeoye remains the business and commercial core for the community.
- Agriculture
- Housing and Residential Use
- Economic Development
 - » Central business district land uses that are located such that they complement existing and anticipated downtown, pedestrian oriented needs without impacting surrounding neighborhoods and with architecture that enhances the Town.
- Transportation and Infrastructure
 - » An appropriate transportation network, such as prioritized sidewalk construction and including bicycle lanes as a priority as part of town road specifications.
- Parks and Recreation
 - » Encourage roadside, sidewalk expansion for pedestrians.
- Historic Preservation

2. 2007 Honeoye Lake Watershed Management Plan

Prepared in 2007, the document states that the overall goal “is the protection, restoration, and enhancement of water quality and living resources in the Honeoye Lake Watershed.” Specific objectives of the plan are:

- To improve the water quality of Honeoye Lake
- To improve the quality of water resources in the Honeoye Lake Watershed
- To protect the Honeoye Lake Watershed’s natural resources
- To identify challenges and barriers to water quality protection and to suggest means to overcome them



Honeoye Lake

- To protect the high quality of life enjoyed by residents of the Honeoye Lake Watershed
- To improve water-dependent recreational opportunities
- To retain and attract business and improve local economic development opportunities
- To consider economic, social, and other incentives for water quality protection

Specific recommendations pertaining to the Town and Hamlet are maintaining the lake outlet weir; investigate lake drainage hydrology including effects of outlet width, weir, wetlands, and other downstream issues; and encourage development or maintenance of vegetative filter strips to protect stream corridors and shorelines.

3. *Genesee-Finger Lakes Regional Historic Waterfront Planning Program*

Meant to provide communities within the Genesee-Finger Lakes Region with the development of a local law, best management practices, and general planning services related to a cultural resource survey and documentation, the Town of Richmond preferred a trail survey and the development of a basic trail plan. With that, the Town of Richmond recognized several opportunities: wayfinding to Sandy Bottom Nature Trail from Main Street; development of basic trail plan for Sandy Bottom Nature Trail which included trail design upgrades, amenities, and signage.

4. *Harmful Algal Bloom Action Plan - Honeoye Lake*

As part of the Governor's comprehensive initiative to reduce the frequency of harmful algal blooms (HABs), \$65 million was earmarked to combat HABs in Upstate New York. Honeoye Lake was considered one of 12 priority lakes impacted by HABs. The study resulted in an Action Plan to address HABs, classified by short-term, mid-term, and long-term projects. Several projects of note include: 1) Implement multiple stormwater best management practices to reduce nutrient and sediment loading, 2) Stabilize riparian habitat through funding conservation easements and installing stream stabilization structures or planting, and 3) Evaluate potential shoreline stabilization measures, including at Sandy Bottom park, to reduce wave-induced erosion associated with seiche action.

5. *2016 Forest Stewardship Plan*

This plan reviewed approximately 114 acres of land within the Hamlet and identified nearly 37 acres of land to be designated as forest stewardship lands. That is, the certain practices and management will take place to ensure the health and productivity of these separate lands for future generations. Management activities planned out over a 10-year period include ash tree maintenance; cull thinning; consideration of tree plantings in areas affected by ash mortality; and continue to treat invasive plants.

6. *2017 Phase 1B Cultural Resource Investigation of Former 3M Property*

The subject property is located within the study area, south of Mill Creek and west of County Road 33 (County Road 33). This document addressed the archaeological sites found on the property and discussed the testing done to document the survey's findings.

7. *2018 Richmond Comprehensive Plan Update Online Survey Results and Visioning Session Summary*

Held on November 10, 2018, community input was requested in the form of a public visioning session related to the updated comprehensive plan. Community members also responded to a 35-question survey to share their thoughts and vision of the Town. As part this exercise, strengths, challenges, opportunities, and threats were identified. Such examples are provided:

- Strengths
 - » Natural beauty
 - » School district
 - » Availability of year-round outdoor seasonal recreation
- Challenges
 - » Attractiveness to younger families
 - » Limited efforts for tourism promotion.
 - » Traffic at Allen's Hill Road and Main Street
 - » Signage
 - » Lack of trees on Main Street
- Opportunities
 - » Leverage Honeoye Lake
 - » Cultural heritage education
 - » Develop and expand upon local festivals
 - » Improved wayfinding
 - » Pursue grant funding
- Threats
 - » Shrinking tax base
 - » Diverted funding streams
 - » Decentralized Main Street

8. 2019 Sandy Bottom Park Management Plan

Sandy Bottom Park has been identified as a critical community asset for the Town and Hamlet. This document provides an important and brief history of the origins of the park and the programs and efforts that have been occurred afterwards to ensure the park remains a gem for present and future residents and visitors. Noted current or completed projects include the Sunset Trail, ash tree management, Sandy Bottom Beach houses and open pavilion, Mill Creek bank stabilization, Sandy Bottom Beach Stabilization Grant, and Friends of Sandy Bottom Park. Future projects include tree reforestation plans, additional wayfinding and information kiosks, and parking management (notably from Main Street with sufficient wayfinding).



Signage directing users to the Sandy Bottom Nature Trail



COMMUNITY INVENTORY ASSESSMENT

EXISTING LAND USE

The existing land use pattern within the study area is shown in Figure 1 below. Most of the land use within the study area is residential in nature including single-family homes, seasonal residences nearer the lake, and multifamily properties. Commercial land uses, for the most part, front Main Street particularly near the intersection of Main Street and County Road 36. There are also a few industrial uses occupying some significant parcels along Main Street near Honeoye Business Park. Industrial uses serve an important purpose to any community, but they may not be appropriate on Main Street in the Hamlet.

There are several large under-utilized and/or vacant properties in the study area that could be developed in ways that are more beneficial to Honeoye. Some of these parcels have frontage and access to County Road 33 and could provide further access to trails, Honeoye Lake, and Main Street. A few of these properties are privately-owned, but a large Town-owned property that is currently used for a passive walking trail could be used for additional access to trails and Mill Creek.

Significant wetlands are just north of the intersection of Main Street and County Road 36. These are State-owned wetlands, but there could be opportunities to develop additional passive recreation options such as trails. Sandy Bottom Park is located on the north shore of Honeoye Lake and contains walking and hiking trails, a beach area, and basketball courts. The park is Town-owned and sits on a parcel that extends along Honeoye Creek to Main Street. There could be additional opportunities to expand or improve access to Honeoye Creek including trail improvements and pedestrian creek crossings.

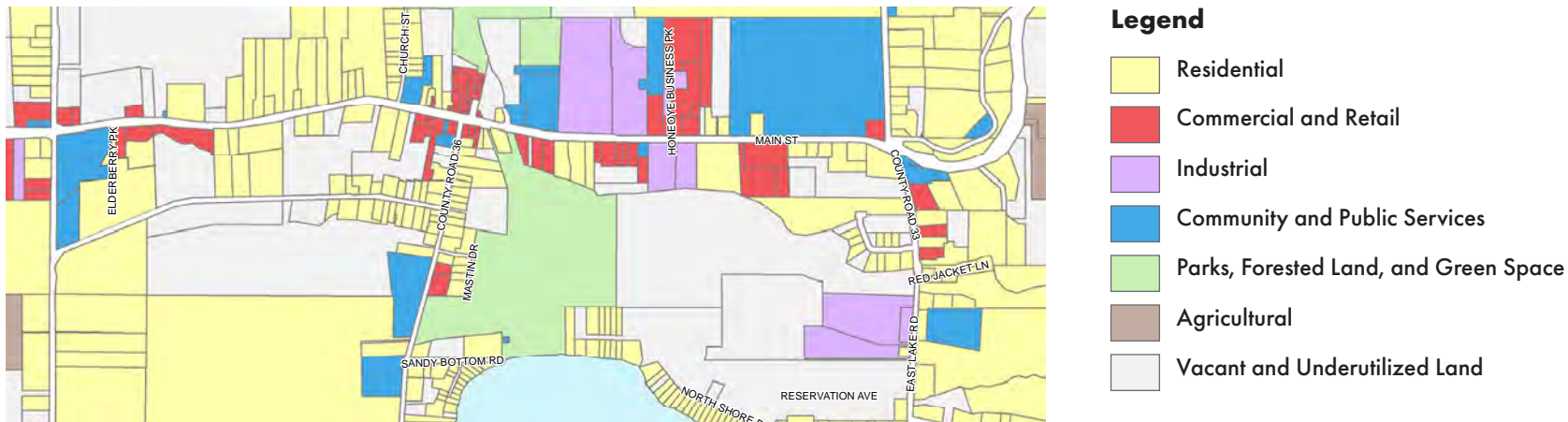


Figure 1: Existing Land Use in the Hamlet of Honeoye

Graphic: Ingalls Planning & Design

CODE ASSESSMENT

A municipality's zoning code helps define and shape how land is used and developed. The Hamlet's zoning districts are contained in the Chapter 200 of the Town of Richmond's Municipal Code. The following summary is intended to highlight and assess the existing zoning districts within the study area. These include the A, B, E, F, G, and H Districts.

A DISTRICT

Most of the land in the Town of Richmond falls under the A District, which is primarily intended for rural residential land uses and agricultural uses. This district is also intended to maintain rural character and preserve open space and natural resources. While this district does make sense for a lot of the Town, there are some properties fronting Main Street and County Road 36 in Honeoye that are within the A District. These properties should be zoned to accommodate land use and development that is more befitting a Hamlet including - but not limited to - smaller lot development and mixed use development.



Figure 2: Existing Zoning in the Hamlet of Honeoye

Source: Town of Richmond Zoning Code

B DISTRICT

This district is intended for seasonal and single-family residential use. It currently does not permit multifamily residential development. There may, however, be an opportunity for multifamily development in some of the parcels south of the H District near County Road 33. Additional multifamily development would be dependent on a connected network of sidewalks and trails to create connection to important services and destinations.

E DISTRICT

The E District is intended for retail commercial development and seasonal businesses. This district is split in three sections in the study area. Two of these sections are separated by the F District, which is for industrial land uses. Separating two commercial nodes with industrial uses, particularly along the main business corridor of the Hamlet, is unusual and presents challenges to Honeoye. Commercial uses that are nearer the center of the Hamlet should be a mix of pedestrian-friendly uses, while those closer to County Roads 37 and 33 could be more targeted to auto-oriented uses. A Mixed Use or Hamlet District could be employed to better include mixed use development in Honeoye.

There are three large parcels on the west side of County Road 33 that could be appropriate for multifamily development. During the spring 2020 semester two student engineering teams from the Rochester Institute of Technology completed their Capstone Projects exploring options for senior housing development on two of these parcels.

F DISTRICT

The F District is intended for industrial uses including warehousing, research and development, and some manufacturing. This district contains many properties that have important frontage on Honeoye's Main Street. The density requirements for the F District are strikingly different from those in the E District which makes it difficult to establish a coherent business district.

G DISTRICT

The G District is intended for lighter industrial uses including research and development. This district also permits office uses. There are some properties with Main Street frontage. Parcels with Main Street frontage could still benefit from being in a commercial or retail district, but the district is farther away from the Hamlet center.

H DISTRICT

This district is intended to preserve, conserve, and protect natural land and man-made recreation areas. This district also permits some minor agricultural uses including the harvesting of hay crops.

DENSITY SCHEDULE

The Density Schedule shown in Figure 3 shows the existing lot size, coverage, building height, floor area, and setback requirements for each of the districts in the Town of Richmond. Some of these requirements will make it difficult for Honeoye to develop into a walkable, bikeable, compact community.

Minimum lot sizes for adjacent districts vary greatly. A retail property in the E District is only required to develop on 5,000 square feet while an industrial property next door would require a 2 acre lot.

Some of the maximum lot coverages are too restrictive for some areas in the Hamlet. For example, the A District only permits a maximum lot coverage of 25%. This presents a challenge to smaller properties in this district fronting Main Street and County Road 36.

Density Schedule
[Amended 7-12-2005 by L.L. No. 4-2005]

District	Minimum Lot Size			Maximum Percentage of Lot Coverage	Building Height (feet)	Minimum Floor Area, Each Floor ² (square feet)			Setbacks		
	Area (square feet)	Depth (feet)	Width (feet)			1-story	1 1/2-story	2-story	Front (feet)	Side (feet)	Rear (feet)
A Residential/Agricultural	20,000 ¹	200	100	25%	35 (2-story maximum)	720	600	600	50	10	10
B Residential	9,000 ¹	150	60	25%	35 (2-story maximum)	720	560	480	20	5	50 ¹
C Residential/Recreational	2 acres	—	200	—	—	720			100	20	40
D Residential/Lakeside	5,000	50	—	30%	25 (1 1/2 story)	720	560	—	5	5 (or 10% of lot width on each side)	5
E Business	5,000 ¹	100	50	—	35	—			60	5	See Note 2
F Industrial	2 acres	—	200	60%	35	—			60 or 100 (if state or city highway)	5	See Note 2
G Commercial/Light Industrial	2 acres	—	200	50%	35	—			60	5	60

NOTES:

¹ See the definition of “boathouse” in Art. II, § 200-7.

² Sufficient for parking, loading areas and landscaping; see Art. IV, §§ 200-16E(1) and 200-17F(3).

³ The minimum width for residential structures shall be no less than 20 feet.

⁴ The minimum lot area is two acres if sanitary facilities are not connected to the public sewer system.

⁵ Setbacks do not apply to retaining walls, driveways, sidewalks, fences, flagpoles, lightposts under 10 feet in height and other, similar structures.

Figure 3: Density Schedule

Source: Town of Richmond Zoning Code

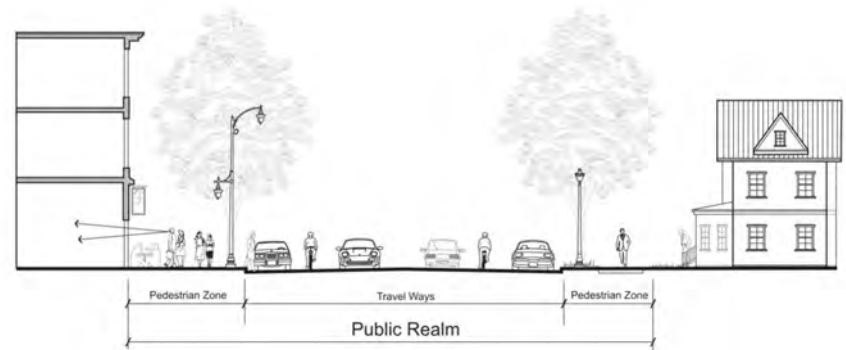
DESIGN GUIDELINES OR STANDARDS

The Town’s Zoning Code currently has very few regulations regarding design. Many of these are too vague to make a significant difference. For instance, landscaping and buffering are encouraged in a few places, including within the F District. However, there are no clear standards regarding the type or amount of landscaping that should be included. This leaves it entirely up to the applicant and can result in landscaping that does not fit the Hamlet’s character.

Another example involves building facades. The E District requires all new facades to be harmonious with existing building structures. However, this is quite open to interpretation. What if the existing building structures have facades that are undesirable? What if there are three different building facades in the district?

Most buildings in Honeoye are set far back from the street with parking in front. Zoning within a Hamlet typically requires buildings to locate closer to the street and sidewalk. Parking can, and should, locate in the rear or side of buildings to protect and enhance the pedestrian realm.

Uncertainty and vagueness can lead to development that doesn’t fit the Hamlet’s vision for the future. Honeoye may benefit from consistent and specific design and building standards for districts along Main Street.



Design guidelines and standards can help communities define their public realm, providing developers with requirements regarding building placement and orientation, and other features that contribute to a safe, comfortable, and interesting public realm for pedestrians, bicyclists, and motorists. They should also help to define the interface between the public and private realms. Landscaping and screening regulations can provide relief to communities seeking to clarify this interface, while also providing an aesthetically pleasing feature to pedestrians.

TRANSPORTATION NETWORK



On-street parking prohibitions

The Hamlet of Honeoye’s transportation system is made up of state, county, and local roadways. The primary roadway is US-20A (Main Street-Honeoye) which runs east and west through the heart of the Hamlet. US-20A provides local and regional access to places, such as Canandaigua, Bloomfield, Bristol, Hemlock, Livonia, and Geneseo to name a few. The following table describes the existing transportation system found throughout the Hamlet. On average, of the total daily traffic volumes, heavy vehicles (buses and multi-axle vehicles) constitute approximately 4-9% of daily traffic volumes; comparable to similar rural roadways within the NYSDOT region.

Within the study area, primary intersections along Main Street consist of nodes at County Road 37, County Road 36, and County Road 33/Allens Hill Road. The intersection of

Main Street/County Road 36 is one of the more active nodes within the Hamlet in terms of pedestrian, wheeled user, and vehicle travel.

All study roads are primarily posted at 35 miles per hour (mph).

On-street parking is permitted, unless otherwise signed, as illustrated in the above graphic. Within the Hamlet core, on-street parking is generally utilized to patronize the neighboring destinations. Motorists are allowed to use the shoulder space east of the Honeoye Creek bridge to park; however, none were present at the time of observation. This area is more heavily utilized for parking during special events, such as those held at the gazebo.

ROADWAY	SEGMENT	FUNCTIONAL CLASS (Urban or Rural)	JURISDICTION	AVERAGE DAILY TRAFFIC in VEHICLES PER DAY (year)	TRAVEL-WAY WIDTH (feet)	RIGHT-OF-WAY WIDTH (feet)
Main Street (US-20A)	CR-37 to CR-36	Major Collector (R)	NYSDOT	4,800 (2019) est.	27-36	66-98
Main Street (US-20A)	CR-36 to CR-33	Major Collector (R)	NYSDOT	6,100 (2019) est.	32-44	66-102
Main Street (US-20A)	CR-33 to Easterly Study Limits	Major Collector (R)	NYSDOT	3,400 (2019) est.	34	124-154
CR-37	Main Street to Northerly Study Limits	Major Collector (R)	County	2,800 (2019) est.	32	66
CR-37	Main Street to Southerly Study Limits	Major Collector (R)	County	2,500 (2019) est.	32	66
CR-36 (West Lake Road)	Main Street to Briggs Street	Major Collector (R)	County	2,526 (2019)	32	58
CR-36 (West Lake Road)	Briggs Street to Sandy Bottom Park	Major Collector (R)	County	2,468 (2019)	32	52
Briggs Street	CR-37 to CR-36	Local	Town	500 (2019) est.	20	48-56
Allens Hill Road	Main Street to Northerly Study Limits	Major Collector (R)	Town	2,800 (2019) est.	26	62
CR-33 (East Lake Road)	Main Street to Southerly Study Limits	Major Collector (R)	County	4,867 (2019)	30	48-72

INTERSECTION CONDITIONS

How one experiences an intersection can be viewed through two lenses: one as a motorist and one as a pedestrian or wheeled user. In regard to the latter cohort, intersection conditions are measured in terms sidewalk presence, curb ramps, pedestrian crossing signals, and overall compliance with the Americans with Disabilities Act (ADA).

It is important that pedestrian related facilities be provided in areas that experience frequent pedestrian traffic (e.g., sidewalks, street furniture, lighting, and curb ramps). Pedestrian facilities can encourage a more active lifestyle leading to improved health, lower transportation related costs, and reduced roadway congestion. Focusing investments on pedestrian-related improvements can improve safety for children and adults alike. Taking from Gil Penalosa, a worldwide adviser on creating vibrant and healthy communities, “if everything we do in our cities is great for an 8 year old and an 80 year old, then it will be great for all people (www.880cities.org).”

This evaluation focuses on the primary study intersections of Main Street at County Road 37, County Road 36, and County Road 33. A transportation network cannot truly be complete unless it consists of a well-connected and inclusive system of amenities for all users, regardless of age or ability.

Sidewalks are present for much of the Main Street segment between County Road 36 and County Road 33; however, there are significant gaps between County Road 37 and County Road 36. This is also the case between the corridor and Sandy Bottom Park and Honeoye Lake. Pedestrians were observed using the sidewalk network during numerous visits to the corridor either for pleasure or a purpose (i.e., walking to lunch during work break).

During conversations with community members, it was apparent that residents and visitors feel there are deficiencies throughout the corridor, such as gaps in the sidewalk network between origins and destinations (e.g., between corridor and the lake), lack of crosswalks, and lack of adequate crossing features. Enhancing the existing sidewalk network or fillina in the aaps will create a more walkable community for everyone.

MAIN STREET at	SIDEWALK	ADA-ACCESSIBLE	CROSSWALK STRIPING	PEDESTRIAN SIGNAL	CURB RAMPS	LIGHTING
CR-37						●
CR-36	○			●		●
CR-33						●

○

Partially Present

●

Fully Present



Lack of sidewalks requires use of travel lanes to traverse community



Lack of curb ramp despite pedestrian button on signal pole at Main Street/County Road 36



Northbound queues at Main Street/County Road 33

INTERSECTION OPERATIONS

2019 Existing Conditions

Weekday commuter PM (3:00-5:00 PM) vehicular turning movement counts and pedestrian crossings were collected by the consultant team at three intersections within the study area on October 23 and 24, 2019 based upon peak hourly data obtained from the NYSDOT. Generally, the peak hour was 4:00-5:00 PM.

Data was collected to assess the quality of traffic flow for the existing PM peak hour conditions. Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis typically focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing operating conditions with little to no delay. LOS "F" is the least desirable operating condition where longer delays are experienced by motorists.

It is recognized that there are multi-modal tradeoffs when assessing intersection LOS. Wider intersections that consist of exclusive turn lanes or added travel lanes, while contributing to better vehicle LOS score, may adversely impact the pedestrian experience. Therefore, a multi-modal, non-biased, approach to intersection analysis can be helpful.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the Highway Capacity Manual (HCM) 6th Edition (2016) published by the Transportation Research Board (TRB). Traffic analysis software, SYNCHRO 10, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a LOS based on the HCM 6th Edition as an indicator of how well intersections operate. The traffic analysis models are calibrated based on existing operating conditions documented in the field.

