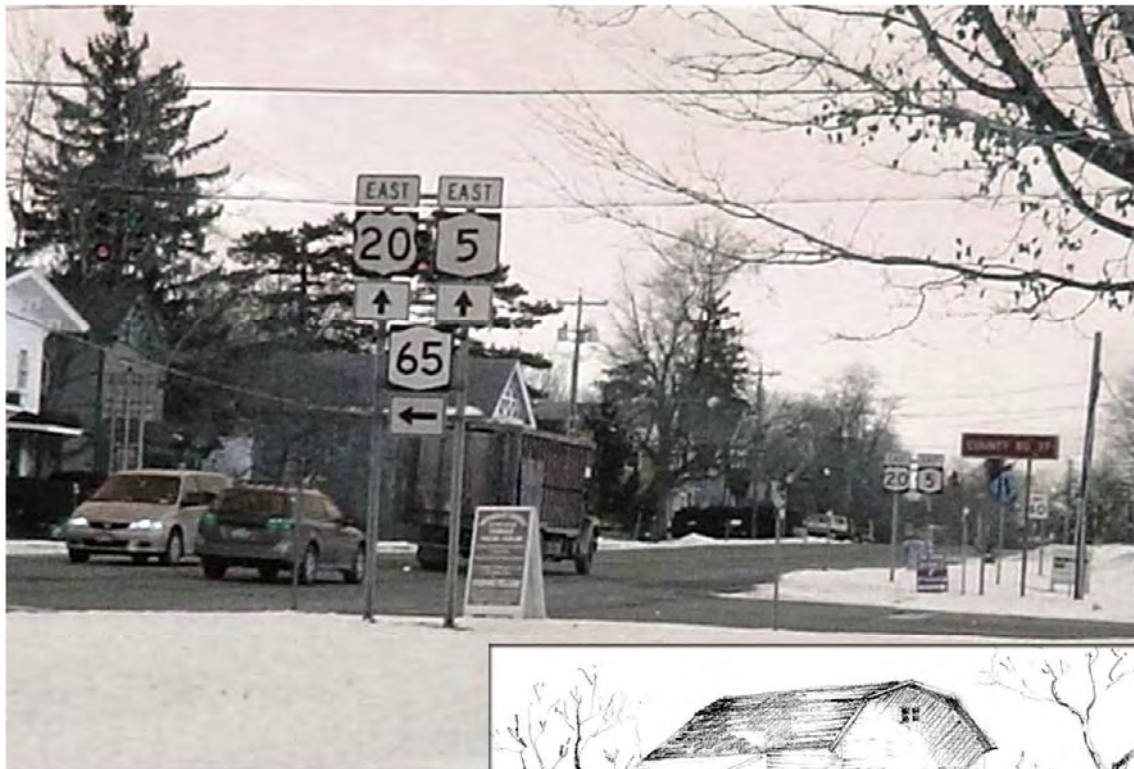


# Routes 5 & 20 Corridor **Design Guidelines**



**November 2006**

**Prepared for**  
**Routes 5 & 20 Advisory Committee**

**Prepared by**  
**The Urban Design Project**  
School of Architecture and Planning  
University at Buffalo, State University of New York

# Routes 5 & 20 Advisory Committee

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Project Overview  
Corridor Management Plan Review and  
Analysis & Recommendation for Municipalities

## A. Project Overview

### Introduction

As the “front door” to the Towns of Canandaigua, East Bloomfield, West Bloomfield, and the Village of Bloomfield, the Route 5 and 20 Corridor is interwoven with the community fabric and a key component of the quality of life in Ontario County. This chapter identifies the public purposes and intent of this planning implementation project and provides an overview of the methodology.

### OBJECTIVE

The communities along the designated roadway in Ontario County seek to revise their land use regulations by implementing recommendations contained in the Route 5 and 20 Corridor Management Plan, completed in 2003. This will constitute the initial step in the implementation of the corridor management plan, which was developed jointly by the communities to improve transportation conditions, visual character, economic development and land use compatibility, as well as to enhance the preservation of important natural, agricultural, scenic, and open space resources along the corridor.



*1. The rural landscape along the Routes 5 & 20 Corridor.*



## Project Methodology

The process to develop land use regulations that further the communities' goals for the corridor was a multi-step process, as described below.

### Understanding the Issues

A.1

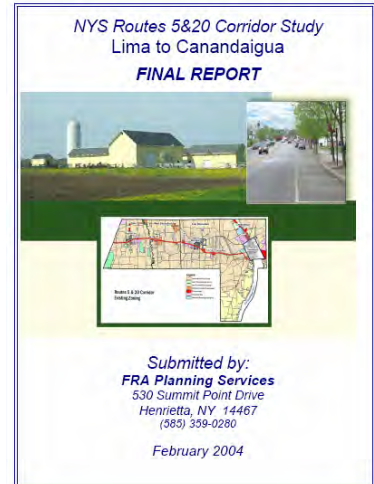
The project began with a review of the recommendations in the Route 5 and 20 Corridor Management Plan ("the Plan"). Current issues related to these recommendations were identified in meetings and interviews with municipal and County officials. The University at Buffalo project team conducted several days of field observation, documenting visual and operational conditions through photographic inventory.

### Analyzing Existing Regulations

A.2

The team then reviewed those land use regulations that have the potential to most affect future land use patterns in the study area—zoning (including site plan provisions) and subdivision regulations (including "clustering"). This involved a critical assessment of the design and functional implications of existing land use regulations in each community and their potential effect on the ability of each community to attain the land development goals identified in the Plan.

The analysis included assessing the current land use regulations in each jurisdiction to determine inconsistencies between the density and form of development that would be likely generated. This was based on the build out of different types of development under the existing laws and on that which is desired by the community.



*2. The public vision for Routes 5&20 was articulated during the planning process.*

## METHODOLOGY



*3. The field evaluation revealed a changing landscape along the corrido*

The team also reviewed successful corridor management techniques and model legislation utilized along similar rural roadway arterials.

### Developing Regulations that Support the Vision **A.3**

The next task involved developing a Scenic Corridor Overlay (SCO) zoning district for the Routes 5 and 20 corridor planning area. The SCO district addresses the special aesthetic, land development, traffic, density, design and other conditions associated with the major east-west roadway corridor in a way that is consistent with the community's vision for its future.

As a final task, the team drafted design guidelines to assist property owners and municipal decision makers in the design and review of development proposals along the corridor. Overall, the design guidelines are intended to ensure compatibility between traditional and new development. The design guidelines include recommendations for architecture, landscape, parking and circulation areas, and site layout and access,



*4. The Scenic Corridor Overlay district would be adopted by each municipality but would provide design continuity across jurisdictions*

## B. Corridor Management Plan Review and Current Issues

The Corridor Management Plan (“the Plan”) contains a set of recommendations for the corridor as a whole, as well as for each municipality. Corridor-wide strategies are categorized as physical improvements, municipal coordination efforts and legislative changes.

Recommendations for each municipality focus on physical improvements, which fall into one of the four categories: roadway, pedestrian-related, gateway improvements and view shed preservation strategies. This chapter focuses on regulatory initiatives; the localized physical improvement strategies are presented in Chapter II, *Regulatory Analysis*. It is important to note that while the Plan did include a conceptual Land Use Plan, it did not provide recommendations for amendments to the base zoning or any other land use regulation amendments. Nor did it include recommendations for the actions of individual municipalities. The Plan’s corridor-wide recommendations are summarized below.

This section briefly summarizes the recommendations and the implementation of these strategies.

