

7. Findings and Conclusions

General Findings and Conclusions

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

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

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

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

Town of Canandaigua Findings and Conclusions

Comprehensive Plan

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

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

Zoning

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

Land Use

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

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

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

Services

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

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

Town of Farmington Findings and Conclusions

Comprehensive Plan

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

fication on this issue.

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

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

Zoning

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

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

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

Land Use

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

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

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

Services

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

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

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

City of Canandaigua Findings and Conclusions

Comprehensive Plan

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

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

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

Zoning

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

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

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

Land Use

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

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

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

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

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

Services

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

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

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