Existing operating conditions during the peak study period are evaluated to determine a basis for comparison with the projected future no-build conditions. A seasonality comparison was performed using the most recent available data, historical monthly average daily traffic volumes for the Main Street corridor, and obtained from the Ontario County Department of Public Works (OCDPW) and New York State Department of Transportation (NYSDOT). Based on this review, average daily traffic in the month of October is approximately 25% lower than the annual average daily traffic. Therefore, the existing traffic volumes collected for this study have been seasonally adjusted (increased by 25%) to obtain the 2019 Seasonally Adjusted Condition (average condition) and are shown on Figure 4.

Generally, all intersection movements experience an acceptable LOS "C" or better. Northbound queuing was observed at the intersection of Main Street/County Road 33. The signalized intersection of Main Street/County Road 36 operates under a pre-timed condition.

Additionally, an assessment during the AM peak hour was performed at Main Street/County Road 33 using data collected on October 23, 2019 between 7:00-9:00 AM while Honeoye CSD was in session. The northbound approach operates at LOS "C" while the southbound approach operates at LOS "B".

Future No-Build Conditions

To account for normal increases in area-wide growth, a traffic volume growth rate of 0.5% per year has been applied to the 2019 Seasonally Adjusted traffic volumes based upon historical traffic volume data in the study area. A 10-year traffic forecast was derived and used for future traffic analyses. Figure 5 illustrates the 2029 Future No-Build Condition.

The southbound approach at US-20A/County Road 37 changes from LOS "D" to "E" while the northbound approach changes from LOS "B" to "C".

SAFETY ASSESSMENT

Providing safe routes of travel for pedestrians, bicycles, and vehicles is a responsibility and priority for all communities.

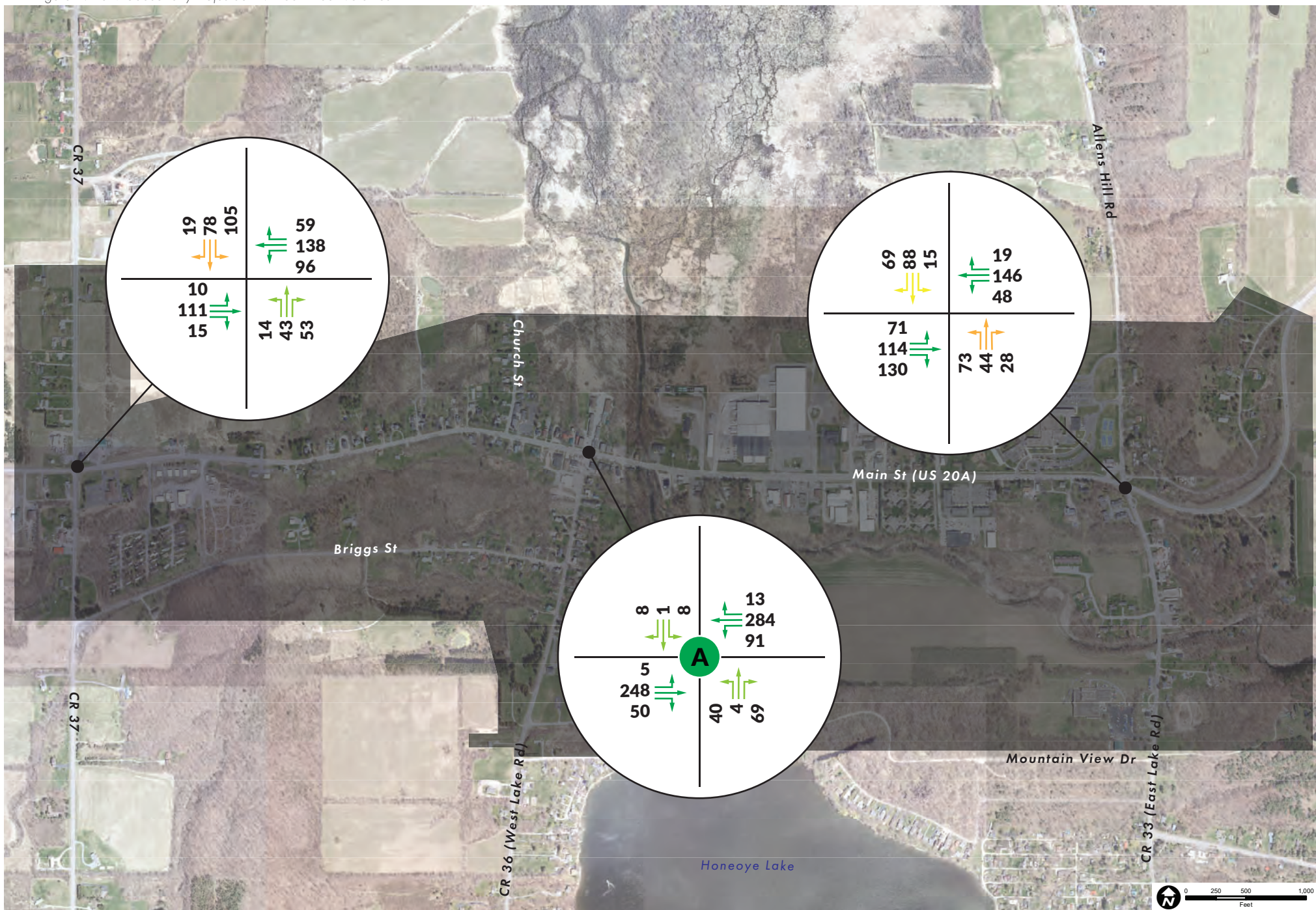
Crash reports were investigated to assess the safety history at the study area intersections. The vehicular crashes included in the current review collectively covered a three-year period from 2016 through 2019.

Crash rates were calculated at the study intersections and compared to statewide average rates for similar intersections. The calculated crash rates and statewide average rates are illustrated in Figure 6. Crash rates are reported in crashes per million entering vehicles (ACC/MEV).

The predominant crash type at the unsignalized intersections were left-turn and right-angle crashes. Of the approximately 28 total intersection crashes, 10 were classified as rear-end, nine (9) were classified as right-angle, and two (2) were left-turn. Included in the total crashes are pedestrian and bicycle incidents (one reported). Community members noted that the intersection of Main Street/County Road 33 feels unsafe because of vehicles speeds from motorists traveling eastbound and westbound along US-20A and perceived visibility issues.

Notably, the intersection of US-20A/County Road 37 had four (4) right-angle crashes in the northbound direction. These incidents were associated with drivers failing to yield the right of way (a predominant factor associated with the majority of intersection crashes).

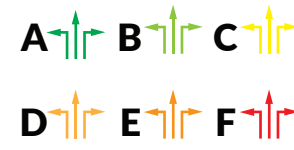
Figure 4: 2019 Seasonally Adjusted PM Peak Hour Volumes



2019 Seasonally Adjusted (+25%) PM Peak Hour Volumes

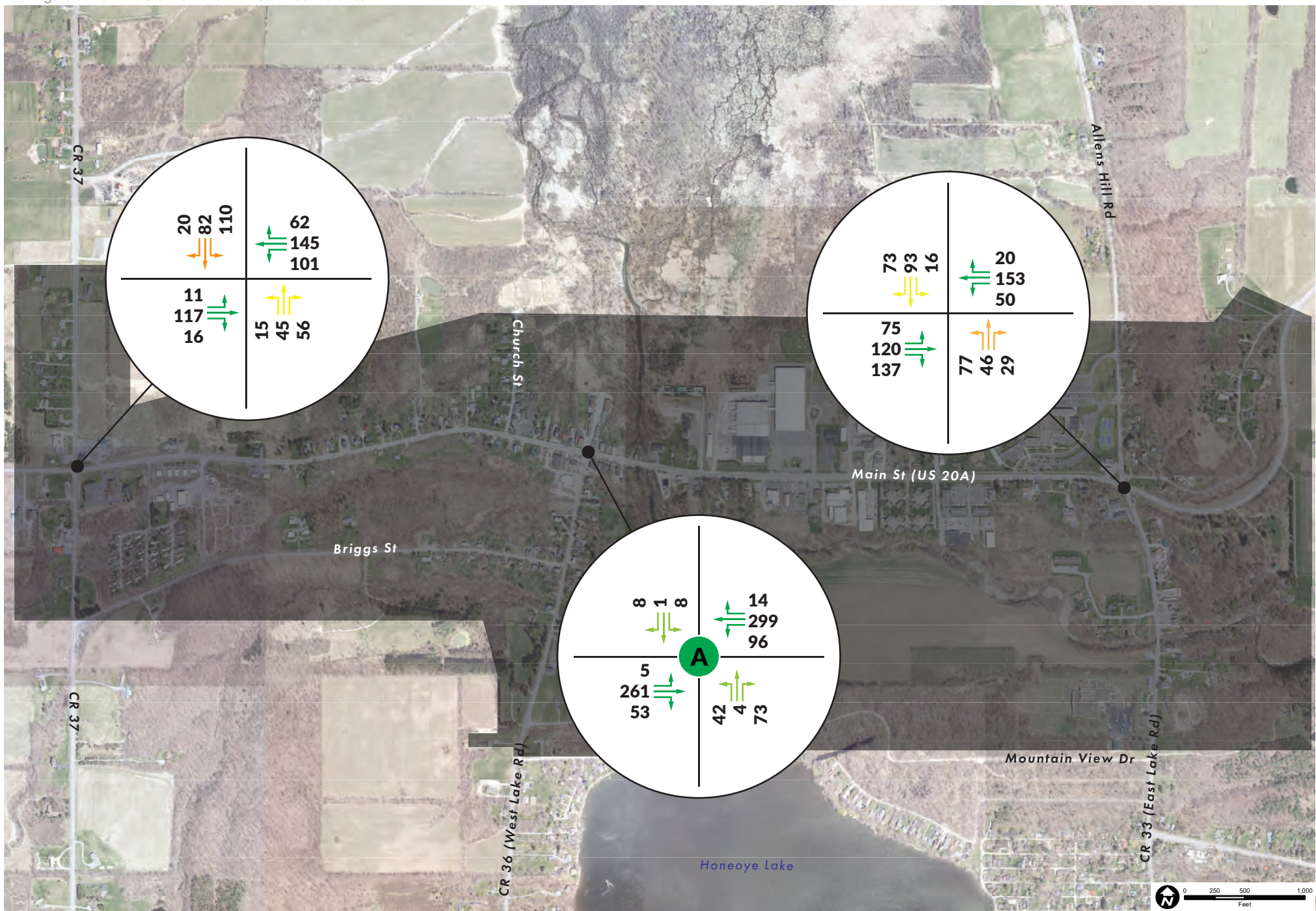


SIGNALIZED
OVERALL LOS

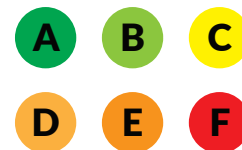


MOVEMENT
LOS

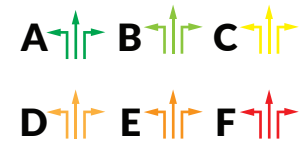
Figure 5: 2029 Future No-Build PM Peak Hour Volumes



2029 Future No-Build PM Peak Hour Volumes

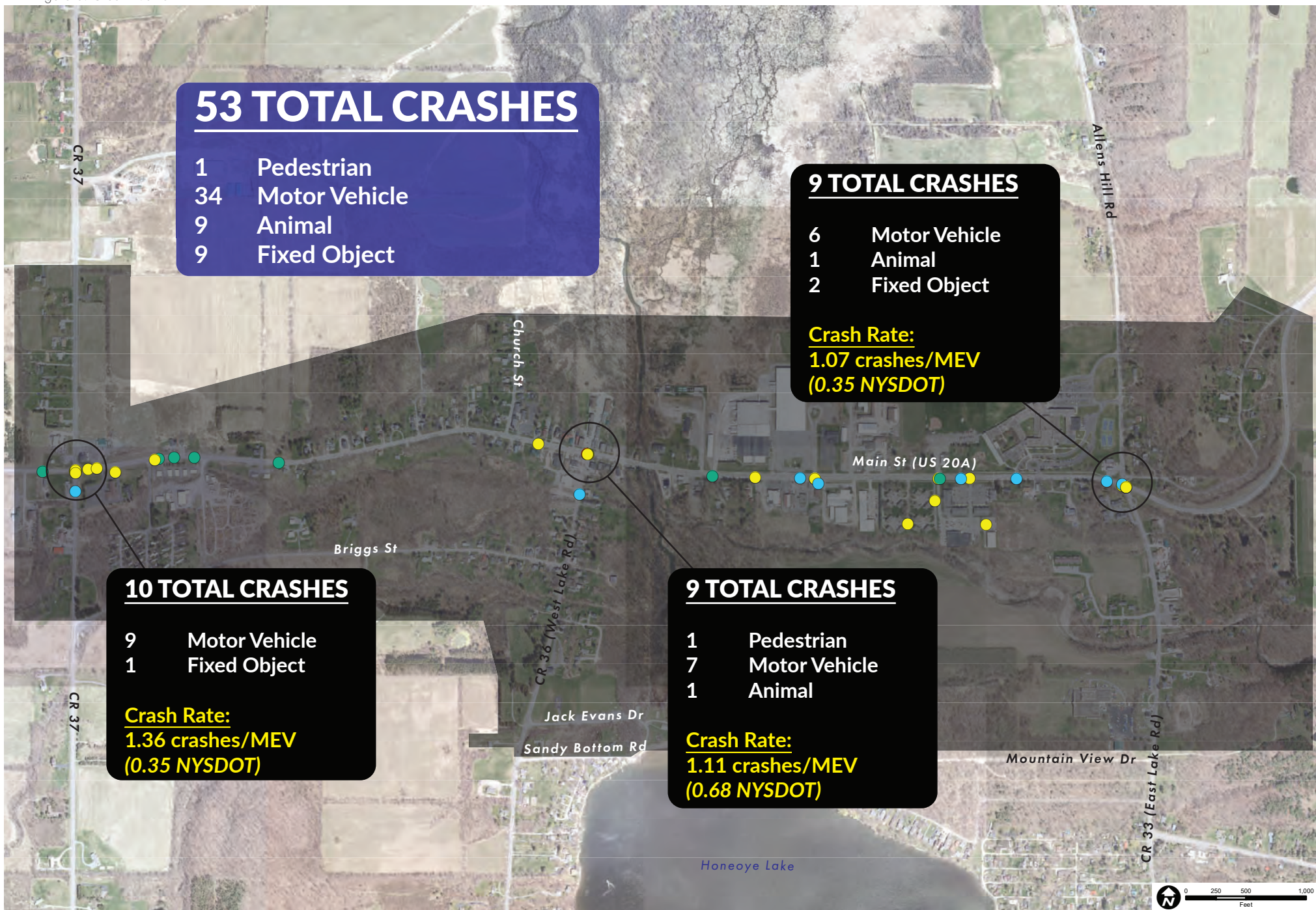


SIGNALIZED
OVERALL LOS



MOVEMENT
LOS

Figure 6: Crash Events



Existing Crash Investigation (2016-2019)

Crash rates in Crashes per Million Entering Vehicles (MEV)

TYPES OF CRASHES

- PEDESTRIAN
- MOTOR VEHICLE
- ANIMAL
- FIXED OBJECT

BICYCLE LEVEL OF SERVICE MODEL

Transportation options are important to all villages and other urban areas. People should have the opportunity to walk, bike, take transit (if available), or drive their automobile. Bicycle facilities (i.e., dedicated lanes or adequate shoulder space) within the study area are limited. There are limited, if any, bicycle racks throughout the corridor. However, there are opportunities to enhance and/or expand these accommodations in an effort to improve safety and mobility, especially when it comes to bicyclists.



Bicyclists traveling eastbound on Main Street adjacent County Road 37

Bicycle safety is judged, in part, on the presence or absence of a dedicated facilities. For a bicyclist this means features, such as shoulder space or bike lanes. Bicycling conditions were reviewed during field observations of the study area.

A statistically driven way of determining the conditions of a roadway that evaluates the bicyclist's perceived safety and comfort with respect to the road networks is using the systematic Bicycle Level of Service (BLOS) Model. The Model is utilized across the country using methodology adopted in the nationally used Highway Capacity Manual (HCM 2016) and quantifies the LOS for bicycle accommodations along the roadways. The Model can be used by planners, engineers, and decision makers to evaluate the roadways that have the greatest need for improvement.

Specific to bicycling conditions, the Model is also used to assist in the determination of the types of improvement strategies that can be deployed along the roads in question (e.g., road diets, lane narrowing). With statistical precision, the Model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

These features are some of the factors that are used in evaluating the BLOS and compatibility levels. Levels of service for bicyclists can be compared to those used to describe vehicular intersection operating conditions on a letter grade scale of A-F and a numerical scale of ≤ 1.5 to > 5.5 .



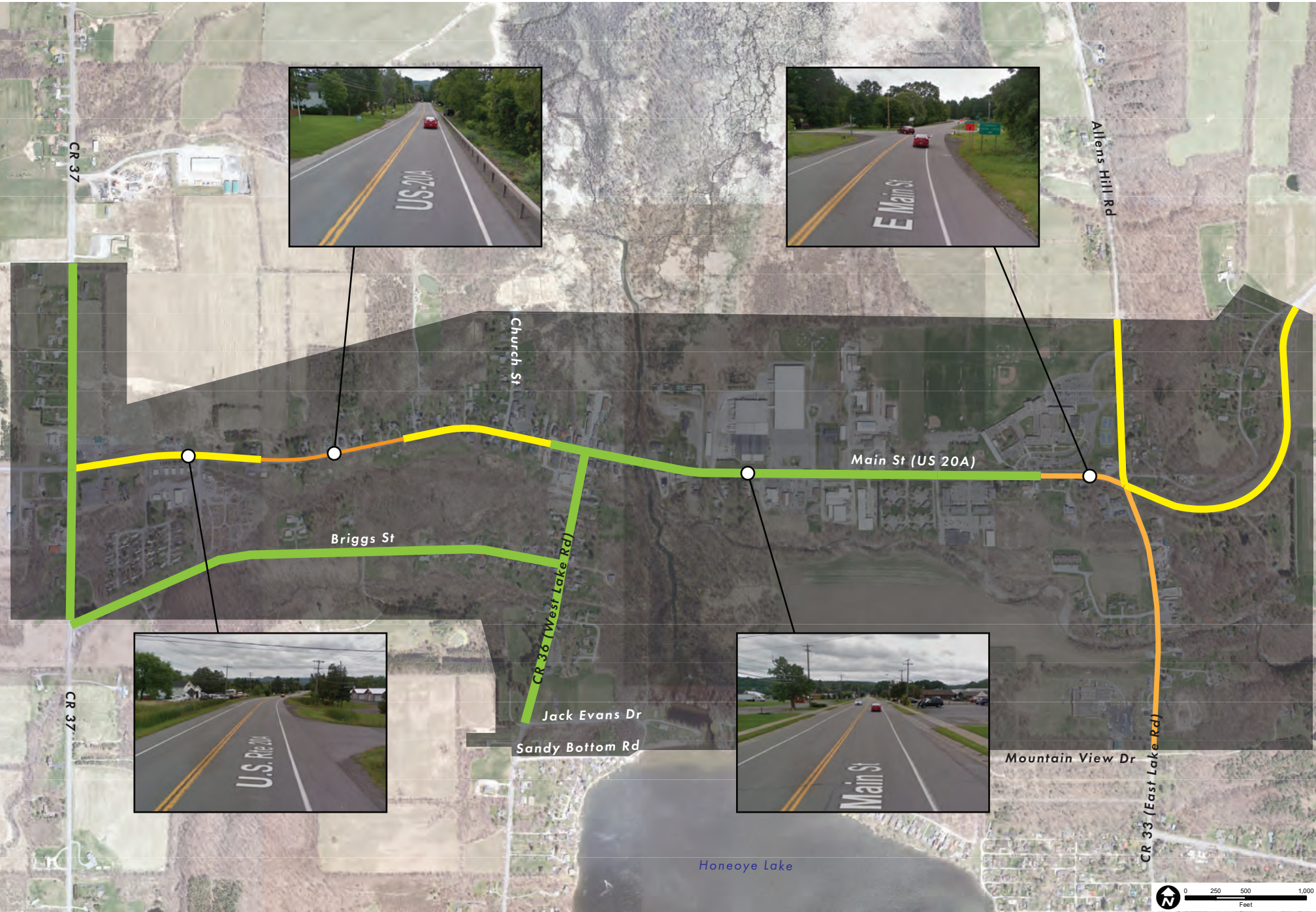
LOS A/B (top), LOS C/D (middle), LOS E/F (bottom)

The images above represent comparative bicycling conditions based on the LOS grades.

Data collection was performed along the study roadways totaling approximately 4.6 centerline miles. Figure 7 illustrates the BLOS results with images showing the prevailing conditions. Most segments were BLOS "C" or better. Despite the lack of dedicated bicycle facilities, the BLOS was generally favorable compared to similar municipalities given the generally low average daily traffic.

The segment of Main Street between the car wash and Church Street received a LOS "D" due to limited shoulder space (grades and guard rail limit the available space). Additionally, County Road 33 received a LOS "D" for limited shoulder widths.

Figure 7: Bicycle Level of Service



Bicycle Level of Service (BLOS) Results

LEVEL OF SERVICE GRADES	
LOS B	LOS C
LOS D	LOS E

NATURAL AND BUILT FEATURES

HYDROGRAPHY

The largest natural feature within the study area includes Honeoye Lake. Other smaller water bodies are present, as well as Mill Creek and Honeoye Creek. These are illustrated on Figure 8. These two water ways converge and flow underneath Main Street adjacent the Town buildings.

Due to the topography of the area north of Main Street, much of the lands at the northern border of the study area (and beyond) are part of a FEMA floodzone. Figure 8 depicts the extent of the floodzone. At present, the library and other developed properties are within the floodzone and report water impacts during high water events, such as the inability for visitors to walk between the library and town hall.

PUBLIC AND PRIVATE SIGNAGE

Public and private signage are present throughout the study area. The primary signage directs people to key destinations in and around the area. In this case, signage is described as either being directional (i.e., directing users to specific destination) or locational (i.e., noting a specific destination). Significant destinations within the study area include Sandy Bottom Park, Sandy Bottom Nature Trail, and Honeoye Central School. Figure 9 illustrates the approximate locations of the noted signage.