### Physical Improvements

#### B.1

- Maintain a narrow roadway and provide on-street parking in village and hamlet areas.
- Develop directional, cautionary, gateway, tourism-related and interpretative signage.
- Improve landscaping along the corridor, especially in villages and hamlets.
- Make lighting along the corridor more appropriate and more decorative
- Organize municipal coordination efforts
- Establish an inter-municipal fund that would be used for preservation and enhancement projects along the corridor.
- Pursue “scenic byway” designation for the corridor.
- Build upon existing efforts to market Route 5 and 20 in the region and across the northeast
- Explore opportunities to create new recreation areas along

## CORRIDOR WIDE STRATEGIES

**Legislative Changes****B.2*****Corridor Overlay District******B.2.i***

The Plan recommends that a “corridor overlay district” span 1,000 feet on either side of Route 5 and 20 within the study area. An overlay zone is a zoning district that encompasses one or more underlying zones and that imposes special regulations above or in addition to those required by the underlying zoning. The corridor overlay zone along Route 5 and 20 would be created to accomplish the specific stated purposes of the district and would not affect the base or underlying zoning of the areas in which it is mapped. These purposes would include preserving the corridor’s scenic character, improving traffic safety, maintaining property values, etc.

The Plan specifies the following components to be included in the law:

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

***Viewshed Protection Legislation******B.2.ii***

Either as part of the larger corridor overlay district, or as a separate overlay, add an additional review step for viewshed protection upon any development sites located within significant scenic viewsheds, as identified in the Plan.

***Conservation Subdivision Law******B.2.iii***

The Plan recommends that each community adopt similar and compatible conservation subdivision legislation. In the most simple of terms, conservation subdivisions are based on the approach of starting with the delineation of what resources should be preserved and then working out a contextual site layout. One that is as unobtrusive to the rural landscape as possible.

## Layout and Building Design

### B.3

The layout and building design of the suburban-style uses often conflict sharply with traditional rural development patterns and in some cases are large traffic generators. Many also have the potential to have a negative effect on adjacent properties.

- Manufactured housing;
- Auto-related uses (gas stations, vehicle repair shops, car washes, vehicle and outdoor equipment sales or leasing);
- Drive-through uses such as fast food restaurants, banks, and pharmacies;

## Need to Enhance Site Amenities

### B.4

As recommended in the Plan, the review also focuses on the following features of site layout and design that generally have a large impact on the appearance and functioning of development along highway corridors:

- Lighting (type, location, hours of operation);
- Landscaping (setback/buffer width and specifications of type); and
- Parking (location, required spaces, surface material, and design).

## Turn over of key parcels

### B.5

Community members expressed concern regarding the redevelopment of key parcels--including large parcels and those located at busy intersections. The goal is for new development on these key sites to be compatible with the communities' vision for the corridor.



*5. Manufactured housing (above) conflicts with vernacular architecture (below) in materials, building form and site layout*



## CURRENT ISSUES

## C. Analysis & Recommendation for Municipalities

### CRITICAL ANALYSIS

#### Introduction

The review of existing regulations affecting development along the corridor included identification of the use and dimensional requirements for all zoning districts for land fronting on Routes 5 and 20 in the communities. In addition, as recommended in the Corridor Management Plan, the team assessed special permit and site plan regulations, definitions, parking, landscaping, and lighting requirements; and subdivision laws. Some of these recommendations will be incorporated into the corridor overlay district, some into existing sections of the zoning laws, and some into subdivision or other regulations.

The zoning requirements of each districts and then compared to model regulations for each use. In addition, field observation confirmed the issues.

#### Analysis by Municipality

This section presents the in-depth review of the municipal codes and the requirements as they pertain to land use and scenic quality within the corridor study area. It identifies ways in which the existing code could be amended to ensure that conflicting aspects of the base zoning are removed or changed. This would eliminate confusion for applicants, the public, and local officials. There is some repetition in this section when more than one municipality has the same issue. The duplication was left intentionally to facilitate understanding and ease implementation by each community.

## Town of Canandaigua Zoning Code

C.1

### Zoning

C.1.i

#### Article IV: “Establishment and Designation of Zone Districts”

##### Agricultural Rural Residential District

###### *Permitted Principal Uses*

###### ZONING DOES NOT FOSTER AGRICULTURE

1. Despite the intention stated in the purpose section, “to encourage a proper environment to foster normal agricultural operations,” the Agricultural Rural Residential (AR-1) zoning district does not promote agricultural preservation. In reality, it is a one-acre rural residential district that also allows farms. It should be assumed that eventually everything zoned for one-acre lots could ultimately be covered with low-density residential development.

In fact, the district actually allows greater density with housing that is not associated with farming operations (one dwelling per acre). This one-acre minimum compares with the five-acre per lot minimum for crop, cattle, and other agricultural operations. The one to five ratio creates a powerful incentive to “sell the farm”.

###### SPECIAL PERMITTED USES

1. Table 1, below, identifies uses currently permitted, subject to approval of a special permit and possible effects of these uses that could negatively impact the character of the Route 5 and 20 corridor.  
**Action:** The Town needs to re-evaluate which farm lands are especially important to protect in the existing AR-1 district (or elsewhere in the Town), including those visible from the 5 & 20 corridor. The criteria could include lands in a certified Agricultural District, prime soils, active farms, etc. For these lands, true agricultural preservation zoning (e.g., which has single-family homes limited to farmstead residences in conjunction with a principal farming use) plus other tools such as a purchase of agricultural conservation easement program is recommended. The remainder of the AR-1 District should then be evaluated to determine the appropriate use and density.
2. Manufactured housing developments often are very much out of character with traditional development patterns or building forms. The code does not contain design guidelines for these units or parks.  
**Action:** It is recommended that such guidelines be incorporated into the zoning law.

3. Large-scale commercial wind energy conversion systems, currently allowed by special permit, may have a negative effect on scenic viewsheds along the corridor.

**Action:** Prohibit wind towers in the corridor overlay zone.

### *Dimensional Requirements*

#### EXCESSIVE LOT WIDTH

1. The 275-foot minimum lot width may not be necessary for all non-residential uses. It chews up roadway frontage and promotes faster “consumption” of rural land.

**Action:** Consider a 200-foot minimum width for all uses, perhaps with a sliding scale establishing additional width requirements at certain thresholds.

### R-1-30 Single-Family Residential District

#### SCENIC VIEWSHEDS

1. Potential to add “undeveloped lands that fall within mapped scenic viewsheds” to the locations and boundaries delineated for the Limited Development Overlay (LDO) District. This is an alternative to creating a separate Scenic Overlay District.

**Action:** Evaluate the areas not already covered by LDO that would be added.

### Planned Unit Development (PUD) District

1. The findings that the Town Board needs to make to approve a PUD are not explicitly spelled out in the zoning.
2. The district description should make it clear that designation of a PUD is a zoning amendment.

### Comments Applicable to Multiple Districts

#### *Uses*

#### PERMIT WHAT YOU WANT TO BE BUILT

1. If the community does not want them, do not allow uses that have high potential for adverse traffic impacts (i.e., high traffic generators) or strong conflicts with rural character, even by special permit. The uses with the greatest potential to meet this definition include auto-related uses including car washes (Napa Auto Parts, Delta Sonic), drive-through restaurants (Tim Horton’s, McDonald’s), building supply centers (Lowe’s or Home Depot), self-storage warehouses, retail (Dollar Tree, strip plaza), vehicle sales.

**Action:** Carefully scrutinize and refine all lists of uses and exclude those that are not desired by the community. Uses with potentially large impacts should be carefully re-evaluated to determine if they should be a) retained b) eliminated c) restricted by location, size, or other factor. Such uses include excavation activities, vehicle sales, shopping centers.



#### ESTABLISH MINIMUM SPECIAL PERMIT THRESHOLDS FOR DESIRED USES

1. Low intensity bed and breakfasts, home occupations, limited keeping of horses and other animals and other uses that the community wants to encourage in agricultural and other districts should be as-of-right.

