

1. Introduction

New York State Route 332 is a relatively short thoroughfare (approximately nine miles) that runs from Exit 44 of the New York State Thruway (I-90) southeastward to the northern end of Canandaigua Lake, one of the Finger Lakes. The communities along the Route 332 corridor have experienced significant growth in population and physical development (residential and business) over the past two decades. Outward growth from the Rochester metropolitan area and southeastern Monroe County has transformed the once primarily rural area between the cities of Rochester and Canandaigua. The surge in population and development, particularly the Towns of Canandaigua and Farmington, caused traffic volumes to more than double on Route 332 between 1970 and 1992.

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

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

The *Route 332 Corridor Development Analysis* provides a study of the corridor that examines socioeconomic conditions of the communities along the corridor, existing land uses, and opportunities and constraints for future uses of the land along the corridor based on regulatory controls and environmental factors.

These factors provide the inputs to determine probable growth scenarios along the corridor in the form of build out analyses by the type and amount of development—residential, commercial, and industrial.

The results of the build out analyses are used to produce corresponding fiscal impact analyses to measure the impact of the projected development on public finances. The increased development along the corridor will require additional public expenditures to provide similar levels of service while also generating additional revenues for local governments.

The end result of the build-out and fiscal impact analyses will be to allow policymakers and citizens to view whether the projected development is representative of their visions for the corridor, and if this development will “pay for itself” or result in surpluses or deficits that will affect the communities.

2. Study Area

Route 332 is a nine mile four-lane divided highway that passes through the Towns of Farmington and Canandaigua and the City of Canandaigua, all of which are in Ontario County. The study area for this analysis includes a three-quarter mile buffer on either side of the road for the entire length of Route 332, forming a one and one-half mile wide corridor. Areas north of the Thruway, the small portion of the Town of Victor within the corridor, and the water surface of Canandaigua Lake were excluded from the corridor.

The study area is also on the outer southeast portion of the Genesee Transportation Council’s Transportation Management Area (TMA). Due to the size of the nine-county region, the primary focus of Genesee Transportation Council’s transportation planning efforts is the developed area surrounding the City of Rochester known as the Rochester Transportation Management Area.



Image 1 - Route 332, Town of Canandaigua