It has been noted that wayfinding to popular destinations, such as Sandy Bottom Park should be clarified and enhanced for visitors entering the study area. Currently, there are limited directional signs with no indication of distance to the Park. For pedestrians and bicyclists, distances and/or time to destination and a unified theme can be helpful navigational tools.

PARK AND TRAIL ACCESS

The Sandy Bottom Park and Town lands along County Road 33 present a wonderful asset to residents and visitors. Within each property is a trail network connecting Sandy Bottom Park to Main Street and County Road 33. Figure 10 illustrates the map of the area as prepared by the Friends of Sandy Bottom Park and The Rotary Foundation.

At present, the trail signage at Main Street indicates that no parking is available leaving visitors to determine where best to park. Given the lack of signage and definition for parking within the Hamlet, this key trailhead has been identified as an important node for connecting Main Street to Honeoye Lake.



Sandy Bottom Nature Trail

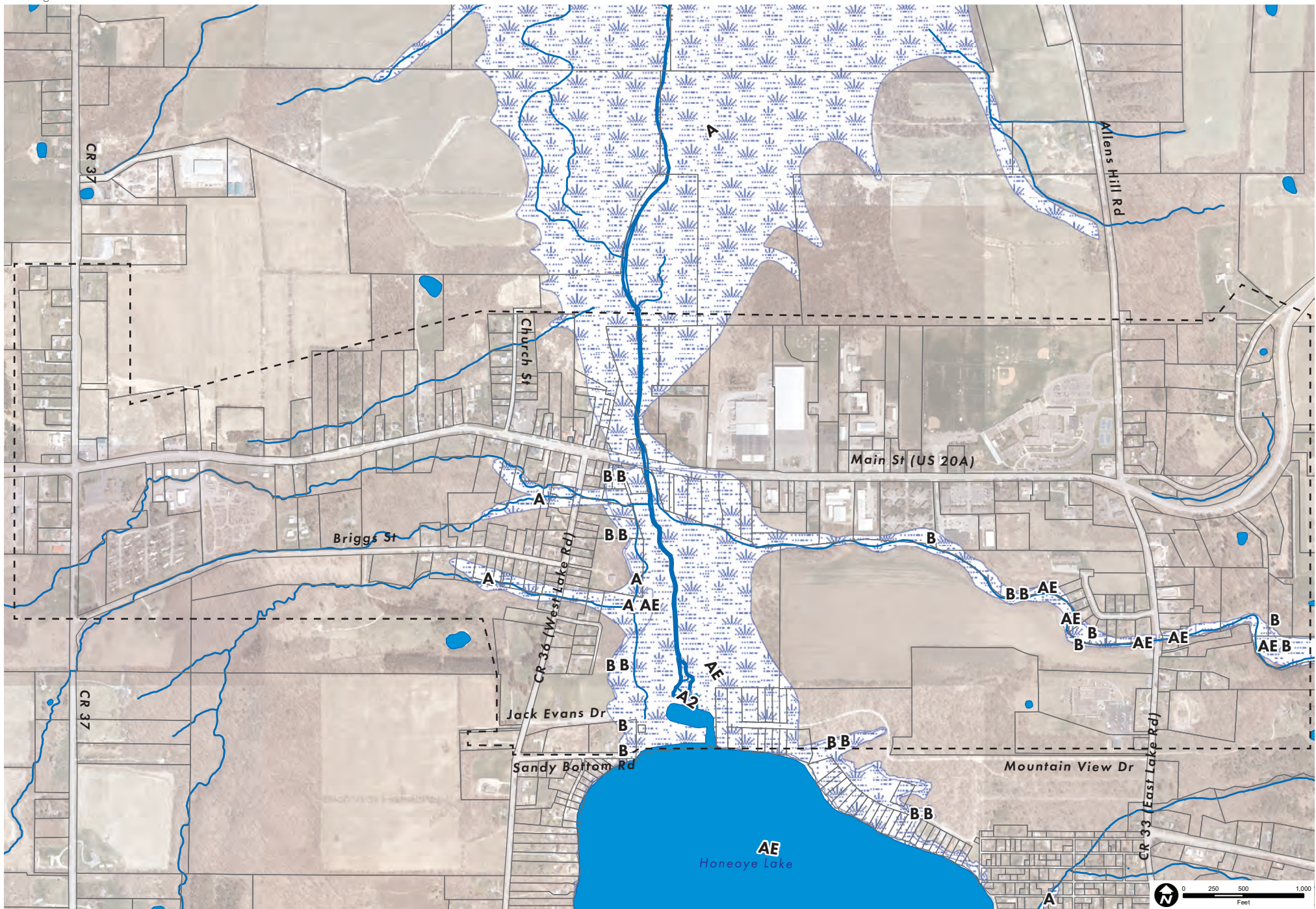


Signage on Sandy Bottom Nature Trail



Signage at Sandy Bottom Park and Nature Trail

Figure 8: FEMA Flood Zones



Hydrography

Data provided by Ontario County



Study Area



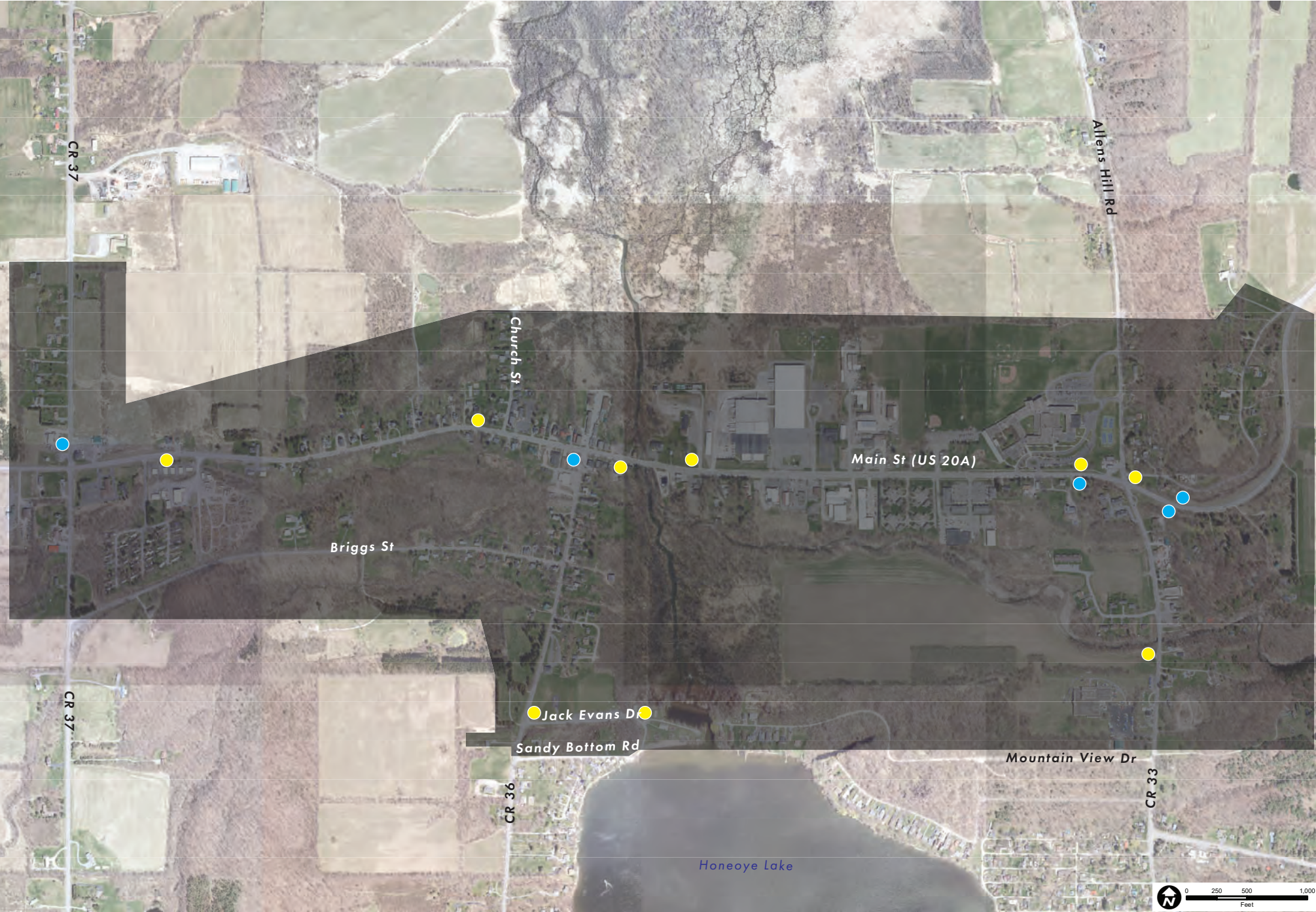
Flood Zones

An explanation of zone designations is provided separately



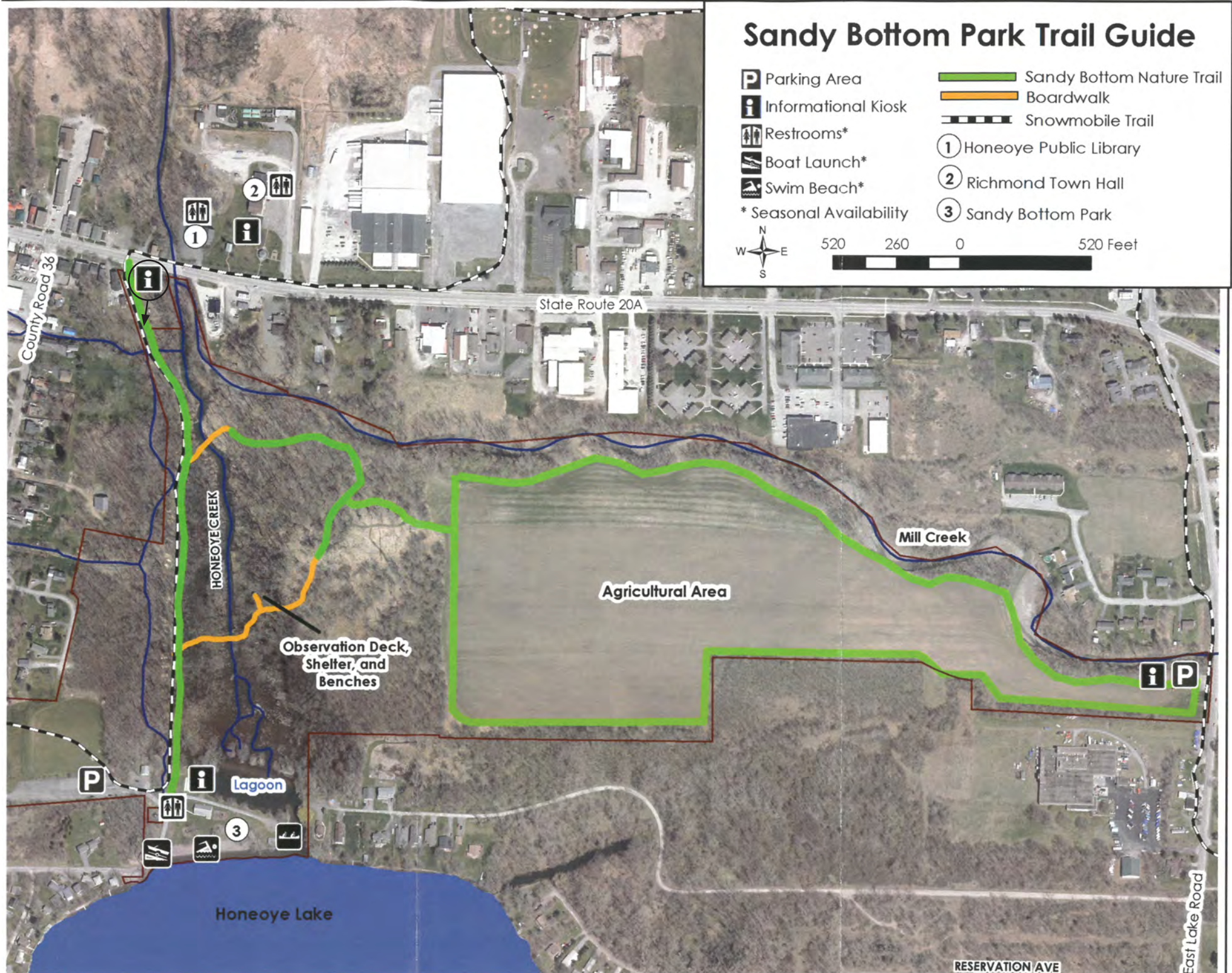
Water

Figure 9: Signage Locations



Public and Private Signage

- LOCATIONAL MARKER
- DIRECTIONAL MARKER



WALKABILITY ASSESSMENT

The quality of the pedestrian experience is equally, if not more, important than pedestrian level-of-service (PLOS). If pedestrian facilities look and feel uninviting or are perceived to be unsafe, people are less likely to use them regardless of whether they have the capacity to accommodate users. The Hamlet of Honeoye is neither substantially built out nor a dense urban environment but the potential exists for better pedestrian connectivity. There is also a desire for the Hamlet to become more pedestrian-friendly and a destination for residents and tourists. Rather than solely focusing on PLOS, the consultant team, in collaboration with the project steering committee, focused on evaluating the quality-of-service (QOS) for Honeoye's pedestrian ways.

Improving walkability often has more to do with the qualitative characteristics than quantitative characteristics. Therefore, rather than focusing on the relationship between pedestrian volumes, sidewalk widths, and other typical level of service attributes, the Consultant Team focused on assessing other characteristics that impact walkability. It is well documented that urban design characteristics such as enclosure, transparency, articulated building facades, and street trees impact people's desire to walk and their enjoyment on the street.

Three primary pedestrian routes that are within the study area were included in the walkability assessment, including Main Street, County Road 36, and County Road 33. These routes were evaluated using the following 7 qualitative characteristics:

Enclosure/Definition – The degree to which the edges of the pedestrian realm are well defined. Excellent enclosure focuses a pedestrian's eyes along the street and has positive impacts on safety by conveying a feeling of narrowness to motorists, slowing vehicular traffic.

Transparency – The ability to see through the transition between private and public space.

Interface – The area that links the public realm to the private realm. It should add interest to the pedestrian experience through the varied application of materials, design, and color and enable pedestrians to move between the public and private realms.

Street Trees - The presence of street trees improves the comfort level of pedestrians by providing protection from harsh weather and helps to define the pedestrian realm.

Buffer from Street – A "buffer zone" between pedestrians and moving vehicles enhances pedestrian safety and increases the level of comfort.

Connectivity/Crossings – The ability of the pedestrian to have the option to cross at a dedicated crosswalk and/or connect to another pedestrian way.

Amenities – The presence of benches, trash receptacles, and other street furniture.

Routes were divided into route segments and each side of the street was rated based on the 7 factors. Route segments were rated on a scale of 1 to 5 where a score of 1 is 'Very Poor' and a score of 5 is 'Excellent.' The tables below convey the rating for each pedestrian route.

Qualities High Level Pedestrian Experience	Main Street - County Road 37 to East Lake Road									
	County Road 37 to Church St		Church St to W Lake Rd		W Lake Rd to Town Hall complex		Town Hall complex to Honeoye Business Park		Honeoye Business Park to E Lake Rd	
	North Side	South Side	North Side	South Side	North Side	South Side	North Side	South Side	North Side	South Side
	1	1	2	1	2	1	1	1	1	1
Enclosure / Definition	1	1	2	1	2	1	1	1	1	1
Transparency	3	3	1	1	2	1	1	2	2	2
Interface	2	2	1	1	2	1	1	1	1	1
Buffer from Street	3	4	3	3	3	3	2	2	2	2
Street Trees	1	1	1	1	2	3	1	2	2	3
Connectivity / Crossings	2	2	1	1	1	1	1	1	3	2
Amenities	3	3	1	1	4	1	3	3	4	4
	2.1	2.3	1.4	1.3	2.3	1.6	1.4	1.7	2.1	2.1

Qualities High Level Pedestrian Experience	W Lake Rd - Main St to Jack Evans Dr			
	Main St to Briggs St		Briggs St to Jack Evans Dr	
	West Side	East Side	West Side	East Side
	1	1	1	1
Enclosure / Definition	1	1	1	1
Transparency	1	1	1	1
Interface	1	1	3	1
Buffer from Street	1	1	1	1
Street Trees	2	1	3	2
Connectivity / Crossings	1	1	1	1
Amenities	2	3	3	3
	1.3	1.3	1.9	1.4

Qualities High Level Pedestrian Experience	E Lake Rd - Main St to Mountain View Dr			
	Main St to Brookview Dr		Brookview Dr to Mtn View Dr	
	West Side	East Side	West Side	East Side
	1	1	1	1
Enclosure / Definition	1	1	1	1
Transparency	1	1	1	1
Interface	1	1	1	1
Buffer from Street	3	3	1	2
Street Trees	1	1	1	1
Connectivity / Crossings	1	1	1	1
Amenities	3	3	3	3
	1.6	1.6	1.3	1.4

Figure 11: Walkability Scores for Main Street, County Road 36, and County Road 33

Graphic: Ingalls Planning & Design

MAIN STREET

Walkability on Honeoye's Main Street is a high priority for the Hamlet. There are many areas along Main Street that contribute to uncomfortable, uninteresting, and, in some cases, unsafe pedestrian conditions. The first route segment (from the intersection of County Road 37 and Main Street to Church Street) contains a wide street buffer, with the potential to add more street trees as the route approaches Church Street and the Hamlet's center. An expansive buffer from the street also provides the opportunity to define a stronger enclosure for pedestrians. Street trees, bicycle facilities, and consistent sidewalk will help to define, separate, and enclose the pedestrian realm.

There are no existing pedestrian connections at the intersection of County Road 37 and Main Street. This intersection should be a signal to drivers that they are about to enter the Hamlet. Sidewalk connectivity along this segment is inconsistent. Honeoye should consider complete sidewalk connectivity on at least one side of the street from County Road 37 into the Hamlet center.

The remaining route segments (identified in the tables in Figure 11) contain more diverse land uses and a higher density than the previous route segment. Sidewalk, street trees, and enclosure should be apparent along this segment, but they are either not present or disconnected and spotty.

Most commercial land uses along Main Street are lacking transparency and the interface between the public and private realm is ill-defined as the sidewalk shifts closer to the street and the sidewalk material is inconsistent. In some places, the sidewalk disappears completely in favor of creating obvious and continuous vehicle access. This can decrease pedestrian comfort and safety while also creating gaps in sidewalk and connectivity.

There are very few trees in general along Main Street, and almost no street trees adjacent to the roadway or shoulder. Wherever practical, Honeoye should pursue tree lawns that will provide an additional buffer to pedestrians from vehicles. This will improve enclosure, increasing pedestrian comfort.

Lastly, while there are some benches in select places along Main Street, the Hamlet would benefit from more strategic placement of amenities (including trash receptacles and bicycle parking) closer to the library, Town Hall, and near the intersection of Main Street and County Road 36.

COUNTY ROAD 36

Pedestrian facilities are lacking along County Road 36. Honeoye should consider improving pedestrian conditions along this route to provide better access to both Sandy Bottom Park and Honeoye Lake.

There are multiple gaps in the sidewalk along this route which creates an unintuitive pedestrian route. In addition, the nonresidential land uses nearer the intersection of County Road 36 and Main Street have poor or no transparency, and an ill-defined interface between the public and private realm. These conditions combine to create an uncomfortable and uninteresting pedestrian experience.

COUNTY ROAD 33

County Road 33 does not currently contain the same opportunity to connect pedestrians to the lake or Sandy Bottom Park, but there is a popular walking path just south of Mill Creek. Its use, along with a connection to Main Street, justify increased attention to pedestrian facilities on this roadway.

Like County Road 36, there are gaps in the sidewalk along County Road 33. The Hamlet should consider completing the sidewalk to connect residential neighborhoods to the walking path and Main Street. Several areas along County Road 33 have a wide buffer, which would benefit from the addition of street trees.



Several clusters of benches are located along Main Street in the Hamlet. Strategic positioning of amenities such as these will enhance the pedestrian experience.



Sidewalk should continue across driveways to encourage and contribute to a walkable environment in the Hamlet.

ECONOMIC CONTEXT

A community's economic success is dependent on a variety of factors. In order to increase economic vitality along Honeoye's Main Street, the Hamlet needs to be mindful of their market profile. This includes key demographic and household data. In addition, analyzing the socioeconomic and demographic composition of the various groups of people living in and around the Hamlet will help Honeoye better understand the types of retail and entertainment their population is likely to consume. Socioeconomic and market data were gathered from 1-mile, 3-mile, and 5-mile radii from the center of the Hamlet. This data is derived from the 2019 ESRI (Environmental Systems Research Institute) forecasts.

This study will also examine the industry groups in and around the Hamlet, and in particular will look at which groups are being provided at a surplus and which groups are leaking out to other communities. Leakage and surplus data were gathered from a 5-mile radius from the center of the Hamlet. This data is derived from the 2017 ESRI Retail Marketplace dataset.

MARKET PROFILE

When considering the Hamlet's market profile, it is important to think of the markets that can be served by Honeoye. Small town Main Streets can function to serve several consumer groups including community residents, regional tourists, and non-regional tourists and visitors. Demographic data in this section were used to analyze and understand average Honeoye consumers while considering the potential for tourist dollars. In this case, the most likely type of tourism is regional, particularly with the Hamlet's proximity to Honeoye Lake.

The population living within 1 mile of the Hamlet is around 800 and has been steady since at least the 2000 US Census. When the radius extends to 3 miles from the center of the Hamlet, the population more than triples to about 2,800 people and when the radius extends to 5 miles the population swells to just over 5,800. While there may be under 1,000 people living in the Hamlet, Honeoye could tap into larger markets just outside the Hamlet.