**Action:** Make projects that fall below specified thresholds and meet dimensional requirements exempt from the special permit process and as-of-right subject only to confirmation by the Code Enforcement Officer. As currently occurs, the higher intensity projects involving such uses will continue to require special permit approval.

#### REQUIRE SPECIAL PERMIT FOR ALL AUTO-RELATED USES

1. Where permitted, all types of auto-related uses should be special permit uses in all districts, including the Industrial (I) district. This is warranted because of high potential for traffic, visual, and other environmental impacts on the Route 5 and 20 corridor and elsewhere.

**Action:** Require these uses to obtain special permits subject to meeting tailored criteria.

#### CONSIDER ADDITIONAL BULK REQUIREMENTS FOR AUTO-RELATED USES

1. Modern auto-related uses have features that conflict sharply from the rural character of the Town. Some of these features are not currently regulated, including canopy size; maximum size of ancillary uses such as convenience retail, car wash, etc.; and canopy lighting and coloration restrictions. In addition, there is the tendency for such uses to aggregate and “take over” rural intersections. Therefore, minimum distance separation or maximum number of such uses within a certain area should be considered. Similarly, the number of elevated display platforms for vehicle sales operations could be limited and such uses should be required to construct a building of a minimum size.

**Action:** Adopt additional bulk requirements for auto-related uses.

#### CHANGE IN ALLOWABLE USES REQUIRES ZONING CHANGE FROM THE TOWN BOARD

1. Do not grant broad discretion to allow additional uses to the Planning Board. This is a legislative function of the Town Board and subject to zoning amendment. Courts have consistently held that all uses not specifically permitted in a zoning district are prohibited. It is not necessary to list prohibited uses. Moreover, the Code Enforcement Officer by statute has the legal authority to make determinations as to whether a proposed use is permitted under the zoning.

**Action:** Delete language delegating such power to Planning Board.

**ACCESSORY USES**

1. A number of accessory uses are incorrectly listed as permitted uses in multiple districts (e.g., roadside stands in AG, accessory apartments in multiple districts).  
**Action:** Change to accessory uses.

**MINING**

1. Perhaps, due to high potential for visual and environmental impacts, only existing excavation operations should be allowed by special permit.  
**Action:** Review community needs. If desired, the special permit for excavation operations could be an overlay mapped only on existing mining uses.

*Dimensional Requirements***BUILDING FOOTPRINT**

1. Requiring a relatively large building footprint (25,000 square feet) for mixed-use facilities in the I district has two potential unintended adverse effects. First, the high minimum discourages mixed-use development and prohibits a smaller scale that might be more viable. Second, footprints in excess of 25,000 square feet are much larger in area than traditional development patterns along the corridor have been.  
**Action:** Make bulk requirements of mixed-use development similar to single uses.

**MULTIPLE STRUCTURES ON A PARCEL**

1. Zoning generally precludes new development that replicates the multiple structure pattern of traditional farmsteads.  
**Action:** Provide more flexibility in dimensional requirements.

*Article VI: Special Permit Uses*

Article VI establishes detailed use-specific conditions that arguably must be met in order to obtain a special use permit from the Planning Board. Completely at odds with this very sound and legally correct approach to granting special permits is §105-600, "Authority". In one sentence, shown below, any of the special permit conditions may be waived, making them optional instead of mandatory. Furthermore, no specific guidance is given to the Planning Board in this regard, the reason for not requiring compliance with

"The Town Planning Board shall generally require that all provisions of this Section shall be complied with, but where it is deemed appropriate by the Town Planning Board any of these provisions contained in Sections 105-602 through -622 inclusive, may be waived by the Board based on its findings as set forth in the public record on said application (emphasis added)."

#### MOTOR VEHICLE SERVICE STATIONS/SELF-SERVICE GASOLINE UNITS

Recommendations include:

1. Setback of more than 10 feet is recommended from residential and other sensitive uses.
2. Maximum cap on square footage of convenience stores (e.g., 4,000 square feet).
3. Driveway width should not exceed 30 feet (per NYSDOT access management standards), not 33 percent of the frontage (in current zoning). With the current minimum lot size in the C-C district (175 feet), nearly 60-foot-wide driveways are allowed.
4. As per NYSDOT standards, each parcel has the right to only one driveway per public street. The current zoning allows two per street.
5. Driveway spacing requirements in the zoning are less than NYSDOT standards.
6. Restrictions on gas canopy size, lighting, color, and design should be added.

#### COMMUNICATION TOWERS

1. The Town should consider prohibiting new communications towers within 1,000 feet of the corridor right-of-way and within identified scenic viewsheds from the Routes 5 and 20 corridor.

#### COMMERCIAL EXCAVATION OPERATIONS

1. The Town should consider prohibiting new mining operations within identified scenic viewsheds from the Routes 5 and 20 corridor.

#### JUNKYARDS

1. The existing special permit conditions conflict with portions of New York State General Municipal Law, §136, Regulation of automobile junkyards.

#### *Article XII: Off-Street Parking Requirements*

1. Allow alternative (i.e., non-asphalt) surface materials for portions of large parking lots to accomplish two purposes: a) the rural character of the corridor and the Town, and b) the reduction of urban runoff and erosion by reducing the impervious surface area.  
**Action:** To prevent unnecessarily large paved areas along the corridor, the zoning should allow for shared parking for different uses within a lot or on adjacent lots that actually reduces the total paved area required. While §135-94A (8) does allow for “collective” parking, it requires that the total “shall not be less than the sum required...computed separately”. In some cases, the adjoining uses may have completely different days (e.g., churches and schools) or hours (e.g., movie theaters and offices) of operation.

***Subdivision and Development of Land Regulations******C.1.ii******Article 1; Section 3-K***

Special regard should be shown for the protection of scenic areas as well as environmentally sensitive areas. Scenic areas are not included in the text and should be.

***Article 1; Section 8***

The term Clustering is used in this section of word usage and their definitions. Rather than clustering, the term conservation development should be used.

***Article 2; Section 10***

The sketch plan should also be required to include existing roadways within 1,000 feet of the project site. This will help better determine possible traffic pattern changes caused by the project, and will allow for better roadway corridor management.

***Article 2; Section 12 M***

The text should read “All existing streets on or within 1,000 feet of the tract, including names, right-of-way widths and pavement widths;” This wording better defines what streets qualify as adjacent to the tract.

***Article 2; Section 12 P***

Minimizing new driveways, curb cuts and openings on state roads should be included in the text. Minimizing these will help reduce the number of conflict points along state roads.

***Article 2; Section 12 V***

The text should read “Copies of proposed deed restrictions and easements shall be attached to the preliminary plan”. Easements should be included in the wording of the text.

***Article 3; Section 16 D***

Land within scenic viewsheds should also be included in this provision.

***Article 3; Section 17 A***

There should be a separate timbering law that details the regulations regarding removing trees and vegetation.

***Article 3; Section 17 B***

The wording of this provision allows too much room for the altering the boundaries or alignment of surface water through a development. Surface water boundaries and alignment should not be altered for the benefit of any development. This provision should also mention the protection of aquifers and groundwater recharge areas

*Article 3; Section 17 C*

This provision should be reworded to be less flexible. It should read “The sub divider, in designing the project, shall preserve unique physical or scenic features, such as historic landmarks and sites, rock outcroppings, hilltop lookouts, desirable natural contours, and viewsheds.” The map of scenic viewsheds in the Corridor Management Plan should be used as a guide for preserving areas that are within designated scenic viewsheds.

*Article 3; Section 17*

A new provision should be included in this section, referring to the Town of Canandaigua Open Space Plan. Land included in the open space preservation plan should not be developed.

*Article 3; Section 18 D*

Allowing private roads will eventually put the cost burden on the public when in future years public services are demanded by local residents, such as snow plowing and street paving. Allowing private roads also decreases possibilities of creating connected street patterns and traffic flow, a goal of the corridor management plan, because private roads may be designed without connections, and may be gated.

*Article 3; Section 18 J*

This provision should include a restriction on land locking parkland as a result of dividing land.

*Article 3; Section 19 A*

This include a section on Supplemental Rural Roadway Designs

*Article 3; Section 19 B*

This provision should be reworded to say “ The location of all major streets in the proposed subdivision shall conform in general alignment to the Town Master Plan as amended from time to time”.

*Article 3; Section 19 C*

Through traffic on minor streets should not be discouraged. Discouraging through traffic reduces connectivity.

*Article 3; Section 19 D*

The last part of the text should not be included “unless the Planning Board finds such extension undesirable for specific reasons of topography or design”. It is not necessary to state this in the code.

*Article 3; Section 19 H*

New half or partial streets should be permitted. These streets act as spurs that can be built upon later to improve connectivity.

*Article 3; Section 19 J*

Cul-de-sacs should not be permitted. Cul-de-sacs reduce street connectivity and prevent future extension of streets to improve connectivity.

*Article 3; Section 19 M*

The text should note that each development on a NYS thoroughfare has the right to one access point/connecting street.

*Article 3; Section 21*

This provision should discourage the construction of cul-de-sacs unless absolutely necessary. Cul-de-sacs disrupt road connectivity and funnel traffic into only a few intersections.

*Article 3; Section 22 D*

The provision should read “Pedestrian sidewalks are strongly encouraged when the subdivision site adjoins existing development with sidewalks, and may be required where necessary to assist circulation or provide access to community facilities particularly when adjacent to the Village. Such sidewalks shall have a reserved or dedicated width of not less than ten feet and a paved walk of not less than four feet.” It is important that sidewalks are contiguous from one development to the next to improve pedestrian circulation.

*Article 3; Section 26 A*

The provision should read “The layout of the proposed subdivision shall be in general conformity with the goals, features and developments proposed in the Master Plan of the Town of Canandaigua and other relevant planning documents including the Corridor Management Plan for Routes 5 and 20”.

*Article 3; Section 28*

The Easements section should mention scenic easements.

*Article 3; Section 29*

The title of this section “Modification of Zoning Law Provisions” is misleading. These modifications are not actually with the zoning law. These are generally Town development standards that are being modified.

*Article 3; Section 29 D*

Scenic viewsheds should also be included in this list.

## Town of East Bloomfield

C.2

### Zoning

C.2.i

#### *Article IX: District Regulations*

##### Agricultural Rural Residential District

###### *Permitted Uses*

###### PROMOTE AGRICULTURAL PRESERVATION

1. Despite the intention stated in the purpose section, the Agricultural Rural Residential (AR-2) zoning district does not promote agricultural preservation. In reality, it is a 2-acre rural residential district that also allows farms. It should be assumed that eventually everything zoned for 2-acre lots could ultimately be covered with low-density residential development.  
**Action:** The Town needs to re-evaluate which farm lands are especially important to protect in the existing AR-2 district (or elsewhere in the Town), including those visible from the 5 & 20 corridor. The criteria could include lands in a certified Agricultural District, prime soils, active farms, etc. For these lands, true agricultural preservation zoning (e.g., which has single-family homes limited to farmstead residences in conjunction with a principal farming use) plus other tools such as a purchase of agricultural conservation easement program is recommended. The 2-acre zone could remain as Rural Residential (R-R).
2. Manufactured housing developments often are very much out of character with traditional development patterns or building forms. The code does not contain design guidelines for these units or parks.  
**Action:** It is recommended that such guidelines be incorporated into the zoning law.
3. Large-scale commercial wind energy conversion systems, currently allowed by special permit, may have a negative effect on scenic viewsheds along the corridor.  
**Action:** Prohibit wind towers in the corridor overlay zone.

###### *Dimensional Requirements*

###### EXCESSIVE LOT WIDTH

1. The 275-foot minimum lot width may not be necessary for all non-residential uses. It chews up roadway frontage and promotes faster “consumption” of rural land.  
**Action:** Consider a 200-foot minimum width for all uses, perhaps with a sliding scale establishing additional width requirements at certain thresholds.

Limited Development Overlay District

## SCENIC VIEWSHEDS

1. Potential to add “undeveloped lands that fall within mapped scenic viewsheds” to the locations and boundaries delineated for the Limited Development Overlay (LDO) District. This is an alternative to creating a separate Scenic Overlay District.  
**Action:** Evaluate the areas not already covered by LDO that would be added.

Planned Unit Development (PUD) District

1. The findings that the Town Board needs to make to approve a PUD are not explicitly spelled out in the zoning.
2. The district description should make it clear that designation of a PUD is a zoning amendment.

Mobile Home Park (MHP) District

1. Consideration should be given to eliminating the MHP district, which has generated development that is strikingly out of character with the Town’s traditional character and that of the Routes 5 and 20 corridor in particular. There are multiple issues with the existing MHP district.  
**Action:** The Town has arguably permitted its fair share of affordable mobile home park opportunities. Eliminate the single use district and grandfather existing parks as special permit uses within the new district.

*Comments Applicable to Multiple Districts**Uses*

## PERMIT WHAT YOU WANT TO BE BUILT

1. If the community does not want them, do not allow uses that have high potential for adverse traffic impacts (i.e., high traffic generators) or strong conflicts with rural character, even by special permit. The uses with the greatest potential to meet this definition include auto-related uses including car washes (Napa Auto Parts, Delta Sonic), drive-through restaurants (Tim Horton’s, McDonald’s), building supply centers (Lowe’s or Home Depot), self-storage warehouses, retail (Dollar Tree, strip plaza), vehicle sales.  
**Action:** Carefully scrutinize and refine all lists of uses and exclude those that are not desired by the community. Uses with potentially large impacts should be carefully re-evaluated to determine if they should be a) retained b) eliminated c) restricted by location, size, or other factor. Such uses include excavation activities, vehicle sales, shopping centers.



#### ESTABLISH MINIMUM SPECIAL PERMIT THRESHOLDS FOR DESIRED USES

1. Low intensity bed and breakfasts, home occupations, limited keeping of horses and other animals and other uses that the community wants to encourage in agricultural and other districts should be as-of-right.

**Action:** Make projects that fall below specified thresholds and meet dimensional requirements exempt from the special permit process and as-of-right subject only to confirmation by the Code Enforcement Officer. As currently occurs, the higher intensity projects involving such uses will continue to require special permit approval.

#### REQUIRE SPECIAL PERMIT FOR ALL AUTO-RELATED USES

1. Where permitted, all types of auto-related uses should be special permit uses in all districts, including the Industrial (I) district. This is warranted because of high potential for traffic, visual, and other environmental impacts on the Route 5 and 20 corridor and elsewhere.

**Action:** Require these uses to obtain special permits subject to meeting tailored criteria.

#### CONSIDER ADDITIONAL BULK REQUIREMENTS FOR AUTO-RELATED USES

1. Modern auto-related uses have features that conflict sharply from the rural character of the Town. Some of these features are not currently regulated, including canopy size; maximum size of ancillary uses such as convenience retail, car wash, etc.; and canopy lighting and coloration restrictions. In addition, there is the tendency for such uses to aggregate and “take over” rural intersections. Therefore, minimum distance separation or maximum number of such uses within a certain area should be considered. Similarly, the number of elevated display platforms for vehicle sales operations could be limited and such uses should be required to construct a building of a minimum size.