Figure 12: Honeoye Average Income - 1, 3, 5-mile radii

Source: 2019 ESRI forecasts

TAPESTRY SEGMENTATIONS

In addition to a market profile, Honeoye looked at specific groups of consumers, called tapestry segmentations. These tapestries are accurate and detailed descriptions of US residential areas that are based on the socioeconomic and demographic composition of an area. Data for these tapestries are compiled by vv and based on the 2019 American Community Survey.

Four different tapestries were represented within the 1-mile, 3-mile, and 5-mile radii of the Hamlet. The included tapestries (and percent represented for each) are as follows:

1. The Great Outdoors - 40%
2. Green Acres - 29%
3. Rural Resort Dwellers - 16%
4. Salt of the Earth - 15%

People who fall under the Great Outdoors category are educated empty-nesters who lead an active lifestyle. Most of these folk still work and have an above-average household income.

The people categorized under Green Acres are self-reliant and prefer DIY (Do-It-Yourself) activities including home improvement projects. They enjoy outdoor living and sports, and are also more likely to invest in real estate than other tapestries.

Rural Resort Dwellers are blue-collar people, and many still work at least on a part-time basis. They are passionate about their hobbies and tend to be older homeowners.

People who are categorized as Salt of the Earth enjoy rural living and cherish family-time and value their traditions. Like Green Acres, Salt of the Earth folk value DIY projects. Unlike some of the other represented tapestries, people in this category are not proficient with technology.

There are some commonalities among the four represented tapestries. All four enjoy rural living, particularly outdoor activities and recreation. Additionally, these tapestries all tend to fall under middle age groups, with median ages ranging from 44-54.

These tapestry segmentations can help Honeoye identify types of commercial and retail development that may best reflect people in these groups. While these tapestries do provide valuable insights into the people of Honeoye, they should not be the only factor in determining appropriate economic development for the Hamlet.

RETAIL MARKET OPPORTUNITY ANALYSIS

One tool that can be used to help identify opportunities for retail development involves Retail Market Opportunity Analysis. This analysis compares the existing supply of retail goods to the demand for those goods based on local resident’s expenditures for these goods. If expenditures or demand exceeds supply, it is assumed that residents have to go outside the area to make purchases for these goods. These goods are identified as “leakage.” This is also referred to as an “opportunity gap,” which means there could be opportunities for additional local businesses to provide these types of goods. If supply exceeds demand, then it can be assumed that the local market for those goods is saturated, or that there is a surplus.

This analysis can appear misleading at times, particularly given the geographic parameters that are applied. For example, results for Honeoye indicate a leakage of gas stations within a 5-mile radius of the Hamlet. There are several existing gas stations right along Main Street, so at first this would seem to be inaccurate. However, people living on the edges of the 5-mile radius may have to drive elsewhere to get their gas and the leakage is accounting for these people on the edges. For this reason, it is important to use this analysis as a guide to identify potential business opportunities and not as a rubric for future economic development.

Retail Market Opportunity Analysis is just one tool that retailers and business developers consider when looking for potential markets to open new stores and businesses. The analysis is intended to provide insight into the types of retail stores that should be considered for future development on Honeoye’s Main Street. It should not, however, be assumed that the store types identified in this analysis are economically viable or needed.

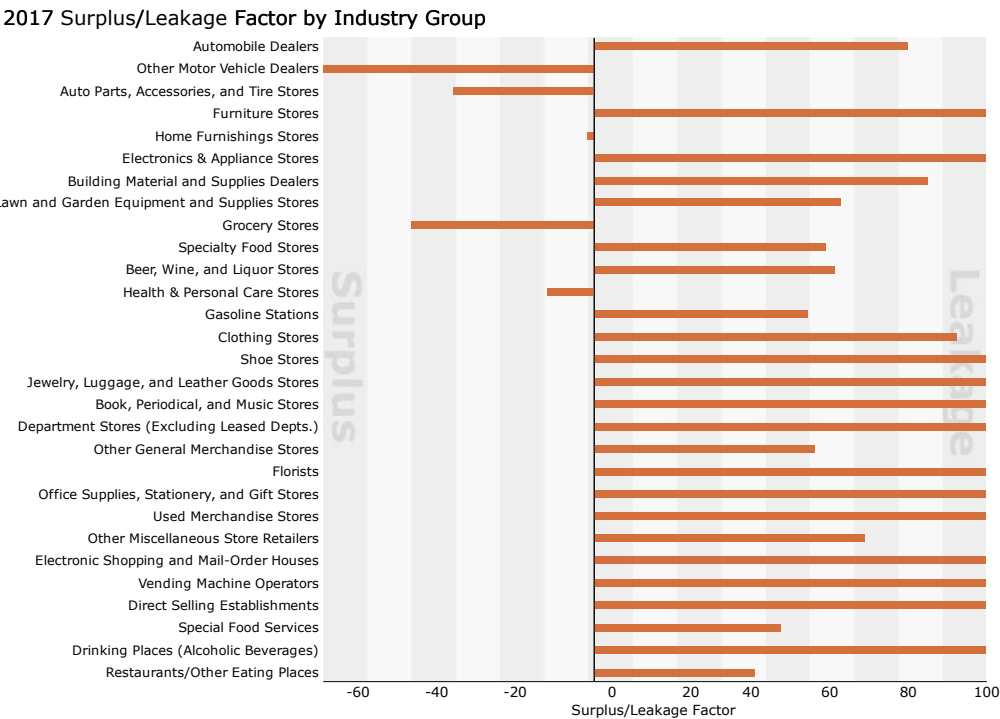


Figure 13: Surplus/Leakage Factor by Industry Group
Source: 2017 ESRI Market Profile

TAKEAWAYS AND OPPORTUNITIES

While these data do not provide an exact blueprint for economic development in Honeoye, that does not mean that they do not provide insights into potentially viable options for the Hamlet's Main Street.

It is helpful to consider the tapestries alongside the leakage factor in the table in Figure 13. There are commonalities amongst the four Honeoye tapestries including an interest in outdoor activities and recreation, DIY home and yard projects, self-reliance, and an affinity for rural living.

This could point to an opportunity for some specialty retail stores that cater to outdoor recreation. Outdoor recreation supplies would likely fall under a variety of industry groups including miscellaneous retail, clothing stores, shoe stores, and others. All of these industry groups have high leakage factors and are not provided in the Hamlet. Building material and supplies dealers and lawn and garden equipment are two industry groups that could be better represented in the Hamlet, while there is less leakage for building material and supplies given the presence of a home improvement supplies store in the Hamlet.

These industry groups are not necessarily the only considerations for Honeoye in regard to economic development. However, it's important for Honeoye to have a good idea of the goods and services that are not being provided in the Hamlet as well as ones that may be desirable to encourage or pursue.

A VISION FOR HONEOYE

It can often be difficult for community members to envision what they want their community to be like in the future, especially without a graphic depiction. The intent of visioning session is to encourage people to think about the future of their community in a positive way. Visioning helps communities make important decisions regarding future development. Aligning projects, development, and policies with a community-developed vision statement can help remove some of the guess work involved in decision-making for Honeoye while also moving the Hamlet's vision forward.

POSTCARD TO AUNT SALLY

A community workshop was held in November 2019 and a visioning exercise was carried out to imagine the future of Honeoye, including Main Street. The Hamlet asked attendees to place themselves ten years in the future and, with that in mind, write a postcard to a fictitious 'Aunt Sally' who has left Honeoye to tell her everything that has changed in the Hamlet. There were 30 completed postcards and a word cloud, shown in Figure 15, was generated based on common words and phrases across the responses. The larger words in the word cloud were in more responses.



Figure 14: Aunt Sally Postcard Word Cloud

Graphic: Ingalls Planning & Design

DRAFT VISION STATEMENT

The postcard responses and subsequent word cloud informed the draft vision statement below.

The vision statement provides Honeoye with coherent guidelines for decision-making. It is specific to the Hamlet and that level of specificity should help Honeoye determine if a project or policy is appropriate for the Hamlet area. In this regard, the vision should be seriously considered for all future decisions in Honeoye.

"Honeoye is a friendly and diverse community with people who are proud to call the Hamlet home. People in Honeoye enjoy a pristine lakefront, active parks, and expansive walking and biking trails connecting Honeoye Lake to the Hamlet's thriving business district. Residents and visitors gather on Main Street to socialize and enjoy unique restaurants and shops. The streets throughout the Hamlet are tree-lined, walkable, and bikeable while offering accessible routes to nearby parks, trails, and the waterfront."



RECOMMENDATIONS

REGULATORY RECOMMENDATIONS

The Town of Richmond has several regulatory tools that help guide land use and future investment within the Hamlet of Honeoye. Good planning is nothing without implementation, and the regulatory recommendations that follow should be incorporated into the Town's zoning code.

All of the recommendations in this section reflect different aspects of the community vision presented in the previous section. These regulatory recommendations, particularly the design guidelines and standards, will help Honeoye create a walkable, bikeable community while also emphasizing development that is appropriate for a Hamlet center.

ESTABLISH A HAMLET DISTRICT

The Town should establish a Hamlet District along Main Street in Honeoye. This district should accommodate existing land uses from the existing districts, including light industrial uses. Industrial uses should not, however, be permitted to have frontage on Main Street. When possible, Main Street frontage should be reserved for commercial and retail uses, which are dependent on walkability and exposure to drive-by traffic. The new district would ideally permit and encourage a wide mix of uses as well as detailed design standards that would further encourage a safe and walkable environment.

A Hamlet District would likely include land with Main Street frontage between Church Street and County Road 33. This district could also be drawn to include land south of Main Street along County Road 36 possibly as far south as Sandy Bottom Park. The intent of this district is to:

- Include a variety of land uses that coexist and contribute to the Hamlet's character;
- Permit and encourage multifamily housing options including but not limited to senior housing, upper floor residential units via mixed use, and townhomes;
- Encourage the use and redevelopment of existing structures;
- Establish content-neutral sign regulations that address placement, size, character, consistency, types, etc.
- Preserve historic and cultural characteristics of the Hamlet; and
- Require all new design and development to adhere to identified design standards that contribute to a walkable and bikeable Hamlet.

DESIGN STANDARDS FOR THE HAMLET

MONITOR AND MODIFY ZONING BETWEEN COUNTY ROAD 37 AND CHURCH STREET

As redevelopment occurs in the Hamlet, Honeoye should monitor potential demand between County Road 37 and Church Street. The Town and Hamlet should consider developing an overlay district for this area with an emphasis on preserving rural character and providing land use flexibility. Rural design guidelines could be included to ensure development does not detract from rural viewsheds and open space.

DEVELOP DESIGN STANDARDS FOR THE HAMLET DISTRICT

Design guidelines or standards help to ensure that future development and redevelopment is consistent with Honeoye's desired character as articulated in the vision. It should address building characteristics such as placement, scale and mass, and architectural character. They also often address different building types as well as the location of parking and landscape design.

It must be noted that these code recommendations should be considered a starting point for a future rezoning discussion. The Town of Richmond should determine the exact language and level of flexibility that is appropriate for the Town through a process that includes elected officials, Planning Board and Zoning Board members, and Main Street property owners.

All of the following recommendations could be phrased with the words "should" or "shall." Generally speaking, when a code requirement contains the word "should," it is considered a guideline to assist the Planning Board during site plan review. The word "shall" is considered a standard and would require a variance from the Zoning Board of Appeals, if it is not met by the applicant.

Buildings & Site Design

Placement and Orientation

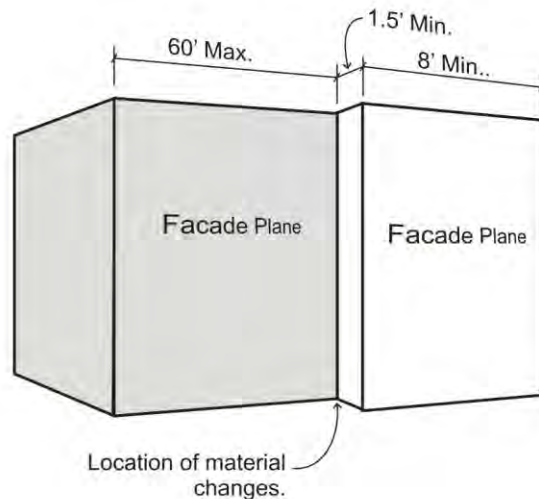
1. To the maximum extent practicable, buildings shall be arranged to orient to the streets and to frame the corner at the intersection of two streets.
2. A minimum of 50% of the street frontage must be occupied by the following elements:
 - Building frontage
 - Decorative walls
 - Landscaped entryway
 - Site amenities (e.g. public space, public art, benches, etc.)

Building Composition

1. Buildings shall exhibit a clearly defined base, mid-section, and crown. This can be accomplished using a combination of architectural details, materials, and colors.
2. Architectural details or features such as dormers, masonry chimneys, cupolas, clock towers, and other similar elements are encouraged.

Façade Composition

1. All buildings shall have a prominent street-level entrance visible and accessible from the public sidewalk.
2. Buildings located on corner lots shall have an entrance located on the corner that faces the intersection of two public streets to every extent practicable.
3. Varied building designs that avoid long, flat façades are required. The vertical plane of the building façade shall be broken up with a high level of articulation (e.g. projecting entry or window features, recessed elements, identifiable retail spaces, and awning/entrance canopies) especially at ground level.



4. No façade shall exceed 60 ft. in horizontal length without a change in façade plane. Changes in façade planes shall be no less than 1.5 ft. in depth and 8 ft. in length.
5. Any changes in exterior building material shall occur at interior corners.
6. All façades shall be designed to be consistent in regard to architectural style, materials, and details.

Transparency

1. A minimum of 60% of the street-facing, ground-floor façades for nonresidential uses shall be comprised of clear windows that allow views into the interior of the building. This ground-floor transparency shall be measured between 2 feet and 10 feet above the sidewalk.
2. Ground-floor façades shall also provide a minimum transparency of 25%.
3. Any renovations to the first floor of an existing building shall not decrease the area of transparency.



Building Materials

1. All primary buildings and non-accessory structures shall be constructed with materials that are durable and of a quality that will retain their appearance over time including but not limited to:
 - painted wood;
 - natural or synthetic stone;
 - brick or stucco; and
 - glass.

Landscaping

Landscaping shall be designed as an integral part of every development project, and not merely located in leftover portions of the site. Landscaping is intended to visually tie the entire development together, help to define and announce entryways and circulation patterns (both vehicular and pedestrian), and, where appropriate, help buffer less intensive adjacent land uses. It shall help to minimize the expansive appearance of parking lots, provide shaded areas for pedestrians, and soften hard edges of buildings and parking lots. Color and texture should be incorporated into the overall landscape plan. Careful selection of flowering trees and shrubs can provide seasonal color all year. The use of evergreen and deciduous plant material, bark color, seeds, and fruit (berries) that persist can provide additional color and texture to the landscape.

1. Entryway and Setback Landscaping

- Building setback areas along streets, access ways, or along private drives, shall be landscaped with a minimum of 1 shade tree per 40 ft. of linear frontage.
- Building setback areas shall include compact massings of ornamental plant material, such as ornamental trees, flowering shrubs, perennials, and ground covers.
- Planting shall be massed and scaled as appropriate for the entryway size and space.
- Plantings should decrease in size and increase in detail, color, and variety near entryways into developments.

2. Building Foundation Landscaping

- Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs, perennials, and ground covers.
- Plantings shall be massed and scaled as appropriate for the entryway size and space.
- Plantings should decrease in size and increase in detail, color, and variety near entryways into buildings.

3. Interior Parking Lot Landscaping

- The primary landscaping materials used in parking lots shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping. Effective use of earth berms and existing topography is also encouraged as a component of the landscaping plan.
- One shade tree shall be planted for every 5 parking spaces.
- Large and medium shade trees are recommended.
- Due to heat and drought stress and vision clearances, ornamental and evergreen trees are not recommended.
- Minimize conflicts between plantings and pedestrian circulation, emergency vehicle access, light poles, signs and site utilities.
- Landscaped berms shall be at least 10 ft. wide, a maximum of 3 ft. high, and include a maximum slope of 3:1.

4. Plant Diversity

- If there are more than eight required trees, no more than 40 percent of them can be of one species.
- If there are more than 24 required trees, no more than 20 percent of them can be of one species.
- If there are more than 25 required shrubs, no more than 75 percent of them can be of one species.
- Native plants and species shall be preferred over non-native plants and species.

Fences and Walls

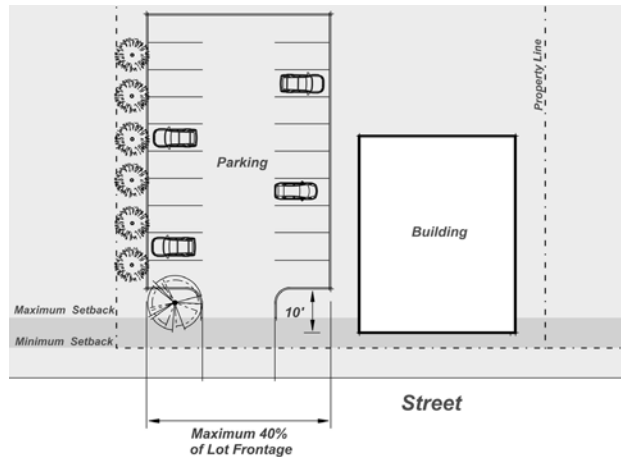
1. When a development includes a fence or a wall, the following guidelines and standards shall apply:

- The maximum height of a fence or wall shall be 8 ft. in the rear yard, 3 ft. in the front yard, and 6 ft. in the side yard. A side yard fence or wall may be extended to 8 ft. with Planning Board approval.
- Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and wrought iron. Prohibited materials include smooth-faced gray concrete block, smooth-faced painted or stained concrete block, smooth-faced concrete panels, unfinished wood, chain link, and corrugated metal siding.

2. Breaks in the length of a fence shall be made to provide pedestrian connections to the perimeter of a site or to adjacent development.
3. The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be 50 ft. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.
4. Fences and walls shall be set back from the front and side lot line to allow a landscape setback area. Such setback areas shall be landscaped with a turf, shrubs, and/or trees, using a variety of species to provide seasonal color and plant variety.
5. Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.

Off-Street Parking

1. Parking areas should:
 - Not dominate the street frontage;
 - Be broken down into smaller blocks or units;
 - Include pedestrian routes from parking stalls to the primary building's entrance and the public sidewalk along Main Street; and
 - Be accessible by adjacent development to encourage shared parking where appropriate.
2. Front yard parking should be limited or prohibited.
3. Off-street parking should be located in the rear yard or side yard.
4. Parking, or access to parking, shall not exceed 40% of lot frontage.



Bicycle Parking

The Hamlet should provide convenient places to park and securely store bicycles in order to encourage the use of bicycles as an alternative to motor vehicle transportation.

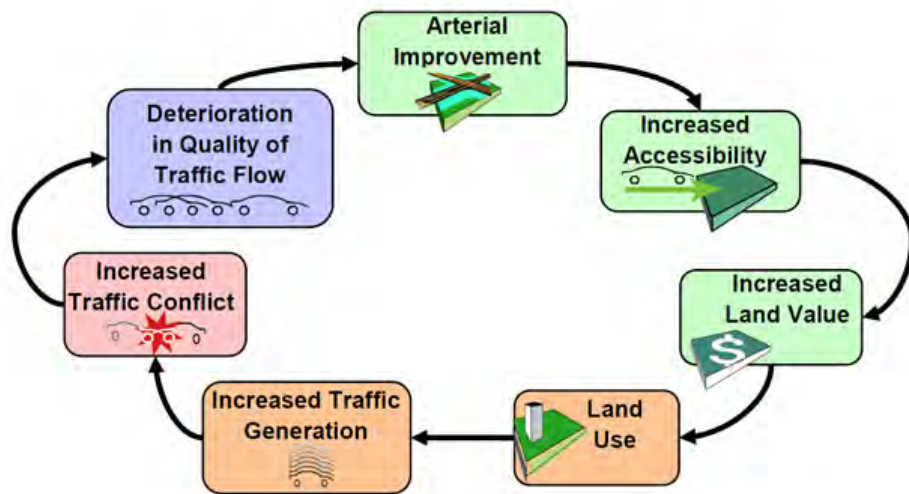
1. Bicycle parking shall be provided at 10% of the motorized vehicle requirements but not less than 1 bicycle space and not more than 15 for any nonresidential use.
2. The following objectives should also apply to bicycle parking. Bicycle parking should be:
 - Considered as part of a new development;
 - Located and designated in a safe and convenient location;
 - Adequately separated from motor vehicle parking;
 - Visible from the building's main entrance;
 - Designed so bicyclists can securely lock their bicycles; and
 - Protected from the weather when practical.

ACCESS MANAGEMENT PLAN

The principal goal of the Main Street access management effort is to develop a plan that the Hamlet, Town of Richmond, and NYSDOT can implement to make the corridor a safer and more efficient transportation facility for all users in the future. This plan shall respect the character of the Hamlet while preserving the quality of life for residents, merchants, and visitors of the community.

According to studies conducted by the National Highway Institute, “An effective access management program can reduce crashes as much as 50 percent, increase roadway capacity by 23 to 45 percent, and reduce travel time and delay as much as 40 to 60 percent.”

In order to achieve this goal, it is important to understand the connection between the transportation network and the adjacent land use that it serves. The national Access Management Manual refers to this relationship as the Transportation – Land Use Cycle, as shown in the following graphic.



Transportation-Land Use Cycle.

Access management strategies delay or even halt this cycle by maintaining a balance between the Land Use change stage and the Increased Traffic Conflict stage. As illustrated in the diagram, increased traffic generation is a direct result of Land Use change. Local municipalities have in place official planning documents such as Comprehensive Plans, Master Plans, Zoning Ordinances, and Subdivision Regulations that govern how and where land should (or should not) be developed. To effectively manage the transportation and land use cycle, both NYSDOT and the local agencies must address both the transportation system and the adjacent land development.

The intent of the Access Management Plan (the “Plan”) is to provide NYSDOT, and the

local Officials and Planning Boards, a framework for assisting with decision-making regarding access, circulation, and safety for future development along the corridor. Specific objectives include:

- Minimize number of access locations and reduce conflict points
- Increase access spacing
- Provide greater accessibility and connections for all users
- Manage intersection control
- Provide language in local codes that supports implementation of access management techniques and strategies along the corridor
- Accommodate pedestrians and bicyclists through safer facilities and reduced conflict points
- Support economic growth and viability

Using these core planning strategies and objectives, a detailed access management concept plan was developed for Main Street. Figure 15 (opposite page) illustrates the concept plan developed between County Road 36 and County Road 33/Allens Hill Road. However, the principles detailed herein will apply to the local, county, and state roadways within the Hamlet.

Implementing the Plan involves several aspects:

- *Comprehensive Plan:* The plan developed as part of this study is intended to be a critical piece of the Town’s Comprehensive Plan update.
- *Official Map:* The official map for Main Street illustrates the locations of new access roads, access points, and driveway modifications.
- *Access Management Local Law:* Though not prepared as part of this study, a local law can assist the Town with regards to application reviews for building permits, zoning permits, subdivision reviews, site plan reviews, and special permits. A local law can be prepared with the assistance of the Ontario County Planning Department with assistance from the Town of Richmond.
- *Integration with the Development Review Process:* Any review of site plans and other project permits should incorporate the Plan’s guidance and official map. The Ontario County Planning Department will assist the Town in amending the review process and any waiver procedures.

It should be noted that much of the Main Street corridor is developed, and therefore in the future as redevelopment occurs, retrofit strategies that eliminate multiple driveways to the same property; combines adjacent driveways into one shared driveway are required. Local Planning Board members and Town staff are encouraged to pursue training and educational opportunities to effectively integrate access management principles in development projects.

Given that implementing access management principles into development and redevelopment projects can take time, as well as sites with features that make compliance

Main Street Access Management Plan

Driveway and Cross Access Recommendations

DRAFT

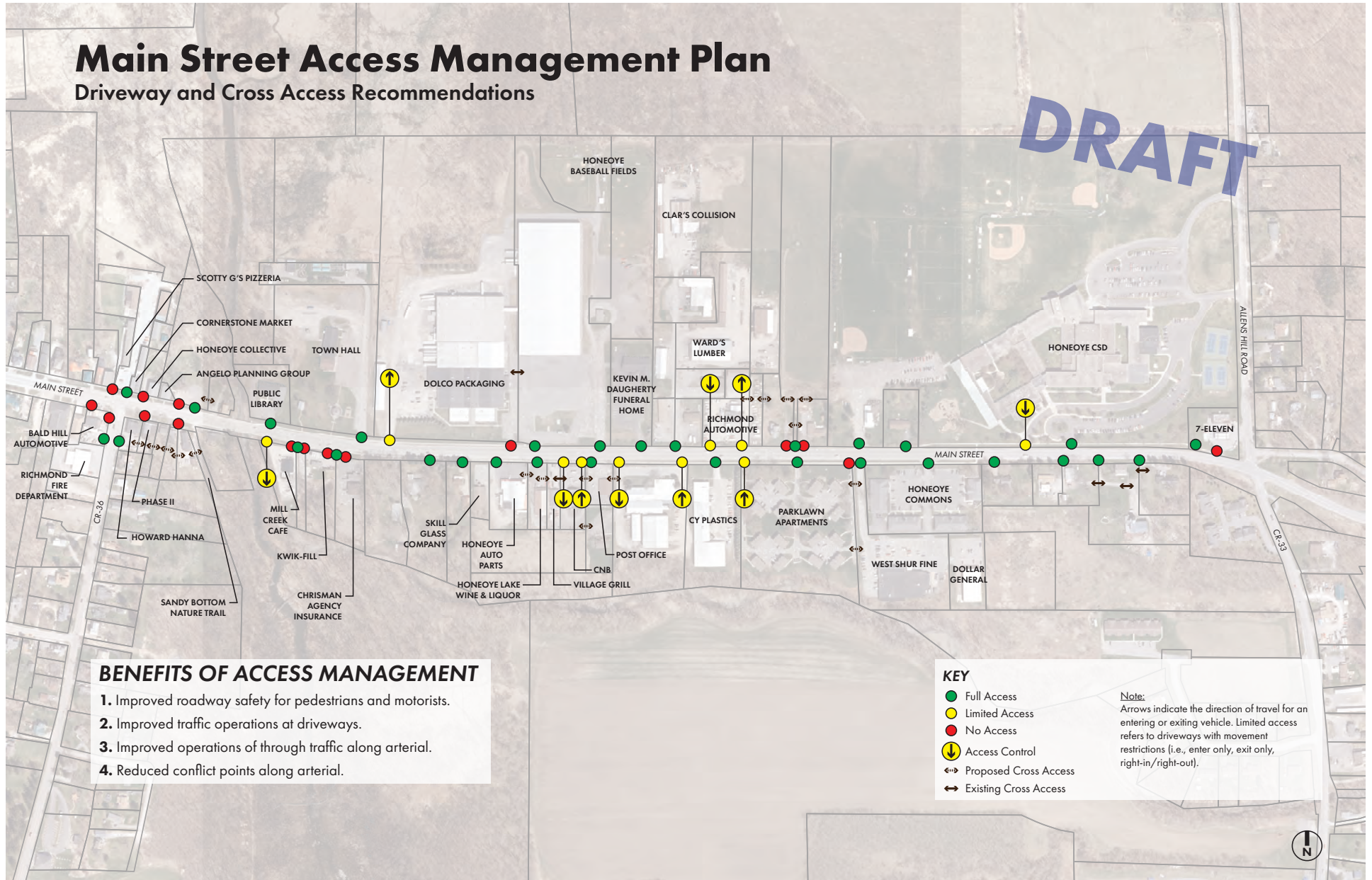


Figure 15: Main Street Access Management Plan

with access management standards difficult, a waiver process is required. The Plan recommends that the Town's Planning Board be given the ability to grant waivers. A waiver should be granted when 1) all reasonable alternatives that would make the project compliant to the Plan have been evaluated and determined to be infeasible, 2) there are no adverse safety impacts and no significant adverse traffic impacts, and 3) provisions are developed making the waiver temporary so that compliance can be obtained in the future.

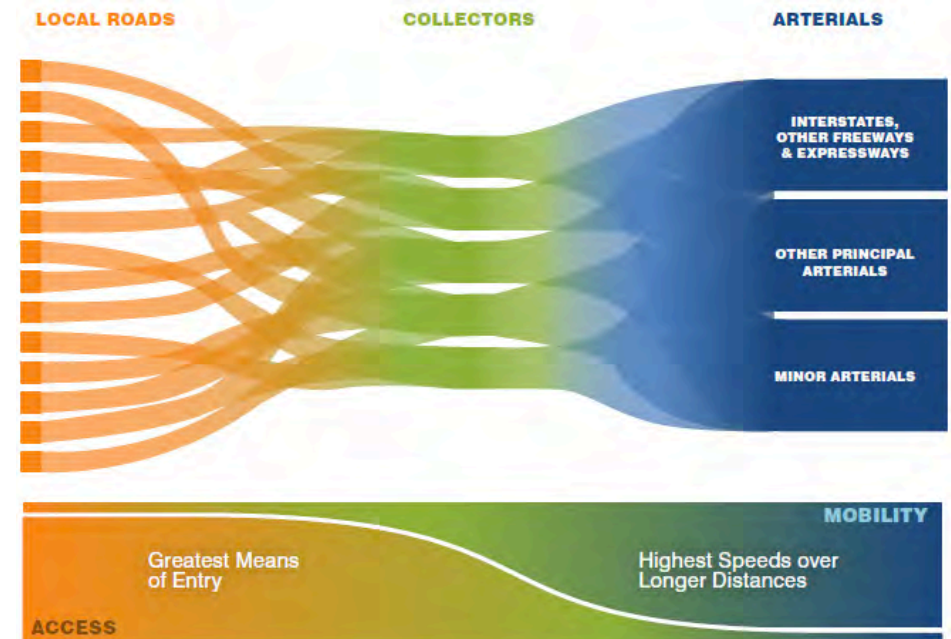
The Plan should adhere to the Official Map; however, it is recognized that detailed site investigations during site plan applications may dictate minor deviation from the Map. There should be flexibility from the Planning Board to adjust the Map, within reason, based upon the nature of the development or redevelopment proposed.

In order to advance and implement access management on a consistent, corridor-wide basis, local municipalities, such as Richmond, must develop supporting access management ordinances and regulations, tailored to fit the Hamlet; yet still provide the regional benefits, in terms of improved travel and safety for motorists along the Main Street corridor. Such components that should be addressed are:

- Functional classification and functional areas of intersections
- Circulation and access to adjacent sites/unified access
- Shared access, frontage roads, rear access roads
- Driveway spacing, consolidation, and alignment
- Corner clearances
- Pedestrian, bicycle, and parking considerations

Functional Classification

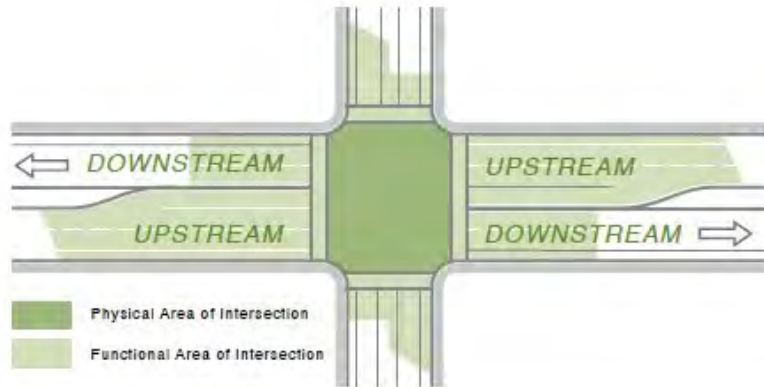
Roadways serve two primary needs: access and mobility. Functional classification of roadways seeks to group roadways into classes based upon the needs they serve. On the one end of the spectrum freeways and arterials limit the number of access points to an adjacent land use. While on the other end, local streets provide the greatest access to properties. Along freeways, the number of friction points (points where vehicles intersect with one another, such as decelerating from the roadway or vehicles entering the roadway) are fewer than local access roadways with a greater number of driveways. Further, classification is also subdivided into urban and rural settings. Urban and rural settings each have their own set of contextual challenges. In the case of Honeoye, the functional classification of the area roadways is rural. Rural settings can be characterized by lower-density development patterns, lower traffic volumes along adjacent roadways, larger property frontages, and higher speed intersecting roadways.



Source: FHWA Functional Classification Guidelines

Functional Area of Intersection

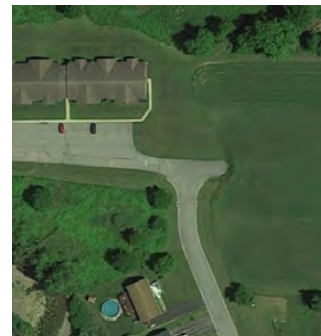
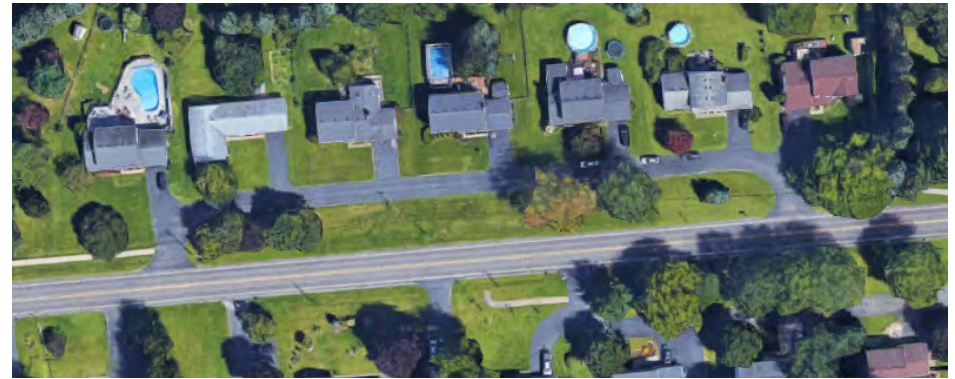
The areas upstream and downstream of an intersection are known as the functional areas of an intersection. The functional area is influenced by several factors: distance traveled during perception-reaction time, deceleration distance, and the amount of queuing at an intersection. In general, all efforts should be made to discourage property access within the functional area. If access must be located within the area, the local agency or jurisdiction overseeing the roadway may require limited access (e.g., right-in/right-out only versus full access). Functional areas can also be protected through corner clearances, driveway spacing, and intersection spacing requirements.



Source: FHWA Functional Area of Intersection

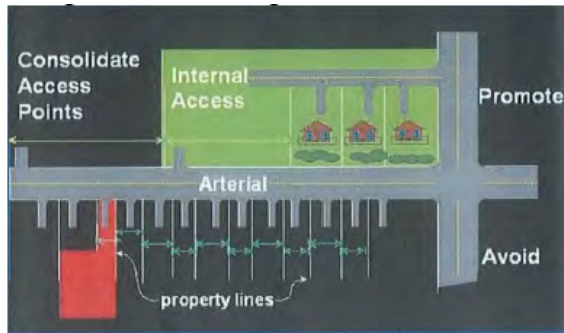
Circulation and Connection to Adjacent Sites/Unified Access

All internal vehicle movements should be allowed including service and emergency vehicles. Where residential developments are proposed, internal circulations shall be directed to collector streets within the subdivision and avoid accessing County and State roadways, where possible. Cross-connections between properties for vehicles and pedestrians are recommended, where feasible, to reduce repetitive access to the adjacent public roadway. Future interconnection between adjacent properties not yet developed are also recommended, whether through a formalized easement at known locations or conditional approvals with financial surety for unknown locations.



Shared Access, Frontage Roads, Rear Access Roads

Illustrated on Figure 15 are shared access, frontage roads, and rear access roads. These access and circulation features are recommended for new and redevelopment of parcels within the study area. Direct connections to the local, County, and State roadway system are allowed, but must meet the requirements for number of driveways servicing a site, driveway spacing, and driveway locations. Again, interconnections to adjacent properties not yet developed shall be encouraged through formalized easements or conditional approval.



Source: Town of Victor Access Management Plan

Driveway Spacing

In general, the number of access points to a single property from an adjacent roadway should be minimized to a single point, where reasonable, without adversely impacting safety, mobility, and access between the property and said roadway. A single access point is recommended, to the extent practicable, but may be increased if justified, and without adversely impacting traffic operations and safety.

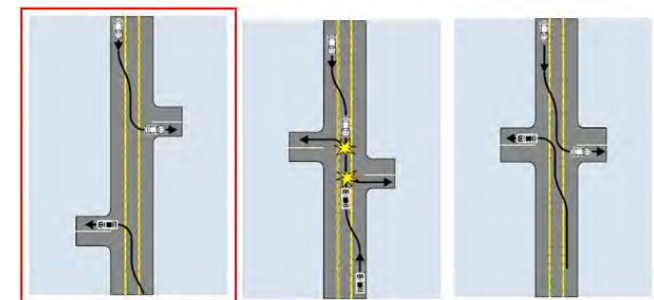
Shared driveways are encouraged between adjacent properties to reduce conflict points, increase driveway spacing between other properties, and improve the efficiency of the roadway network.

As illustrated on Figure 15, there are a number of driveways recommended for consolidation, closure, or modified access to improve the safety and efficiency of Main Street through reduced conflict points and greater internal circulation between sites. According to the GTC's access management topic on driveway spacing, the spacing of driveways "should reflect a balance between traffic and engineering conditions and needs; local development objectives; and existing land use characteristics (such as lot sizes, land use type, and frontage requirements)." Desirable access spacing is based upon functional classification of prevailing roadways and posted speeds. As speed limits rise, access spacing should also increase. Desired connection spacing is as follows based upon the posted speed limit and functional classification of the roadway:

- Posted Speed 35 mph - 125 feet (collector & local)
- Posted Speed 40 mph - 245 feet (collector & local)
- Posted Speed +45 mph - 440 feet (collector & local)

The desired access driveway spacing for Main Street is 125-150 feet from the closest edge of the pavement of one connection to the next closest edge of pavement of the next connection based upon its classification as a collector roadway and 35 mph posted speed limit.

Critical to ensuring the safe application of desired driveway spacing, it is important that it does not create incorrect offset left-turn conditions. In cases where a two-way left-turn lane is present, access driveways should be aligned directly across from each other on opposite sides of the road. If an offset is necessary, adequate separation is recommended that considers vehicle turning maneuvers and vehicle queuing between access points, and desirable access spacing.



Positive Offset Preferred
Source: FHWA Intersection alignment

The existing driveway spacing was evaluated along Main Street. Under existing conditions, the average existing driveway spacing is 108 feet (42 connections in 4,555 feet). Under the proposed Plan, the average spacing is 151 feet (30 connections in 4,555 feet). Additional driveways are discouraged while driveway consolidation, shared access, and cross-access agreements are encouraged.

Corner Clearance

The minimum distance from the proposed driveway of a property to the tangency of the radius curvature of the intersection street should be at least 125 feet. If site conditions do not allow for this, an access driveway shall not be less than 50 feet from the point of tangency. New driveways shall avoid being located within the functional area of the intersection. If such a condition cannot be avoided, all attempts should be made to encourage cross-access with an adjacent property. At signalized intersections, the minimum distance needed may extend beyond 125 feet to ensure impacts to traffic signal operations and queues are reduced.



Source: FDOT Corner clearance

Pedestrian, Bicycle, and Parking Considerations

In areas with frequent pedestrian activity and crossings, adequate crossing facilities should be present to avoid pedestrian crossing at locations where drivers may not expect them. Facilities should generally be located along desire lines or adjacent to common pedestrian generators. However, this does not mean that crosswalks should be installed freely along a corridor. Engineering judgment is required to ensure that crossing facilities are safely installed at locations that consider intersection location and driveway spacing among others. Frequent driveway openings are discouraged to reduce the potential conflict points for pedestrians and bicyclists.

The desire for on-street parking along Main Street was shared by the community. Therefore, limiting the number of driveways through shared access driveways, frontage roads, and rear access roads can increase the availability of on-street parking making Main Street feel more like a main street.

STREETSCAPE RECOMMENDATIONS

ORGANIZATION OF STREETSCAPE RECOMMENDATIONS

There are three character areas along Main Street/US-20A between County Road 37 and County Road 33/Allens Hill Road. First is the area between County Road 37 and Church Street. The second area is between Church Street and the bridge before the library, and the third is between this bridge and County Road 33/Allens Hill Road. Although these areas are somewhat unique regarding their individual character, the streetscape recommendations overlap. For this reason, streetscape recommendations are organized into two sub-sections.

Community engagement is critical to the development of these streetscape recommendations, as well as the other recommendations presented in this section. Between July 20 and July 31, 2020, and with assistance from the GTC, a public engagement platform was created for the community's benefit to review the alternatives and recommendations highlighted herein. On July 22, a virtual open house was conducted to review the preliminary recommendations during a live interactive session given the social distancing requirements set forth by state and local health agencies due to the COVID-19 pandemic. Related to the streetscape recommendations, the consultant team developed several cross-section alternatives for the second and third areas discussed above. For the general area between Church Street and the bridge, the two alternatives were 1) parking on both sides and 2) parking only on the north side and bike lanes on both sides. Alternative 1 was preferred.

Related to the segment between the bridge and County Road 33/Allens Hill Road, four alternatives were developed: 1) parking on both sides, 2) buffered bike lanes on both sides, 3) parking on the north side with bike lanes on both sides, and 4) removal of the existing gutter, installation of curbing, installation of a center two-way left-turn lane, and bike lanes on both sides. Alternative 3 was the preferred alternative.



Main Street/US-20A between County Road 37 and Church Street



Main Street/US-20A between Church Street and Bridge



Main Street/US-20A between Bridge and County Road 33/Allens Hill Road



COUNTY ROAD 37 TO CHURCH STREET

The character between County Road 37 and Church Street is rural with large-lot development, open space, single-family homes, and few businesses which tend to be more auto-oriented than those east of Church Street. This area has a look and feel that is different from the area east of Church Street. Indicative of rural large lot development, buildings are spaced far apart making pedestrian access difficult and somewhat unnecessary. Although sidewalks do exist for a portion of the area along the north side, they are likely used by local residents for exercise or to get to the Hamlet. They provide little benefit for accessing the few businesses along this stretch, especially since most properties do not have sidewalks connecting from the public sidewalks to the building entrances.

Consequently, streetscape recommendations in this area are less focused on pedestrian needs and more focused on improving aesthetics and protecting and enhancing the existing rural character.

REPLACE AND IMPROVE EXISTING SIDEWALK ON THE NORTH SIDE OF MAIN STREET/US-20A

There is existing sidewalk on the north side of Main Street/US-20A between County Road 37 and Church Street. This sidewalk contains gaps in the front yards of some properties. In other areas, the sidewalk is crumbling and in needs to be replaced. This existing facility should be improved to be fully continuous from where it currently ends near Church Street.

ADD STREET TREES BETWEEN ROAD'S EDGE AND SIDEWALK

While there may not be as much space - or as much of a need - for street trees in this area as there is closer to the Hamlet's core, trees should still be considered near the edge of Main Street/US-20A and between the road's edge and sidewalk where applicable. Street trees will send a visual cue to motorists that they are entering the Hamlet and a denser walkable environment.

CREATE A TREE PROGRAM FOR PROPERTY OWNERS TO PLANT TREES NEAR FRONT LOT LINES

Honeoye should encourage homeowners and property owners in this area to plant trees near the front of their lot lines to supplement or act as street trees in places without sidewalk or with limited right-of-way. The Town could develop an incentive program to further encourage property owners to plant these trees.

CHURCH STREET TO COUNTY ROAD 33/ALLENS HILL ROAD

The Hamlet area between Church Street and the bridge is compact with smaller lots, buildings relatively close to the street, storefront entrances, on-street parking, and sidewalks. This character is the most urban stretch of Main Street. The area from the bridge to County Road 33/Allens Hill Road is less compact with larger lots, buildings set back from the street with parking between buildings and the sidewalk. Although these two areas are slightly different in character, they are very similar concerning pedestrian needs and land use function. These areas are more pedestrian-oriented and well-positioned for walkability improvements, especially when it comes to accessing local businesses. The community vision reflects the desire for a traditional Main Street. As a result, streetscape improvements in this area should contribute to pedestrian comfort and encourage development that will make walking in Honeoye more interesting, enjoyable, and safe.