**Action:** Adopt additional bulk requirements for auto-related uses.

#### CHANGE IN ALLOWABLE USES REQUIRES ZONING CHANGE FROM THE TOWN BOARD

1. Do not grant broad discretion to allow additional uses to the Planning Board. This is a legislative function of the Town Board and subject to zoning amendment. Courts have consistently held that all uses not specifically permitted in a zoning district are prohibited. It is not necessary to list prohibited uses. Moreover, the Code Enforcement Officer by statute has the legal authority to make determinations as to whether a proposed use is permitted under the zoning.

**Action:** Delete language delegating such power to Planning Board.

**ACCESSORY USES**

1. A number of accessory uses are incorrectly listed as permitted uses in multiple districts (e.g., roadside stands in AG, accessory apartments in multiple districts).  
**Action:** Change to accessory uses.

**MINING**

1. Perhaps, due to high potential for visual and environmental impacts, only existing excavation operations should be allowed by special permit.  
**Action:** Review community needs. If desired, the special permit for excavation operations could be an overlay mapped only on existing mining uses.

*Dimensional Requirements***BUILDING FOOTPRINT**

1. Requiring a relatively large building footprint (25,000 square feet) for mixed-use facilities in the I district has two potential unintended adverse effects. First, the high minimum discourages mixed-use development and prohibits a smaller scale that might be more viable. Second, footprints in excess of 25,000 square feet are much larger in area than traditional development patterns along the corridor have been.  
**Action:** Make bulk requirements of mixed-use development similar to single uses.

**MULTIPLE STRUCTURES ON A PARCEL**

1. Zoning generally precludes new development that replicates the multiple structure pattern of traditional farmsteads.  
**Action:** Provide more flexibility in dimensional requirements.

*Article X: Special Permit Uses*Motor vehicle service stations/self-service gasoline units

Recommendations include:

1. Setback of more than 10 feet is recommended from residential and other sensitive uses.
2. Maximum cap on square footage of convenience stores (e.g., 4,000 square feet).
3. Driveway width should not exceed 30 feet (per NYSDOT access management standards), not 33 percent of the frontage (in current zoning). With the current minimum lot size in the C-C district (175 feet), nearly 60-foot-wide driveways are allowed.
4. As per NYSDOT standards, each parcel has the right to only one driveway per public street. The current zoning allows two per street.
5. Driveway spacing requirements in the zoning are less than NYS-DOT standards.
6. Restrictions on gas canopy size, lighting, color, and design should be added.

#### COMMUNICATION TOWERS

1. The Town should consider prohibiting new communications towers within 1,000 feet of the corridor right-of-way and within identified scenic viewsheds from the Routes 5 and 20 corridor.

#### COMMERCIAL EXCAVATION OPERATIONS

1. The Town should consider prohibiting new mining operations within identified scenic viewsheds from the Routes 5 and 20 corridor.

#### JUNKYARDS

1. The existing special permit conditions conflict with portions of New York State General Municipal Law, §136, Regulation of automobile junkyards.

#### *Article XII: Off-Street Parking Requirements*

1. Allow alternative (i.e., non-asphalt) surface materials for portions of large parking lots to accomplish two purposes: a) the rural character of the corridor and the Town, and b) the reduction of urban runoff and erosion by reducing the impervious surface area
2. To prevent unnecessarily large paved areas along the corridor, the zoning should allow for shared parking for different uses within a lot or on adjacent lots that actually reduces the total paved area required. While §135-94A (8) does allow for “collective” parking, it requires that the total “shall not be less than the sum required...computed separately”. In some cases, the adjoining uses may have completely different days (e.g., churches and schools) or hours (e.g., movie theaters and offices) of operation.

**Subdivision Regulations****C.2.ii****Cluster Development**

The analysis and recommendations for cluster development are provided in the table below:

<b>Suggested Revision/Addition</b>	<b>Purpose/Reason</b>
Change title from “Cluster” to “Conservation Subdivision”	More descriptive. Cluster has negative perception by some.
Reduce minimum tract size.	Benefits of clustering can be obtained with any multiple-lot tract. 15 acre minimum is too restrictive and discourages conservation design on site layout of smaller tracts.
Allow flexibility in the % of open space area and develop a “sliding scale” for amount of common open space.	Gives more flexibility.
Explicitly require quality open space conservation.	Strengthens provision requiring set aside of <u>quality</u> open space and natural features.
Stipulate positive findings required for approval.	Currently most findings are presented as not making something worse than it would have been. This tool is meant to enhance the form of development.
Add to approvals the phrase: “There shall be no further subdivision of this land.”	Makes perfectly clear to all that reserved “common open space” is to be forever open land.
Identify and map priority open spaces and recreational areas of the town. Such lands could include or be adjacent to important natural areas, existing and planned parks, trails, and preserves. Priority open space development could also be designed to serve the active recreational facilities to meet needs of residents.	Will guide the applicant and the Planning Board in the identification of which parts of the site are important to preserve. Directly identifies natural resource protection areas. Will result in more usable, connected open space and recreational system.
Include a table showing specifically what land is to be deducted from gross acreage to determine net acreage used to calculate residential density (units).	Clarifies and helps to ensure that proper acreage will be used as basis for density.
Add graphics showing how review process works.	Clarify process for Town, public, and applicant.

In addition to the scenic corridor overlay district recommended for all the study area communities are the general comments pertaining to design and access (discussed in the previously submitted draft chapter), the following comments pertain to the requirements of the underlying zoning districts as they pertain to land use and scenic quality within the corridor study area.

**Zoning**

**C.3.i**

**AGRICULTURAL PRESERVATION**

1. Despite the intention stated in the purpose section, the Agricultural (AG) zoning district does not promote agricultural preservation. In reality, it is a 2-acre rural residential district that also allows farms. It should be assumed that eventually everything zoned for 2-acre lots will ultimately be with low density residential development.

**Action:** The Town needs to re-evaluate what farm lands are especially important to protect in the existing AG district, including those visible from the 5 & 20 corridor. The criteria could include lands in a certified Agricultural District, prime soils, active farms, etc. For these lands, true agricultural preservation zoning (e.g., which has single-family homes limited to farmstead residences in conjunction with a principal farming use) plus other tools such as a purchase of agricultural conservation easement program is recommended. The 2-acre zone could remain as Rural Residential. (R-R)

**EXCESSIVE LOT WIDTH**

1. The 400-foot minimum lot width may not be necessary for all non-residential uses. It chews up roadway frontage and promotes faster “consumption” of rural land.

**Action:** Consider a 200-foot minimum width for all uses, perhaps with a sliding scale establishing additional width requirements at certain thresholds.

**MINIMUM FLOOR AREA**

1. The minimum floor areas established, with larger floor areas required for 2-story (1,400 sq. ft) than 1-story residences (1,200 sq. ft.), actually creates a disincentive to build 2-story dwellings. Two-story dwellings are of course the traditional building form. A quick survey of the footprints of historic (2-story) farmsteads in the Town revealed that some have footprints as small as 900 square feet. A related issue: the zoning makes it difficult to build in the long narrow, sometimes multiple structure pattern that organically developed over time with the farmsteads.

**Action:** Amend zoning to allow new construction to emulate historic building forms.

## ACCESSORY USES

1. A number of accessory uses are incorrectly listed as permitted uses (e.g., roadside stands in AG, accessory apartments in multiple districts).  
**Action:** Change to accessory uses.

## ADAPTIVE REUSE

1. The zoning provides no incentive for adaptive reuse of existing farm houses or outbuildings.  
**Action:** Establish an incentive to preserve and rehabilitate traditional farm-related structures by granting more floor area and/or more flexibility with regard to use, parking, and/or bulk requirements for adaptive reuse projects.