The character between Church Street and County Road 33 is more pedestrian-oriented and well-positioned to improve walkability and cater more to pedestrians. As a result, streetscaping in this area should contribute to pedestrian comfort and encourage development that will make walking in Honeoye more interesting and safe.

IMPLEMENT THE STREETSCAPE PLAN AS DETAILED BELOW

A well-designed streetscape can make a significant contribution in developing a strong sense of place and a vibrant public realm. Creating a vibrant streetscape is less about a beautiful aesthetic and more about evoking a warm and inviting feeling on the street. An inviting streetscape sends a message to residents and visitors that the street is the primary public space to be enjoyed by all.

While streetscaping is not entirely about catering to pedestrians, people should enjoy walking along Main Street. Pedestrian activity is highly dependent on the streetscape conditions. People prefer to walk along streets that feel safe and comfortable and also provide an enjoyable walk. Street trees, crosswalks, sidewalks, on-street parking lanes, bicycle activity, benches, lighting and other components can combine to make the pedestrian experience safe and interesting.

Each streetscape element detailed below should be considered throughout the study area. However, Main Street between Church Street and County Road 33 should be a priority.

Curb Extensions

Curb extensions can significantly improve pedestrian safety at intersections. Installing curb extensions shortens the crossing distance for pedestrians and calms vehicles as they approach the intersection. They are not appropriate for all intersections and crossings in the Hamlet, but are recommended at the intersection of Main Street and County Road 36. Curb extensions should be considered as redevelopment occurs.

Continuous Concrete Sidewalk

A comfortable pedestrian experience cannot exist without wide and continuous sidewalk. The walk surface materials need to be durable, safe to walk on, and contribute to the overall character.

Sidewalk Guidelines:

- Sidewalks shall meet the standards set forth in the Americans with Disabilities Act (ADA).
- A continuous sidewalk path free of obstruction shall be maintained at a minimum of 5 feet wide.
- The finish materials and pattern of the sidewalk should be maintained through driveways.

Crosswalks

Crosswalks should be installed using a high-visibility style that provides for high visibility to motorists. Ideally, all crosswalks should be maintained on a regular schedule to ensure consistent high visibility.

On-Street Parking

Parking is not an existing challenge for the Hamlet, but the presence of on-street parking could provide a long-term traffic-calming feature when combined with street trees, pedestrian activity, and other streetscape elements. On-street parking should be prioritized more highly near the intersection of Main Street and County Road 36.

Outdoor Seating Areas

The Hamlet should encourage outdoor seating for businesses that would benefit including restaurants and coffee shops. Permitting outdoor seating areas will contribute to an inviting and engaging atmosphere on Main Street.

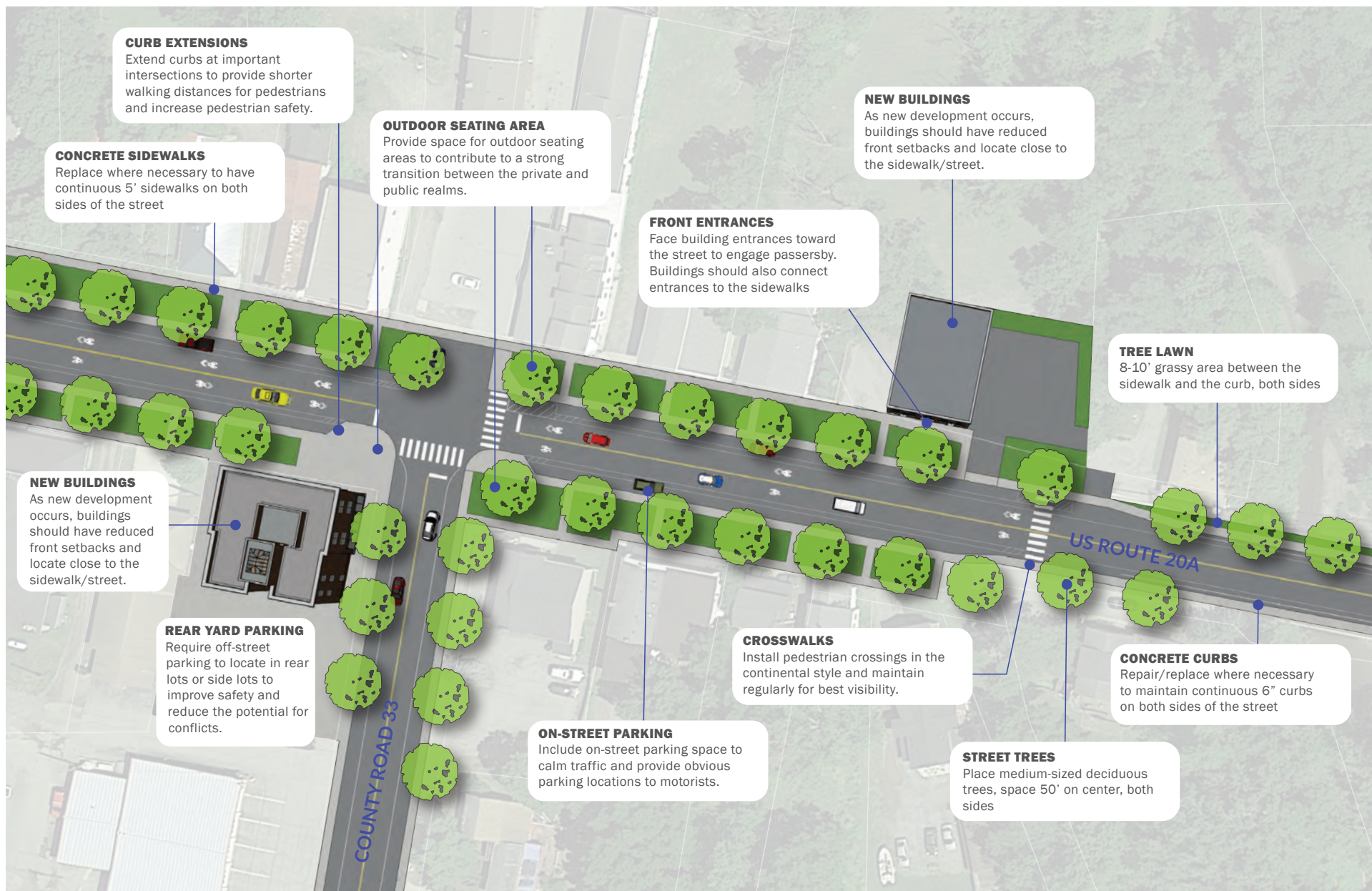


Figure 16: Streetscape Master Plan - Area #1

Graphic: Ingalls Planning & Design

Street Trees

Street trees provide shade which is not only beneficial to people but they also provide aesthetic benefits to passersby. Trees can also improve the function and feel of the street by creating enclosure which makes the street feel narrower, thereby slowing traffic and enhancing pedestrian friendliness. Street trees should be strategically placed to limit the obstruction to storefronts, merchant signs, and residential properties.

Street Tree Guidelines:

- Placement of trees and other landscape materials should not violate sight lines for drivers or pedestrians.
- Street trees should be planted at no more than 30 feet on center when possible and alternate with street lighting.
- During the design process, the lighting plan and tree selection/placement should be considered and coordinated
- When possible, distance between sidewalk surface and tree canopy should be at least 8 feet and not more than 12 feet.
- Street trees should be placed a minimum of 15 feet from utility/light poles, fire hydrants, and utility boxes.
- Street trees should be placed a minimum of 5 feet from driveway curb cuts.
- Street trees should be placed a minimum of 3 feet from underground utility lines, water access covers, etc.
- Consider a variety of appropriate native tree species.

Tree Lawn

The successful planting of street trees will require tree lawns between sidewalks and the curb. Tree lawns should be consistent on both sides of Main Street at least between Church Street and County Road 33 to the extent practicable.

Tree Lawn Guidelines:

- Tree lawns should be a minimum of 8 feet wide and not more than 10 feet.
- Tree lawns should be located between sidewalk and the curb.

Curbs

Curbs define the edge of the street and help to direct stormwater runoff. They also help to define pedestrian space and separate it from the street.

Curb Guidelines and Considerations:

- Granite curbs should be installed within the Hamlet area and at least from Church Street to County Road 33.
- Sloped curbs are required at crossings by ADA regulations.
- Curb design must meet NYS DOT standards.

When determining curb radii consider the impacts on pedestrian crossing distances.

Front Entrances

Entrances to buildings should be located on the front and include connections to existing sidewalk to better engage pedestrians. This also helps to blend the public and private realms together, creating a shared environment that provides a comfortable and friendly environment to passing pedestrians. This can be partially achieved through design standards that require buildings to orient to the street, but Honeoye should further guide new development to make physical connections to the sidewalk.

Interface Features

Blending the public and private realm together is an often overlooked component to successful streetscaping. Encouraging businesses such as restaurants and coffee shops to provide outdoor seating helps create an engaging environment for pedestrians. Other amenities including seating areas and public art provide interesting visual elements that welcome and invite pedestrians into the physical space between pedestrian facilities and buildings. Creative and varied landscaping provide more visual interest to pedestrians in addition to screening unappealing features like parking areas.

Pedestrian-Level Lighting

Street lighting is another component of streetscape design that adds to the overall streetscape. Pedestrian-level lighting will help make Main Street feel safer while also providing more uniqueness and character to the streetscape. All proposed lighting should be strategically placed to limit the obstruction of storefronts, merchant signs, and residential properties. If funding is obtained for a streetscape enhancement program, Honeoye should consider how to address existing street lights and whether pedestrian-level lighting should replace existing lights.

Lighting Guidelines:

- Fixtures should have shielding, limiting light trespass and directing light to surfaces needing illumination.
- Fixtures should be dark sky-friendly, with top side and house side shields.
- Fixtures should have sufficient strength to support signs, banners, or flower baskets.
- Light poles should be installed at least 3 feet behind the curb. This will provide clearance for vehicles and snow plows. Minimum clearance from the pole to any adjacent structure should be 3 feet.
- Polycarbonate glass should not be used. The material becomes yellow over time, losing the desired aesthetic.

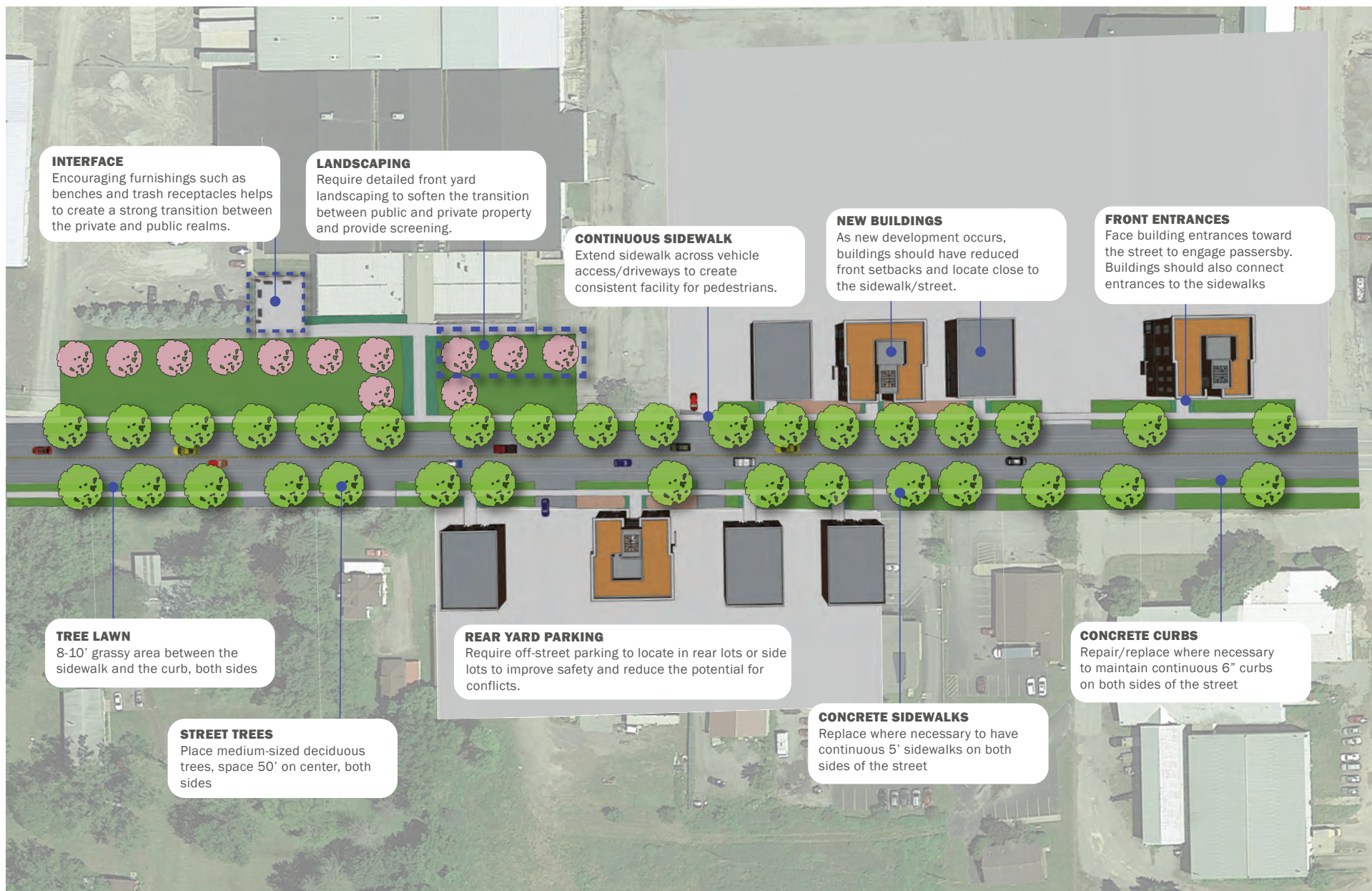


Figure 17: Streetscape Master Plan - Area #2

Graphic: Ingalls Planning & Design

REDEVELOPMENT PROGRESSION

Streetscape improvements can only accomplish so much individually. Having sidewalks is necessary in creating a walkable community, but it is only one component. Moreover, all of the streetscape recommendations described in the previous pages should be pursued collectively. Taken together, they combine to cultivate a walkable environment.

The effects of design guidelines and streetscape projects on walkability will not be felt immediately. In fact, it may take years before the built environment and streetscape begin to take shape and transform Honeoye's Main Street into an interesting, comfortable, and engaging space for pedestrians.

Communities eager to revitalize or redevelop quickly will often pursue projects that achieve quick and tangible outcomes, but they often neglect existing challenges and conditions. Honeoye should focus its energy on pursuing growth and change from the inside out and at a gradual pace.



1-10 YEARS

The first steps should include streetscaping efforts including street trees, street furnishings, pedestrian-level lighting, landscaping, continuous sidewalk, consistent curbs, on-street parking, and bicycle facilities. Addressing everything within the right-of-way first will initiate a precedent that Honeoye's transportation system will be oriented toward safety for all, including and especially its most vulnerable users.

The graphic above shows Main Street/US-20A facing east near the Dolco building and Honeoye Auto Parts. Some redevelopment is shown in this graphic on the north side of the street in what is currently an underutilized and unimproved parking area, but much of what's shown in this near-term stage is related to streetscape improvements.

The intersection of County Road 36 and Main Street/US-20A is an ideal location to permit and encourage mixed-use projects that prioritize quality design. This is the heart of the Hamlet and, ideally, could be the point from where inside-out development begins. In any event, redevelopment should be prioritized within the core Hamlet area between Church Street and County Road 33/Allens Hill Road.

Putting all the pieces in place to allow for future redevelopment to occur in ways that reflect the community's vision is important. These pieces include many of the listed safety and transportation improvements within the right-of-way, but they also must include regulatory changes including a clearly defined Hamlet district and design standards that take the guesswork out of future development/redevelopment and position future buildings and structures to enhance and appeal to all users on Main Street/US-20A.

Honeoye can achieve the vision for the Hamlet, but it will not happen overnight. If hard work, collaboration, and effort from the Honeoye community and the Town of Richmond can combine with existing and potential future market conditions and demands, the Hamlet will experience positive change and growth in the long run.



10+ YEARS

The graphic above shows development and growth continuing. New buildings are engaging the street and being positioned closer to the sidewalk. Front entrances of these new buildings are connecting to existing sidewalk, helping to cultivate a walkable environment. Parking is now to the side of buildings or tucked behind them. Development is now starting to grow outward toward the edges of the core Hamlet area.

Development and change at this level could take a long time, potentially far beyond the 10 years listed with the graphic. The key is for Honeoye and Richmond to be prepared for development when it comes. That includes having the proper policies and regulatory tools in place to ensure that development occurs in a way that reflects the Honeoye's vision.



The graphic above shows a different perspective of Main Street/US-20A facing northeast near the Dolco building and Honeoye Auto Parts. Redevelopment shown in this graphic would occur at a long-term and gradual pace. Emphasizing pedestrian-friendly development in the form of Town policies and design standards will help Honeoye achieve a Main Street that aligns with the community's vision and goals.

ADDITIONAL STREETScape PROJECTS

The following additional streetscape recommendations should be considered throughout Main Street in the Hamlet area, especially between Church Street and County Road 33/Allens Hill Road.

INSTALL STREET FURNITURE

Strategically placed benches, trash receptacles, bike racks, and planters provide needed amenities for both residents and visitors while also adding color and life to the streetscape. Evidence shows that greener pedestrian-friendly streets that include furnishings can entice people to walk more, put 'eyes on the street', and generate desirable foot traffic for local businesses.

Benches

Benches provide opportunities for residents and visitors to rest and to sit and talk with one another. Many people quickly dismiss including benches in the streetscape because they believe they lead to undesirable loitering. However, if they are placed in key locations and coordinated with pedestrian level lighting, they often prove to bring positive activity to the street. In addition, benches with center armrests deter laying down, which is

often a concern for municipalities and local merchants.

Bench Guidelines:

- All street furniture should be fabricated of heavy gauge metal and painted with vandal-resistant powder coat paint. The metal material and finish should be corrosion-resistant and able to take the heavy salt abuse during the winter. Benches should be securely mounted onto concrete.
- Seating surfaces should be 16 to 18 inches high and should have a minimum depth of 16 inches for seats without backs,
- Place benches in functional and accessible locations where users can reach them directly from public sidewalks or pathways in all weather conditions.
- When possible, locate benches near lighting and plantings. Nearby trees provide needed shade during the day and shelter from the rain.
- Several benches should be placed on Main Street near its intersection with County Road 36. They should be strategically located so that they are convenient for resting and people-watching.
- Benches should be considered for areas that include high pedestrian traffic including the library, the post office, and bank.



The Town should pursue street furniture that is of a consistent design from the same manufacturer. The bench and trash receptacles shown above are products offered by Dumor Site Furnishings.



Trash & Recycle Receptacles

Receptacles reduce litter and provide for convenient disposal of waste and recyclable products. A waste receptacle is a container for disposing of trash. A recycle receptacle is a container for collecting material that can be reused or reprocessed for another use, such as soda cans, plastic water bottles, etc.

Trash & Recycle Receptacle Guidelines:

- Receptacles should be fabricated of heavy gauge metal and painted with vandal-resistant powder coat paint. The metal material finish should be corrosion resistant and able to take the heavy salt abuse during the winter. They should be securely mounted onto the concrete.
- Receptacles should have interior polyethylene liners to contain waste. Bins should allow users to drop material in it without requiring physical force (pulling, lifting, or pushing).
- Detachable lids should be cabled securely to each unit.
- Bins should not clutter the sidewalk or block the pedestrian travel-way.
- Material and finish should be consistent with other streetscape elements, including benches, bicycle racks, and planters.
- When possible, waste receptacles should be located near lighting.
- Receptacles should be provided where there is a demonstrated need such as near retail businesses and other areas of pedestrian activity.
- Waste and recyclable containers may be located together or housed in one unit with compartments for both waste and recyclables.

Bicycle Racks

Bicycle racks provide secure parking facilities for bicycles. The term "rack" should not be interpreted as the use of long, multiple installations that do not support the bicycle frame.

Well-placed bicycle racks encourage bicycle transportation. Lack of adequate facilities forces cyclists to lock bikes to signs, railings, and trees. A lack of bicycle racks also sends a message that the community is not bicycle-friendly.

Bike Rack Guidelines and Standards:

- Anchor bicycle racks to a paved surface and use vandal-resistant bolts or other attachments that prevent removal using common tools.
- All bicycle racks shall use single inverted-u or post and loop designs, both of which provide primary support for the bike frame. Do not use racks that only secure the wheel.
- All rack placements should provide independent access to each bicycle. Single racks are both flexible and unobtrusive.
- The exterior surface of the rack shall be non-abrasive, non-marring, and durable to minimize refinishing or repair.
- Bicycle racks should be placed so they do not block pedestrian routes to the extent practicable.
- Racks should be placed at logical locations such as near businesses at the intersection of Main Street and County Road 36, near trailheads, at parks, and other destinations and activity centers.
- Locate bicycle racks near major buildings or center entrances. Do not obstruct entrances.

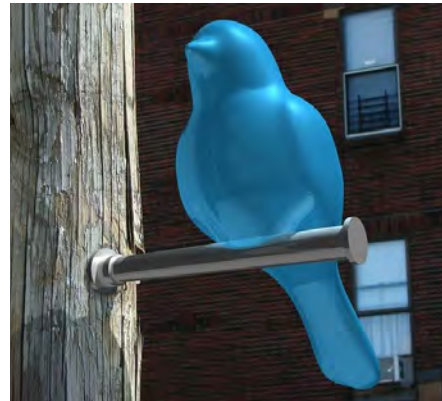


Bicycle racks should be designed to allow bicyclists can lock and support the bike's frame to the rack. This allows for unique and interesting designs that give character and visually interesting elements to the streetscape.