## WHAT IS ALLOWED WILL PROBABLY BE BUILT

1. If the community does not want them, do not allow uses which have high potential for adverse traffic impacts (i.e., high traffic generators) or strong conflicts with rural character, even by special permit, unless the community really wants them. The uses with the greatest potential to meet this definition include: auto-related uses including car washes (Napa Auto Parts, Delta Sonic), drive-through restaurants (Tim Horton's, McDonald's), building supply centers (Lowe's or Home Depot), self storage warehouses, retail (Dollar Tree, strip plaza), vehicle sales.  
**Action:** Carefully scrutinize and refine all lists of uses and exclude those that are not desired by the community.

## MINING

1. Perhaps, due to high potential for visual and environmental impacts, only *existing* excavation operations should be allowed by special permit.  
**Action:** Review community needs. If desired, the special permit for excavation operations could be an overlay mapped only on existing mining uses.

## SCENIC VIEWSHEDS

1. Potential to add "undeveloped lands that fall within mapped scenic viewsheds" to Boundary Determination of Land Conservation Overlay (LCO) District. This is an alternative to creating a separate Scenic Overlay District.  
**Action:** Evaluate the areas not already covered by LCO that would be added.

## TRADITIONAL FARMSTEADS

1. Zoning generally precludes new development that replicates the multiple structure pattern of traditional farmsteads.  
**Action:** Provide more flexibility in dimensional requirements.

#### AUTO-RELATED USES

1. All types of auto-related uses should be special permit uses in all districts, including the Industrial (I) district. This is warranted because of high potential for traffic, visual, and other environmental impacts on the Route 5 and 20 corridor and elsewhere.  
**Action:** Require these uses to obtain special permits subject to meeting tailored criteria.

#### NON-SPECIFIED USES

1. Do not grant broad discretion to allow additional uses to the Planning Board. This is a legislative function of the Town Board and subject to zoning amendment. Courts have consistently held that all uses not specifically permitted in a zoning district are prohibited. It is not necessary to list prohibited uses. Moreover, the Code Enforcement Officer by statute has the legal authority to make determinations as to whether a proposed use is permitted under the zoning.  
**Action:** Delete language delegating such power to Planning Board.

#### Building Footprint.

1. Requiring a relatively large building footprint (25,000 square feet) for mixed use facilities in the I district has two potential unintended adverse effects. First, the high minimum discourages mixed-use development and prohibits a smaller scale that might be more viable. Second, footprints in excess of 25,000 square feet are much larger in area than traditional development patterns along the corridor have been.  
**Action:** Make bulk requirements of mixed-use development similar to single uses.

#### ***Subdivision Regulations***

#### ***C.3.ii***

See comments for the Town of East Bloomfield.

**Village of Bloomfield****C.4****Zoning****C.4.i**

There are three zoning districts along the Routes 5 & 20 corridor in the Village of Bloomfield; residential district (R-1-20), restricted business (RB-1) and community commercial (CC).

*Article IX: District Regulations*R-1-20 Residential District*Permitted Uses*

## PRINCIPAL USES

1. The principal uses in the R-1-20 are appropriate for a single family residential district.

## ACCESSORY USES

1. The district allows for various communication antennae, dishes and towers. The law states that the Village may require the applicant to screen the dish antenna in order to reduce potential nuisance or disturbances to adjacent properties but stops short of providing any guidance as to recommended measures. The law allows some devices in side yards, where others are prohibited.  
**Action:** The law should be amended to restrict all communications devices in side yards and should provide specific guidance on recommended sitting and screening alternatives. It should also clearly indicate limits, if any, on the dimensions of the communication devices in the R-1-20 district.

## SPECIAL PERMITTED USES

1. It is uncommon for single family zoning districts to permit such uses as power plants, storage yards, and commercial windmills. Large-scale commercial wind energy conversion systems, currently allowed by special permit, as well as the other uses may have a negative effect on scenic view sheds along the corridor.  
**Action:** Consider eliminating some of the special permit uses which are not suitable for a single family district. Existing uses would be grandfathered. If the Village adopts the scenic corridor overlay district, these uses could be expressly prohibited or restricted in the overlay zone without interfering with the land use requirements in the entire underlying zoning district.



## RB-1 Restricted Business District

### *Permitted Uses*

#### PRINCIPAL USES

1. This transitional district allows day-care centers, professional offices, public utility offices, barber and beauty shops, etc. All the uses allowed in RB-1 are appropriate for a transitional district between residential and more intensive commercial.

#### ACCESSORY USES

1. The accessory uses are appropriate for district.

#### SPECIAL PERMITTED USES

1. The special permitted uses are appropriate for district.

## CC Community Commercial District

### *Permitted Principal Uses*

#### PRINCIPAL USES

##### *Vehicle Sales and Large-Scale Retail*

1. Of the principal permitted uses in CC District two of them; vehicles sales and lease establishments and retail shopping centers are likely to require more extensive review and quality site design to minimize potential impacts on the appearance and safety of the roadway and on quality of life factors (noise, traffic, glare) or the surrounding area.

**Action:** It is recommended that vehicles sales, shopping centers and other retail over 20,000 sq. ft. in area be designated special permitted uses. This would require these uses to meet given criteria in order to be developed.

#### ACCESSORY USES

##### *Drive-in restaurants*

1. A definition of “drive-in” restaurants could not be found, but it is assumed that it is used here to be synonymous with “drive-through” restaurants. These establishments require multiple curb cuts and attracts high volumes of traffic especially during peak hours. These characteristics conflict with the walkable nature of village center. Also, the typical pattern of development of drive-in restaurant is in sharp contrast with historic development pattern.

**Action:** It is recommended that Village reconsider allowing drive-in uses in the CC district. It is recommended that Village adopt the scenic overlay district which would require all uses to meet additional design criteria. In addition new drive through establishments are not allowed in the scenic corridor overlay district.

*Dimensional Requirements*

1. The zoning establishes a minimum lot size for retail business, but fails to establish any cap on the size of the buildings.  
**Action:** Retail footprints even in rural areas now can exceed 150,000 square feet. This far exceeds the scale of traditional development along the corridor. It is recommended that each municipality consider setting a maximum foot print which would apply to all retail developments.

***Subdivision Regulations***

***C.4.ii***

See comments for the Town of East Bloomfield.

# Countryside Design and Roadway Design

# D. Countryside Design

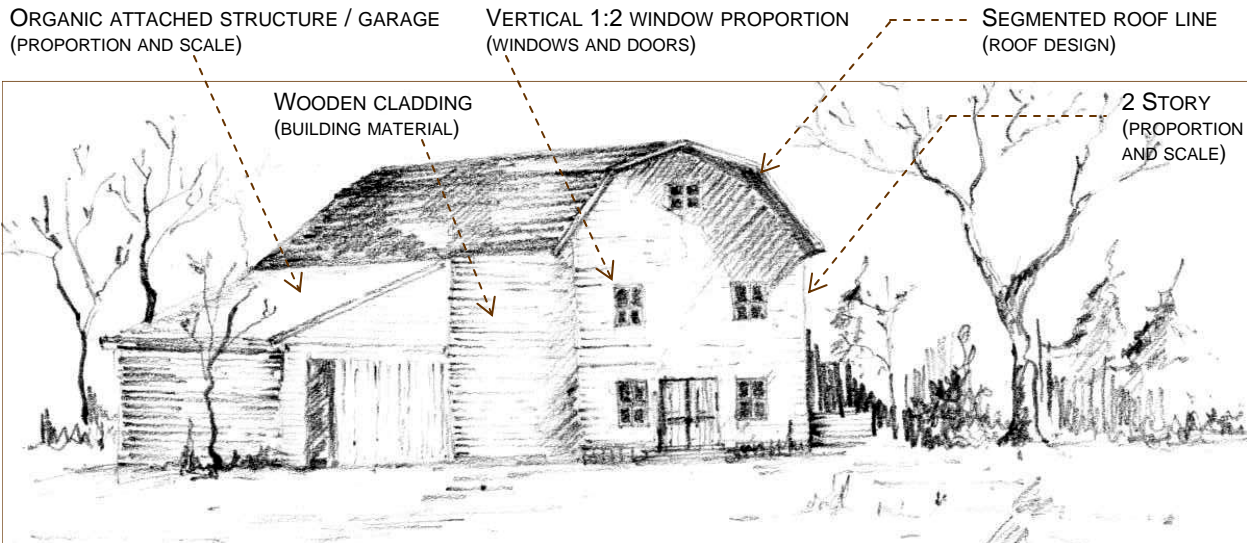
## Overview

D.1

### ARCHITECTURE

Traditional development in the Towns of Canandaigua and East and West Bloomfield are key components of the community. This character is important to resident's quality of life, property values and tourism. Based on this public purpose, all of the either new, expanded or renovated buildings and structures within view of the scenic Corridor should be designed and constructed with sensitivity toward the existing community character. New buildings and additions to existing buildings can blend into an area without imitation or by trying to replicate an historic architectural period. By incorporating the important architectural characteristics into a contemporary design, a new structure or addition can blend with its surrounding.