ENCOURAGE PUBLIC ART

Public art includes sculpture, mosaics, wall art, and other two- and three-dimensional installations designed for and placed within the public realm.

Honeoye is a community that is fortunate to have several local artists and artisans who could contribute to public art along Main Street. The Hamlet should consider coordinating efforts with the Town to identify and engage those within the art community.



Public art adds an important element to a community's streetscape. Providing functional streetscape components such as sidewalks are important, but public art gives visual appeal and interest to the streetscape, making the walk more enjoyable and interactive.

Public Art Guidelines:

- Placement should maintain good sight lines for pedestrians and motorists.
- Locations should not compromise the intended use of specific public spaces.
- A plinth, pedestal, or other means to designate art locations should be considered. This will help define the dimensional limitations of the display area.
- Identify maintenance needs, safety considerations, and replacement costs in the design process and before installations.
- Public art proposals should be reviewed and approved by a public art committee and the Town Board.
- Art forms may include landscaping, fencing, brickwork, glasswork, gates, fences, lighting, painting (murals), sculpture, seating, lettering, signage, water, use of color, artifacts, etc.
- Placement should be site-sensitive and encourage public view and/or interaction.
- Permanent public art should use durable materials that will maintain their appearance and integrity over time.
- Art selections should recognize diverse types of art and individual preferences, and create varied environment.
- Functional features in the street environment, such as sound abatement, retaining walls, and utility boxes can provide opportunities for public art.
- When possible, public art displayed along Main Street/State Route 20A should exhibit the talent and diversity of local artists.

PURSUE STORMWATER APPLICATIONS AND GREEN INFRASTRUCTURE

Honeoye should consider ways to integrate best stormwater management practices into streetscape design. Doing so can reduce the damaging effects of runoff on creeks and streams and can also add character and aesthetic benefits to the street. Disconnecting or diverting some flow from storm sewers and directing runoff to natural systems such as landscaped areas, bio-swales, and rain gardens reduces water velocity and cleans stormwater runoff. Natural stormwater systems also permit reduced pipe size for storm sewers.

- Bio-swales are depressed areas adjacent to impervious surfaces that are sloped on either side, contain vegetation or riprap that maximize the amount of time water spends over permeable surfaces before entering the storm sewer system. This allows water to naturally infiltrate the ground. Bio-swales also clean stormwater by removing pollutants.
- Pervious paving allows water to infiltrate the pavement surface, reducing rapid runoff into streams and storm sewer systems. Pervious paving surfaces include interlocking pavers, porous asphalt, porous concrete and grid pavers.
- Rain gardens are depressions that contain plants adapted to wet conditions, are designed to slow, capture and absorb rainwater.



Pictured above are examples of naturalized stormwater planter systems that collect stormwater runoff.

ENCOURAGE ACTIVITY ON THE STREET

Increasing and encouraging activity on the street will help Honeoye better define pedestrian-friendly spaces and create an environment that is engaging and fun for pedestrians. Outdoor seating and dining is one example of increasing street presence and activity. Others include sidewalk sales and events, scavenger hunts, and festivals that involve the streets and sidewalks.

Implement a Hamlet-wide Street Tree Program or Policy

The importance of street trees as a component of streetscaping is significant. The Town should pursue a street tree program or policy that applies to the Hamlet area. This program or policy could include street tree guidelines outlined earlier in this section and additional considerations including specific species of trees. The Town should also consider becoming a member of Tree City USA to further cement the importance of street trees within the Hamlet.

EXPANDED PEDESTRIAN NETWORK

IMPLEMENT SIDEWALK IMPROVEMENT PLAN

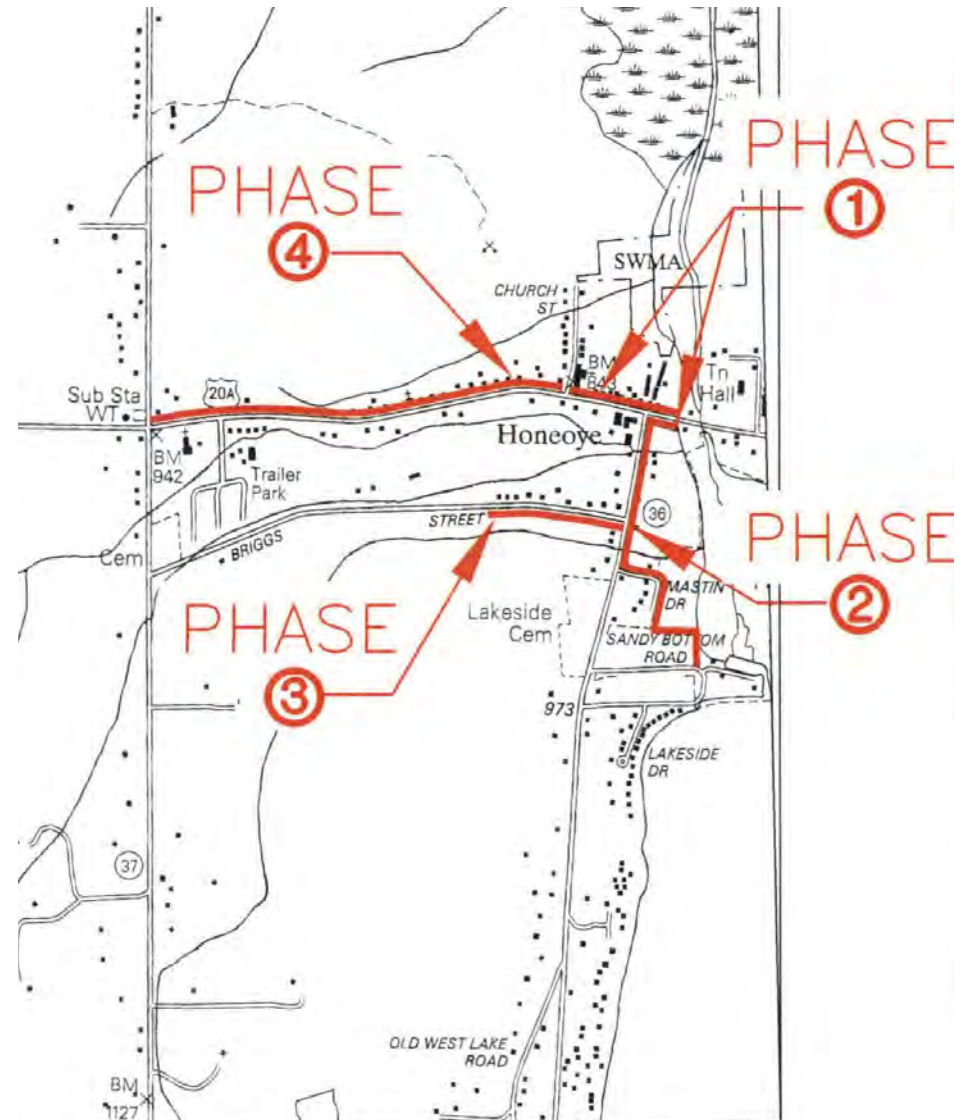
In 2017, Chatfield Engineers, P.C., assisted the Town of Richmond in developing a Capital Improvement Plan for sidewalks within the Honeoye Hamlet. The following graphic depicts the identified locations for new or reconstructed sidewalks. The previously discussed streetscape plan highlighted the importance of continuing the sidewalk network. This plan was developed based upon a phased approach, with the areas of “highest potential use [and] safety considerations” given greater priority.

These new and improved sidewalk segments connect the Hamlet core to the lakefront, as well as extend the network, as development occurs, along Main Street from Church Street to County Road 37. It is noted that new sidewalks should also be installed/improved along the south side of Main Street from Church Street to County Road 36 and continuing along the west side of County Road 36 from Main Street to Briggs Street.

The Town should prioritize Phases 1, 2, and 3. As development occurs, Phase 4 may be considered to fully connect Main Street west of Church Street to the Hamlet Core. Additionally, as shown on Figure 18, sidewalk connections should be installed from Main Street to the County Road 33 trail head.



County Road 36 facing south from Main Street. Note the lack of sidewalks on either side.



Previously prepared sidewalk improvement plan recommended for implementation.

Graphic: Chatfield Engineers, P.C.

PEDESTRIAN CROSSINGS

Pedestrian intersection crossing and mid-block crossing treatments can be used in select locations to help pedestrians safely cross Main Street. Enhanced crosswalks also improve driver awareness of such locations. Such treatments include:

- ADA compliant curb ramps
- High-visibility crosswalks
- In-street yield to pedestrian signs
- Pedestrian warning signs
- Rectangular Rapid Flashing Beacons (RRFBs)

Along Main Street, the only marked pedestrian crossing is found adjacent to the Honeoye CSD and Honeoye Commons. Suggested crosswalk spacing, per the NYSDOT Highway

Design Manual (Chapter 18) based upon varying contexts are:

- Central Business District/Walking Districts – ± 330 to 500 feet based on density
- Urban or suburban residential/retail areas – Based upon density/land uses and not to exceed $\pm 1,300$ feet.

Generally, it is desirable to have pedestrian crossings, where pedestrian activity is likely to occur, spaced no greater than 600 feet apart; especially from protected crossings, such as signalized intersections. Using these guidelines, mid-block crossings should be developed at the following locations illustrated on Figure 18. Mid-block crossings are typically used at schools (as evidenced by the existing crosswalk adjacent to Honeoye CSD), parks, waterfronts, and other destinations.

Typically, drivers expect pedestrians to cross at intersections. For pedestrians, mid-block crossings have fewer conflict points and should be enhanced with features, such as

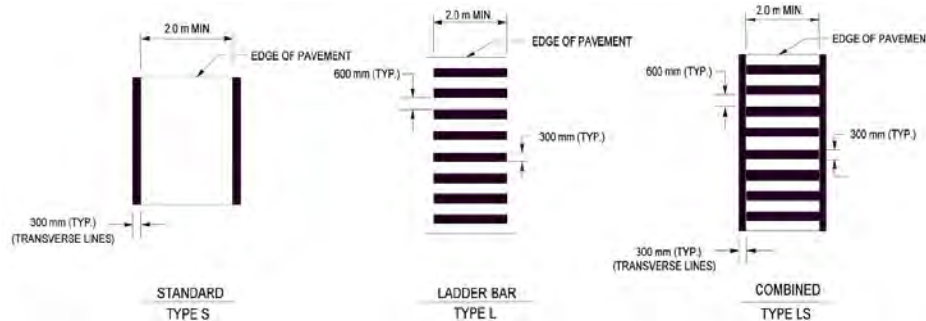


Figure 18: Crosswalk Locations and Sidewalk Network

signage, illuminated indications, high-visibility crosswalk designs, or vertical shifts (e.g., raised crosswalks), where applicable. Mid-block crossings should be placed in locations convenient for pedestrian use, rather than indiscriminate unmarked locations. Mid-block crossings can create a “false sense of security” for pedestrians, therefore, its use is reserved based upon reasonable justification, such as volume of pedestrian traffic or adjacency to a multi-use path. The presence of a crosswalk at a multi-use path promotes its use, while the lack of a facility can create a barrier for potential users. New crosswalk locations are recommended at:

1. Main Street at County Road 36: This intersection is located in the “heart” of the Hamlet. The currently signalized intersection has pedestrian signals, but lacks ADA compliant curb ramps. The intersection also lacks striped crosswalks. Both features, along with constructing new sidewalks will improve connectivity, accessibility, and safety.
2. Main Street at Sandy Bottom Nature Trail Trailhead: The location provides an access point to the Nature Trail and lake. A new crosswalk would assist trail users a visible place to cross Main Street to access parking along the northerly side of Main Street. Community members frequently shared their experiences using this trailhead and the desire for a crossing connecting to the parking lane on the north side of Main Street.
3. Main Street at Town Hall: This location was identified by the community as a desirable point to cross given the activities that occur at Town Hall, the gazebo, and library.
4. Main Street at Honeoye Business Park: This potential location was identified given the number of merchants and employees located along the Honeoye Business Park access road. Employees are known to walk to eateries and other service locations during breaks and lunchtime.
5. Main Street at County Road 33/Allens Hill Road: As part of recommending new sidewalks, a crosswalk will provide pedestrians an accessible crossing while elevating driver awareness.

Crosswalk locations 2 and 3 are currently requested for consideration from the NYSDOT by the Town of Richmond via letter correspondence. All new crosswalks should be Type “L” or “LS” and be consistently used throughout the Hamlet. NYSDOT recommends “LS” crosswalks at mid-block locations.



Crosswalk type according to the NYSDOT

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IDENTITY AND WAYFINDING

One thing that became clear during the development of this plan is the need for Honeoye to identify and claim an identity which is both reflective of and embraced by the community. Many of the recommendations that come out of this plan can tangibly and physically help improve transportation conditions, safety, and future development in the Hamlet. However, all of these things become more significant and enhanced for a community with an established and known identity.

Recommendations in this section are geared toward considering and developing a fresh identity for the Hamlet. This would then tie into a wayfinding system that takes the intangible identity and places it in physical public space in the form of signage.

DEVELOP A COMMUNITY-SUPPORTED THEME OR IDENTITY FOR THE HAMLET

An identity for Honeoye could be developed from existing community assets, history, landmarks, or other features that reflect Honeoye's values and vision for the future of the Hamlet. A community identity should be defined through common interests and features. It should be a driving force for the community that creates pride, unity, and a sense of belonging.

The Hamlet's vision represents a community-based and ideal future state for Honeoye. Words and phrases from the community vision could be helpful in developing a Hamlet brand or identity, but the vision cannot define the community identity on its own. Some of the words and phrases from the visioning exercise that could be helpful in defining the Hamlet's identity include parks, trails, the waterfront, Main Street, and others.



Community assets including the gazebo outside Town Hall could be considered regarding Hamlet identity.

During the second public outreach session, community members were asked to think of a theme for Honeoye that could be useful in developing an identity. Examples given included:

- The Sawmill/Mill Town
- Main Street Bandstand (19th Century)
- Honeoye Lake
- Hamlet History
- Nautical Theme Reflecting Town's History
- Historic Main Street
- Nature and Trails
- Birding

The Town should initiate a contest or competition directed at local artists to further develop an identity. The Town should also consider engaging the Ontario County Tourism Bureau to assist the Town with a branding exercise.

ESTABLISH A WAYFINDING SYSTEM THAT REFLECTS COMMUNITY FEATURES, HISTORY, AND LANDMARKS

Finding one's way in an unknown environment is a common task that people experience on a regular basis throughout their lives. Effective wayfinding systems result from a process based on graphic representation, environmental analysis, and identifying user need and behavior. Each community presents unique opportunities and requires a thorough analysis in the wayfinding development process. What works in community "X" may not be appropriate in community "Y." To merely duplicate and implement a system from another community could prove to be ineffective for Honeoye. The wayfinding system must be based on the Hamlet's unique attributes.

A wayfinding system in Honeoye should include a hierarchy of signs and design features for pedestrians and motorists. Sign types to consider include:

- Banners
- Directional Signs
- General Information Signs/Kiosks
- Landmark Signs

The first task of the wayfinding process must be the development of goals for the wayfinding system. In anticipation of more specific goals and principles to be identified later through engagement with stakeholders and the community, the following principles can help start the process.

A wayfinding system for the Hamlet of Honeoye should:

- Be simple;
- Be aesthetically pleasing;
- Be accessible for users regardless of physical ability;
- Direct users to special destinations that exemplify the unique identity of Honeoye;
- Provide pedestrians, bicyclists, and motorists with immediate information and direction; and
- Safely gain the attention of pedestrians, bicyclists, and motorists.



Wayfinding systems should engage with a common set of colors and design characteristics to create a consistent set of signs.

TRAILS

Trails provide important recreation features for Honeoye in several locations including Sandy Bottom Park. Increasing trail connectivity and improving trail conditions will help to encourage trail usage while better tying into the existing transportation network, particularly along Main Street. Existing trail connections should be visible and accessible from Main Street.

FORMALIZE AND IMPROVE EXISTING TRAIL CONNECTIONS

Honeoye has several existing trails that are well-used and well-located in proximity to Sandy Bottom Park and Honeoye Lake. Some of these trails would benefit from improved connections and formalization in some portions. The map in Figure 19 shows the trail network in the Hamlet including areas where a multi-use trail is proposed. When formalizing and improving these trail connections, the Town should also consider the use of trail markers to better create an association between the use of the trails and activity on Main Street-Honeoye.

There is a trailhead for a passive walking trail in Sandy Bottom Park running south from Main Street. The trail generally follows Honeoye Creek south to Sandy Bottom Park and Honeoye Lake and is also used for snowmobile access in the winter. There are two existing boardwalks, indicated in brown on the map to the right, that cross Honeoye Creek and connect to informal trail sections that lead to the “loop” trail that begins on County Road 33. The paths leading to the loop from either boardwalk trail should be formalized .

The northern half of the loop trail should be formalized and designed as a multi-use trail that comfortably accommodates pedestrians and bicyclists. This is shown in red on the map to the right. Two multi-use trail options were considered and are detailed further in the coming pages.

The trail that extends from the southern boardwalk section in Sandy Bottom Park should be formalized as a walking trail prioritizing pedestrian access. The trail that extends from the northern boardwalk section in Sandy Bottom Park should be designed as a multi-use trail that accommodate bicyclists and pedestrians. The portion of the trail that connects to the loop should also be designed to accommodate both bicyclists and pedestrians. The map in Figure 19 on the following page shows multi-use trails in red.

Future work on the trail system should also include any needed maintenance and/or upgrades to the trails, particularly the boardwalk trails in Sandy Bottom Park. Moving forward, the Town should consider a regular maintenance schedule for the trail system. Additionally, further consideration should be given to maintaining and expanding activities for year-round use and enjoyment of the trail system.



There are two existing passive boardwalk trails that take pedestrians over wetlands and Honeoye Creek. Connections on the eastern end of these boardwalks should be formalized.



The loop trail is a passive pedestrian trail that informally connects to trails leading to Sandy Bottom Park and Main Street. The trail is bounded by Mill Creek to the north with open fields along the inside edge of the trail.



- P** Parking Areas ~ Multi-use Trail ~ Walking Trail
- i** Information Kiosks ~ Boardwalk Trail - - - Snowmobile Trail

250 125 0 250 500
Feet



Figure 19: Hamlet Existing and Potential Future Trails

Graphic: Ingalls Planning & Design

REDEVELOP THE TRAIL OFF COUNTY ROAD 33/ ALLENS HILL ROAD AS A MULTI-USE TRAIL

The passive trail off of County Road 33/Allens Hill Road is well-used and in need of upgrades and clear definition. The trail consists of a walking "loop" around a large piece of open space. Currently, the trail consists of loose stone and some areas that are partially or mostly covered with grass. Additionally, there are no clear provisions for bicyclists who would want to use this trail. Due to the popularity of the "loop" for pedestrians, it's best to consider multi-use trail alternatives that provide enough space for both bicyclists and pedestrians.

Alternative 1

Two alternatives were developed with the project steering committee and are shown on this page in Figures 20 and 21. The first alternative consists of a wider single trail of 10-12 feet that could be designed using one of a variety of different materials, including asphalt or stone dust. In addition to 10-12 feet of space that would allow for comfortable joint usage in most scenarios, this alternative also includes 2 feet of shoulder space that could be marked to further facilitate passing bicyclists without causing discomfort to pedestrians.

Alt 1 - Multi-use Trail Alternatives

Typical Cross-section - Looking East

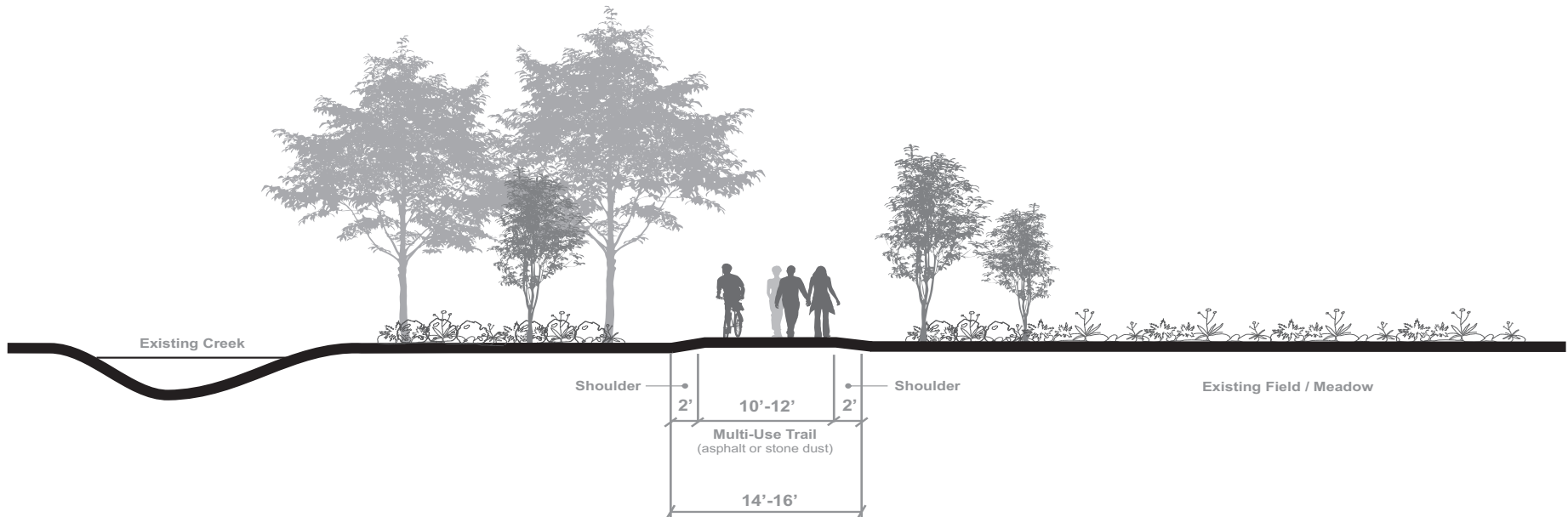


Figure 20: Multi-Use Trail Alternative #1

Graphic: Ingalls Planning & Design

Alternative 2

The second alternative shown below would further separate pedestrian and bicyclists. Instead of a single trail facility shared by both sets of users, this alternative proposed two trails separated by a planted buffer. The bicycle trail would be slightly wider than the pedestrian trail, but both would allow comfortable movement for bicyclists and pedestrians without having to worry about bicyclists passing pedestrians.

The buffer would be a landscaped buffer with shrubs and small trees and could be between 4-8 feet. This would extend the width of the trail significantly compared to the first alternative.

During the second round of public outreach, community members were polled about the two trail alternatives and they favored Alternative 2 to Alternative 1. Alternative 2 may be more expensive and would likely require more maintenance, but the distinct trails for pedestrians and bicyclists were preferred and Alternative 2 should be prioritized.

As improvements are pursued for the trail system, a public involvement process should be carried out concurrently to best design and eventually construct any improvements. At this time, details regarding width, vegetation, trail surface, and other design considerations should be fleshed out. A rendering of Alternative 2 is shown on the following page (Figure 22).

Alt 2 - Multi-use Trail Alternatives

Typical Cross-section - Looking East

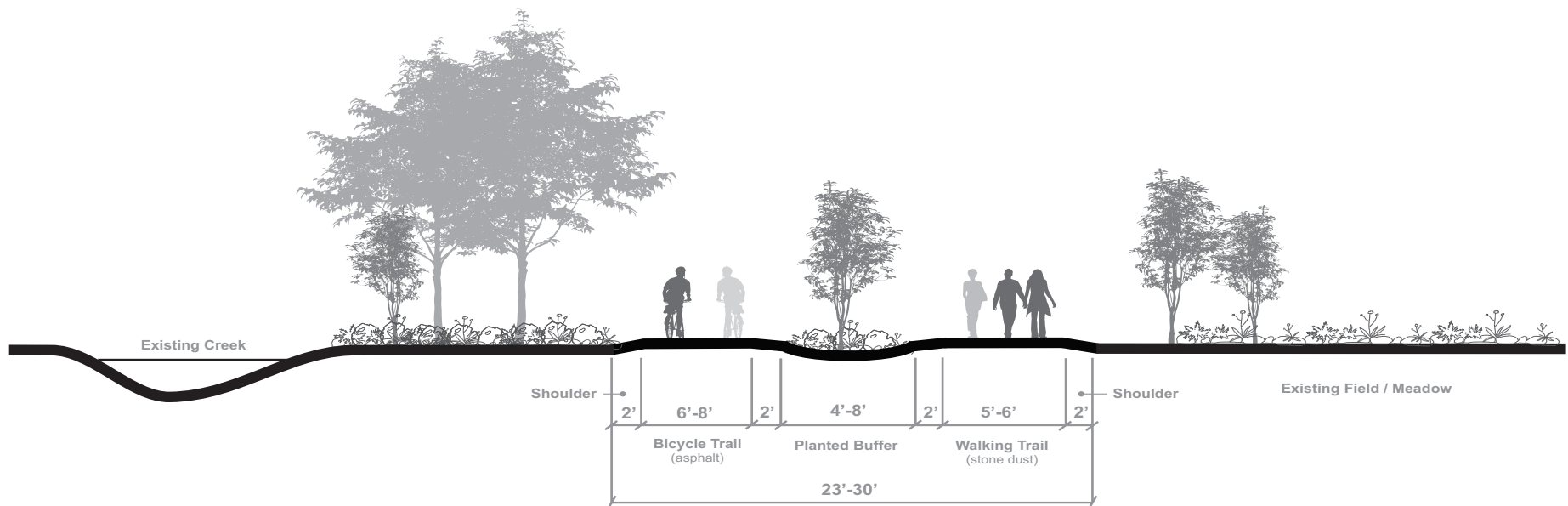


Figure 21: Multi-Use Trail Alternative #2

Graphic: Ingalls Planning & Design

Figure 22: Multi-Use Trail
Alternative #2 Rendering

Graphic: Ingalls Planning & Design





MAIN STREET/COUNTY ROAD 33/ ALLENS HILL ROAD

The intersection of Main Street (US-20A)/County Road 33/Allens Hill Road was identified by the community as challenging, both from a safety and operational standpoint. As highlighted in the crash investigation performed at the intersection, angled crashes are the most predominant type of crash. Other concerns mentioned by the community were approaching vehicle speeds, both from the eastbound and westbound directions, as well as potential sight distance issues related to said speeds for drivers turning from the County Road 33 approach.

Due to the importance of this intersection from a safety, operational, and gateway perspective, two alternatives were developed with the project steering committee. The first alternative is to reconstruct the intersection as a single-lane roundabout (shown in Figure 23 on the opposite page). Roundabouts, by and large, can improve intersection operations and safety conditions. At intersections with speed related crashes, roundabouts seek to slow approach speeds, reduce the number of potential conflict points (when compared to a conventional intersection), reduce the severity of potential crashes, enhance pedestrian crossing opportunities, and function as a gateway treatment. Roundabouts should consider topographical features (such as the grades east of the intersection) and truck traffic that uses US-20A. This alternative, if advanced, must consider the unique challenges identified, as well as the alignment of Grandview Drive into the intersection.

Given the proximity of this intersection to Honeoye CSD, defined and accessible crossing locations are recommended in addition to sidewalks connecting points south of this intersection.

This alternative is more costly than conventional intersection treatments, such as signalization or enhanced signage. However, there are intrinsic benefits of a roundabout compared to a conventional intersection that speak to the Hamlet's vision.

East Lake Road Alternative

110' Single Lane Roundabout

DRAFT

NEW SIDEWALK

LANDSCAPE CENTER ISLAND

TRUCK APRON

NEW SIDEWALK

NEW SIDEWALK

BENEFITS OF ROUNDABOUT VERSUS CONVENTIONAL INTERSECTION

1. Can slow speeds to the intersection from all approaches and adjacent Honeoye Central school.
2. Can function as a gateway treatment.
3. Reduces certain types of crashes, such as right angle and left turn, and can reduce crash severity.
4. Reduces the number of vehicle conflicts points from 32 to 8.
5. Can improve intersection operations and reduce vehicle queuing.
6. Can improve pedestrian safety by improving crossing opportunities.

Figure 23: County Road 33 Roundabout Alternative

The second alternative seeks to implement safety related improvements while retaining a conventional intersection design. Improvements to consider are as follows:

- Install overhead flashing beacon to improve driver awareness of intersection.
- Install “Cross Traffic Does Not Stop” signage on the northbound/southbound approach stop sign assemblies.
- Maintain clear and visible sight lines (see following image).
- Install speed advisory supplemental signage (posted for 35 mph) approaching intersection along US-20A.
- Install speed feedback signage approaching intersection along US-20A.
- Install lane narrowing treatment using painted center island on westbound US-20A approach in advance of intersection to slow approaching traffic (see following image). Should this strategy be implemented and over time, the Town of Richmond and the NYSDOT may consider replacing the painted median with a raised median to further enhance its effects of slowing traffic and acting as a gateway treatment.
- Construct new sidewalks along northwest corner and southwest corners with associated crosswalk installation (same as roundabout alternative). Enhance crosswalk with pedestrian warning signage.
- Review the placement of the stops bars on the northbound and southbound approaches of County Road 33 and Allens Hill Road.



Conceptual location of painted median along US-20A.



County Road 33 facing west and highlighted sight line concerns.



Enhanced stop sign flashing assembly.



Enhanced intersection warning sign, Penfield, NY

ECONOMIC DEVELOPMENT & HOUSING RECOMMENDATIONS

ALLOW EXPANSION OF HOUSING OPPORTUNITIES IN THE HAMLET

The Town of Richmond, as is true of most of Ontario County, has a need for entry level housing to provide opportunities for young adults and families to remain or move to the town. Data from the U.S. Census over the last 30 years show a lack of 20 and 30 year old people living in the town, which has led to significant decreases in children of school age, issues with attracting volunteers to local fire and EMS agencies, and difficulties in involving younger people in civic, volunteer, and even cultural organizations and activities. At the same time, employment data prior to COVID-19 crisis show an abundance of entry level job opportunities in the County. The Census also shows the Town with a considerably aging population, yet the Town has little senior living development.

Housing values in the near lakefront area and larger lot size requirements away from the lake and the hamlet of Honeoye, discourage construction of entry level and senior housing. At the same time, the hamlet of Honeoye has many recreational, service, governmental, and educational facilities located within reasonable walking distance which makes it a natural fit for these types of housing. In short, the hamlet has many amenities that make it a desirable place to live and its zoning should support additional infill, entry level and senior housing development. Zoning for the hamlet should reflect flexibility in housing types and ensure that various housing opportunities are available to retain young people and support seniors. Apartments, work-live lofts, upper floor residential in the commercial downtown, and even row (town) houses are all elements found in healthy, vibrant down-towns. In addition to emphasizing pedestrian oriented design, hamlet zoning typically acknowledges the close proximity and even mixed use nature of its small 'urban' fabric, and concentrates on performance standards as opposed to traditional separation of uses and large buffers among commercial, industrial, and residential uses.

During the second phase of public outreach, the community was polled about several housing options, and they ranked them in the following order: Senior Housing, Upper Floor Residential Units, and Townhomes. While recognizing the need for senior housing, the results indicate that the town needs to do a better job of explaining the need for entry level housing and its important role in providing opportunities for grown children to remain in the community and establish long term commitment and involvement in the community's social and economic fabric; in short to build a sustainable community.

IDENTIFY RETAIL USES FOR THE HAMLET

Honeoye's business district along Main Street would benefit from identifying and encouraging uses that are missing and/or in demand in the Hamlet. These uses should include some that were identified earlier in this study such as uses related to outdoor recreation and activities, but should also fill needs that have been voiced by community members including but not limited to:

- Gallery/Frame Shop with exposure for local artists
- Craft/DIY Store
- Antique Store
- Coffee Shop
- Florist
- Bicycle Shop/Bicycle Repair

PURSUE A DETAILED MARKET STUDY

Economic and demographic data can inform studies like this one, but they should not be taken alone as directives for future economic development. The Town should consider pursuing a detailed market study that can better position the Hamlet to capitalize on future economic development opportunities.

INVEST IN QUALITY OF LIFE AND SENSE OF PLACE

Economic development opportunities are important to consider and pursue, but the Town should also be intent on improving both the quality of life and sense of place in the Hamlet. Doubling down on quality of life and sense of place will create an environment where both businesses want to locate and people want to live and visit.

Improving Main Street's streetscape, cultivating a Hamlet identity, and leaning in to Honeoye's existing assets and history will help to develop a distinct sense of place. Creating an environment that is both walkable and embraces a specific Hamlet identity will help define Honeoye as a place that is well-loved and revered by its residents. People want to visit and spend time in communities that are cared for and unique. By pursuing many of the recommendations in this study, Honeoye can increase the quality of life for its residents and develop the sense of place that will resonate with both community members and visitors.

DEVELOP A COMMITTEE OR ORGANIZATION TO HELP COORDINATE EFFORTS IN THE HONEOYE HAMLET

Most planning and economic development experts agree that having a dedicated organization is important for successful implementation of any revitalization planning initiative. A coordinating organization can provide a framework for the patchwork of local businesses and community-based organizations. However, Honeoye does not currently have a hamlet or business organization to take the lead. Therefore, a committee or organization, whether it is the one that led the development of this Honeoye Hamlet Active Transportation Study or some other community-based committee, is needed to move the revitalization program forward.

The make-up of the committee/organization is going to be critical to the long-term success of the revitalization program. It is important that it be comprised of local leaders and stakeholders. It could include hamlet business owners, property owners, and residents with expertise that could benefit the hamlet, such as local architects, real estate professionals, and/or marketing professionals. Representation from the Town of Richmond and Ontario County should also be included. The committee/organization should periodically review the program in terms of its leadership, committees, volunteers, funding, etc. This can be done by holding annual planning sessions. An annual work program will also help to set goals and track accomplishments.

Sub-committees could be formed to supplement the primary committee or organization, and could focus on specific areas or to address specific issues. For example, a sub-committee would be developed that focuses on recreation and trails within the hamlet and another could focus on economic development or local business retention. Sub-committees might not be required if the primary committee or organization has the capacity to address these focus areas.

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IMPLEMENTATION & FUNDING

OVERVIEW

Recommendations for implementation of the proposed improvements are outlined on the following pages. This section identifies prioritized recommendations that should be pursued first. Such recommendations include regulatory language, streetscape improvements between Church Street and County Road 33, sidewalk installation, and trail connections. The prioritization process is described in detail below. Local, State, and Federal fund sources are identified. State and Federal monies exist, however, with the number of projects seeking such awards, obtaining these funds is highly competitive. Regardless, the recommendations identified herein are important in advancing the vision of this plan, the Town's Comprehensive Plan, and benefit the residents and visitors of the community.

Each of the recommendations includes an opinion of probable costs, potential funding sources, involved parties, and other important notes. Some recommendations do not require or include cost estimates. Planning level costs are based upon most recent unit cost information obtained from similar projects. However, prices of materials and services can quickly change due to external forces at the national and global level, such as impacts from foreign trade policies.

PRIORITIZATION PROCESS

The project's steering committee reviewed and prioritized the recommendations from the previous section after hearing feedback from community members. Committee members completed a ranking exercise which determined prioritized recommendations.

This section will give the Town guidance to pursue prioritized recommendations. It should be noted, however, that the results of the prioritization process are not meant to imply that the remaining recommendations are unimportant. The Town should, whenever practical, pursue opportunities to efficiently accomplish any of the remaining recommendations.

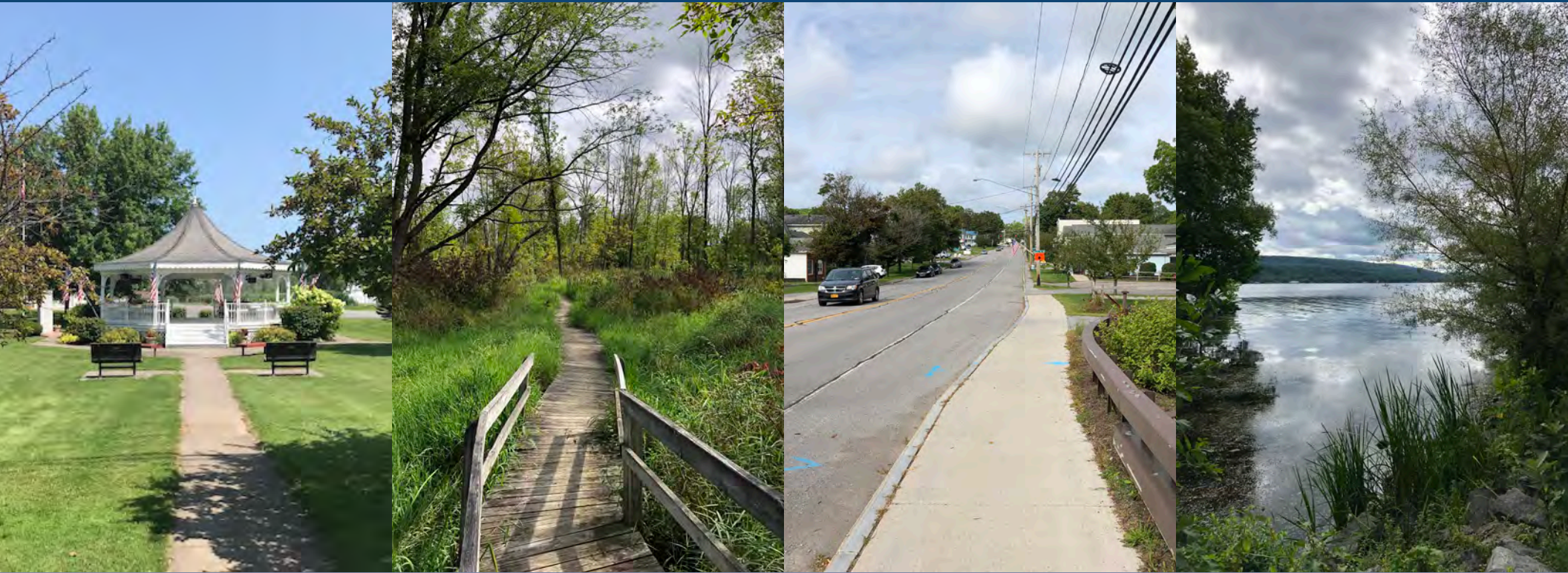
RECOMMENDATIONS	OPINION OF PROBABLE COSTS	POTENTIAL FUNDING SOURCES	WHO SHOULD BE INVOLVED/RESOURCES
Implement Access Management Plan	Cost would consist of Town Board and Town staff hours as well as public engagement	CFA - Empire State Development; Capital Improvement Funding	Town of Richmond; Town of Richmond Planning and Zoning Boards; Private Property Owners
Adopt HHATS as an element of Town's Comprehensive Plan	Cost would consist of Town Board and Town staff hours	N/A	Town of Richmond; Town of Richmond Planning Board
Streetscape Improvements Between Church Street and County Road 33	Total cost is dependent on the type and number of each streetscape element	CFA - Empire State Development; CHIPS; BUILD	Town of Richmond; Finger Lakes Regional Grant Administrator
<i>Benches</i>	\$1,250 each		
<i>Trash and Recycling Receptacles</i>	\$850 each		
<i>Bicycle Racks</i>	\$500 each		
<i>Street Trees</i>	\$750 each depending on species		
<i>Street Lighting</i>	\$7,500-\$10,000 each depending on fixture, foundation, and pole type		
<i>Pavement Work (Mill & Resurface and Pavement Markings)</i>	\$350,000-\$400,000		
Intersection improvements: Conventional and Roundabout	Conventional: \$1,200-\$150,000, depending on treatments applied Roundabout \$2.2-\$2.8 million	CHIPS; Surface Transportation Block Grant Program; TA; TAP;	Town of Richmond; Town Highway Superintendent; NYS DOT
Install sidewalks to County Road 33 trailhead	\$90,000-\$120,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Implement Sidewalk Plan by recommended phasing	\$850,000-\$950,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Planning Board; NYS DOT
Install pedestrian crossings at noted locations	\$50,000-\$70,000	CMAQ; CDBG; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Formalize and improve existing trail connections	\$400,000-\$600,000	CFA - Office of Parks, Recreation, and Historic Preservation; CDBG	The Town of Richmond; Finger Lakes Regional Grant Administrator
Identify retail uses for the Hamlet	Cost would consist of Town Board and Town staff hours as well as public engagement	N/A	Town of Richmond; Town Planning Board; Ontario County Planning Department

Note: Acronyms and initialisms will be explained on the opposite page.

FUNDING SOURCE	CATEGORY	TYPE OF PROJECT	ADDITIONAL NOTES
Capital Improvement Funding or Programming (CIP)	Local funding at the Town level via the Town's budget	The Town should consider programming certain costs into the Town budget, where appropriate and feasible. Many of these funding programs listed below require a local match that will require Town funding as well.	
Better Utilizing Investments to Leverage Development (BUILD)	Federal funding that is administered by NYS DOT	BUILD funding can be directed toward projects that improve access to reliable, safe, and affordable transportation for both urban and rural communities.	This federal program is highly competitive and intentionally awards funding to a smaller number of projects. https://www.transportation.gov/BUILDgrants
Congestion Management and Air Quality (CMAQ)	Federal funding that is administered by NYS DOT	CMAQ funding can be directed toward several transportation improvements including bicycle and pedestrian improvements and other transportation projects and facilities that will reduce vehicle emissions and lessen congestion.	CMAQ funding requires a 20% local match; minimum grant amount is \$250,000. https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq
Consolidated Funding Application (CFA)	State funding that is administered by several different State agencies depending on the project and grant type.	CFA funding can be directed toward a variety of projects, studies, and programs. Each prioritized recommendation that has potential to receive CFA funding is noted in the prior table including the specific CFA funding source/agency.	Due to COVID-19, there were no CFA grants awarded in 2020. Although it is anticipated to return in 2021, there is no confirmation that the CFA program will take place as of the writing of this document.
Consolidated Local, State, and Highway Improvement Program (CHIPS)	State funding that is administered by NYS DOT	CHIPS funding can be used to install bike lanes, traffic-calming features and installations, and sidewalks.	https://www.dot.ny.gov/programs/chips
Housing and Urban Development (HUD) Community Development Block Grants (CDBG)	Federal funding	HUD CDBG funding can be used to address a variety of public facilities including streets, sidewalk, recreational facilities, and greenways.	https://www.hud.gov/program_offices/comm_planning/communitydevelopment
State and Community Highway Safety Grants (Sections 402 and 405)	Federal funding that is administered by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).	The Section 402 program provides grants for projects that improve driver behavior and reduce deaths and injuries from crashes. Under Section 405, the NHTSA awards grants for projects that address a number of driver safety concerns.	Section 402 applicants must submit both a Performance Plan and a Highway Safety Plan that establish goals to improve highway safety and describe activities to achieve these goals.
Surface Transportation Block Grant Program (STBG)	Federal funding that is administered by NYS DOT	These funds can be directed toward programs and projects defined as transportation alternatives. This could include on- and off-road pedestrian and bicycle facilities, recreational trail projects, and Safe Routes to School projects.	Projects on local or rural minor collectors are not eligible for STBG funds. https://www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives (TA)	Federal funding that is administered by NYS DOT; funding is part of the Surface Transportation Block Grant program	TA funding can be directed toward bicycle and pedestrian facilities, projects that improve non-driver safety, projects that improve access to transportation and enhanced mobility, and projects that encourage children to walk/bike to school.	https://www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives Program (TAP) - formerly Transportation Enhancement Program (TEP)	Federal funding that is administered by NYS DOT	TAP funding can be directed toward bicycle and pedestrian facilities, Safe Routes to School projects, recreational trails, and streetscape improvements.	https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq

HAMLET OF HONEOYE

ACTIVE TRANSPORTATION STUDY



Prepared by **SRF ASSOCIATES** and **INGALLS PLANNING & DESIGN**

JANUARY 2021