There are a number of architectural elements which work together to create a building's character. These elements include the **building's scale and proportion, roof design, windows, doors** and **building materials**. Gas station and convenient stores present special design challenges. These are treated separately at the end of this section.



6. Identification of traditional rural form along the Routes 5&20 Corridor

Understanding these elements and their relationship to each other is essential for designing compatible renovations, additions and new buildings. The guidelines are intended to assist property owners and municipal decision makers in the design and review of development proposals along the corridor.

Emphasis should be placed on creating an interesting visual impression, particularly as viewed from the corridor. The use of different textures, complementary colors, contrasting shapes and detailing to create an appealing facade is strongly encouraged: while blank walls are strongly discouraged.

Overall, the design guidelines are intended to ensure compatibility between traditional and new development, and to include the following considerations:

- ◆ New development. The exterior appearance of new buildings should complement and strengthen the existing traditional character. Avoid sharp contrasts of building footprint, height, color, materials, roof types and facade treatments between traditional new development.
- ◆ Restoration and rehabilitation projects. Renovated buildings should retain the original architectural form and style as well as the essential and prominent features and materials of the original façade.

The recommended treatments of these architectural elements is described in detailed texts and illustrations in the following section.

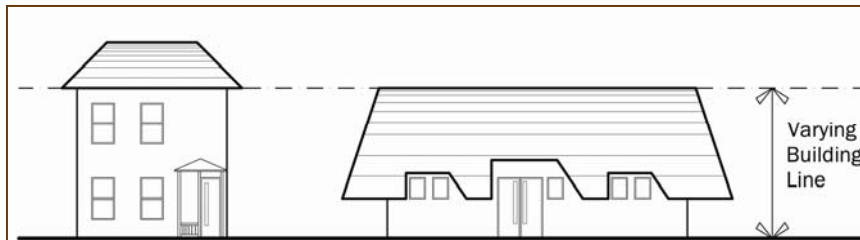


7. *Traditional village or hamlet form along the corridor*

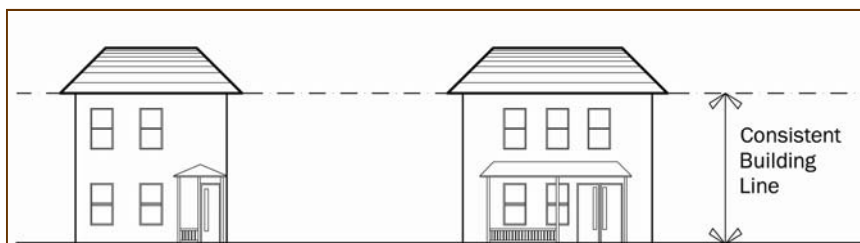


8. *Example of newer development which contrasts with traditional style*

MULTIPLE ELEMENTS



*Traditional Form      Discordant Development*



*Traditional Form      Contextual Development*

- DISCORDANT ELEMENTS
- \* CONTRASTING ROOF TYPE
  - \* HEIGHT OF BUILDING
  - \* MASSING OF ROOF
  - \* SIZE OF OPENINGS
  - \* PLACEMENT AND DESIGN OF WINDOWS AND DOORS
  - \* LARGE BUILDING FOOTPRINT

**Discourage**



**Encourage**



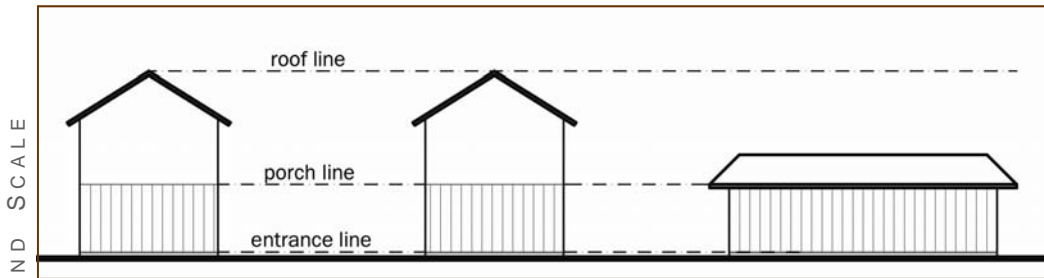
## Building Proportion and Scale

### D.2

**Proportion** deals with the relationship of a building's height with its width, as well as that of each part to the whole. **Scale** deals with the relationship of each building to the other buildings in the area. Traditional building proportions along the corridor is 1:1 1/2 (width to height ratio) whereas the new development has 3:1 proportion. The scale of new development should not overpower neighboring buildings or the rural landscape. Two-story buildings are encouraged, particularly for residential use. For commercial uses, where two-story buildings in a rural setting may be unrealistic, a false ceiling is recommended to maintain the building height. In the Village and Hamlets, a height of two to three stories is recommended. Single-story commercial structures are discouraged in the Village and Hamlets.



9. Example of single-story building in contrast with two-story building

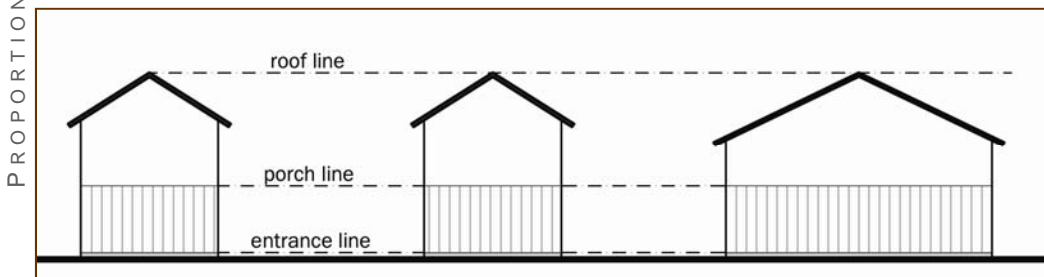


9a. Building out of scale with its neighbors

**Discourage**



- \* LOWER BUILDING HEIGHT
- \* LARGE FOOTPRINT



9b. Buildings in scale with each other

**Encourage**



- \* CONSISTENT BUILDING HEIGHT
- \* SIMILAR FOOTPRINT

PROPORTION AND SCALE

## Roof Design

### D.3

The prevailing roof shapes in the corridor are gable and gambrel (see photos right). The use of these traditional roof types is recommended. Extensive use of flat or very low roofs should generally be avoided. Additions and renovations should not add to nor eliminate original stories, nor alter the roof shapes.

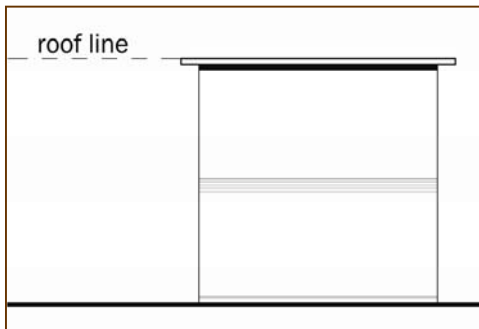


10. Local example of Gabel roof style



11. Local example of Gambrel roof style

Discourage

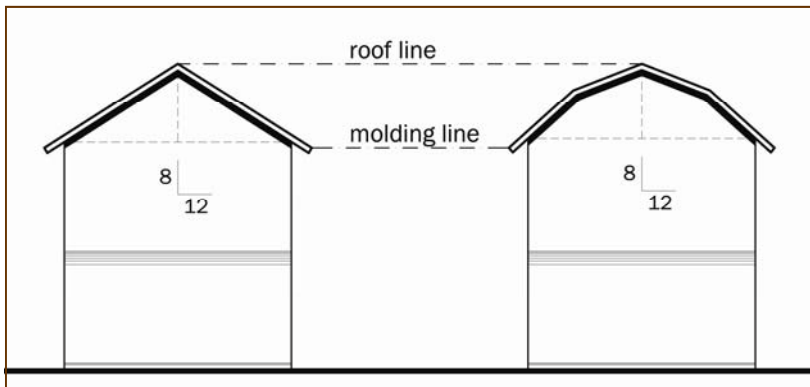


13. Flat roof profile not recommended



12. Use of cornice moldings eaves and windows within the roof line adds strength and interest to building

Encourage



14. Recommended roof profiles for new development

## Windows and Doors

### D.4

The treatment of a building's façade (i.e., the front or "face" of a building) is a very important component of development. Rhythm of opening refers to the number, spacing and dimension (height and width) of windows and doors in a façade. Any new construction should be compatible with other buildings in the area.

Blank stretches of walls on the façade are discouraged, particularly on the ground floor level.



WINDOWS & DOORS

**Discourage**

- \* IRREGULAR-SIZED WINDOWS
- \* MISSING WINDOWS



**Encourage**

- \* CONSISTENT DIMENSIONS
- \* CONSISTENT SPACING
- \* CONSISTENT VERTICAL AND HORIZONTAL ALIGNMENT



WINDOWS & DOORS

15. Facade showing alignment of horizontal and vertical features

*Existing*





## Building Materials

### D.5

The most common materials used in the traditional buildings in the western part of Ontario County include wood and local stone. These are the preferred materials for any new development activity. If utilized, alternate facade materials — including vinyl siding, metal siding, imitation stone and imitation brick — should be of high quality, durable and similar to the original materials.

Trim should consist of finished-grade painted or stained wood rather than bare lumber-grade wood. Windows should have anodized aluminum or wood frame, not bare aluminum frame. Externally lit canvas awnings are recommended rather than internally lit plastic awnings.

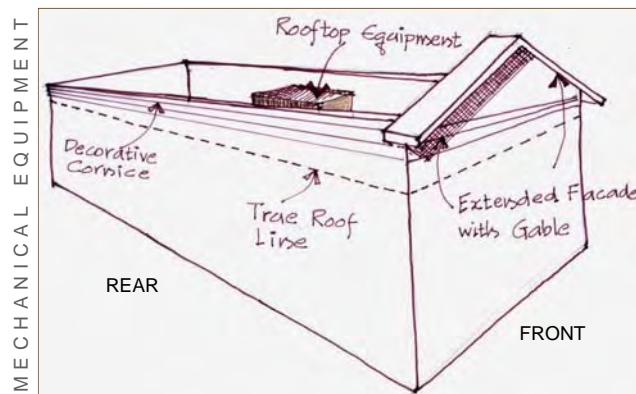


16. Materials of similar appearance and texture to wood and stone should be used along the Routes 5&20

## Mechanical Equipment

### D.6

The sitting of mechanical equipment outside the structure is discouraged. If there is no alternative, visibility shall be minimized by careful placement out of public view through the use of architecturally compatible materials. Ground level mechanical and service equipment (such as air conditioning units, utility boxes and meters) should be screened from public view through landscaping, walls, fencing or other design treatments compatible with the finishes of the principal structure. Garbage dumpsters and receptacles should be screened from view of adjacent properties and adjoining streets, including Routes 5 & 20.



17. Use of area under sloping roof for screened mechanical storage

**Encourage**



**Gas Stations and Convenience Store**  
**D.7**

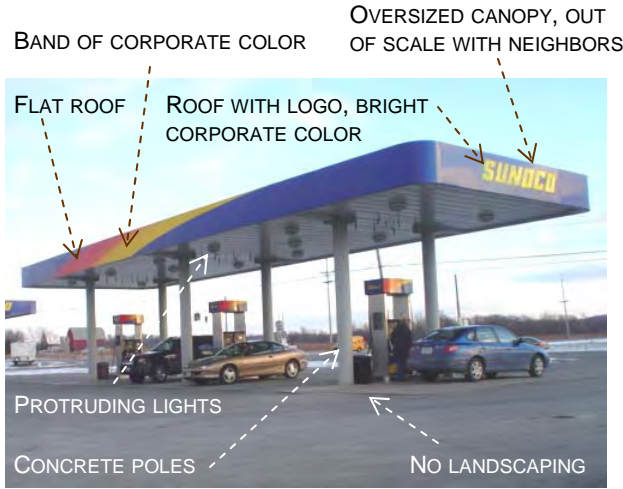
Corporate station and convenience store design has had a profound effect on the character of the rural landscape. Like any other development along the corridor, they should complement the scenic character of the corridor.

**Architecture** **D.7.i**

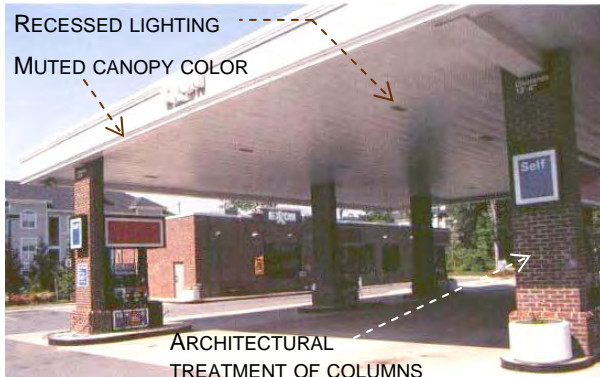
Gas station design should take into consideration the character of the surrounding area. This can be accomplished through the use of similar forms, materials and colors. Obtrusive architectural elements and color schemes that express corporate identity are discouraged. Structures should provide variations in the roof line and incorporate treatments, such as extended eaves and parapet walls with cornice treatments.

**Canopies and Pumps** **D.7.ii**

Like other structures throughout the corridor, canopies should have sloping roofs and muted colors, preferably in earth or sky tones. The material for a canopy should be integrated with the gas station and convenience store, maintaining a similar character to that which is used along the corridor. Bright corporate identification colors are discouraged. Integration of canopy, building and site walls is desirable. The overall height of canopies should not exceed 17'. All display items for sale should occur within the main building or within designated areas that are screened from public streets.



**Discourage**



**18. The roof line respects traditional roof angles and details fit to street scape fabric**

**Encourage**



## Relationship of Building to Site

D.8

New or expanded developments should blend with adjoining properties to the maximum extent possible, provide a transition between structures and pedestrian ways, and provide appropriate landscaping. Parking and service areas should blend with the street frontage or be screened from public view. The height and scale of each building should be compatible along adjacent sections of the Corridor. Building materials, colors, textures, lines and masses should harmonize with adjoining structures. Site grading work for new construction should blend with surrounding site grades.



19. Existing building to site relationship

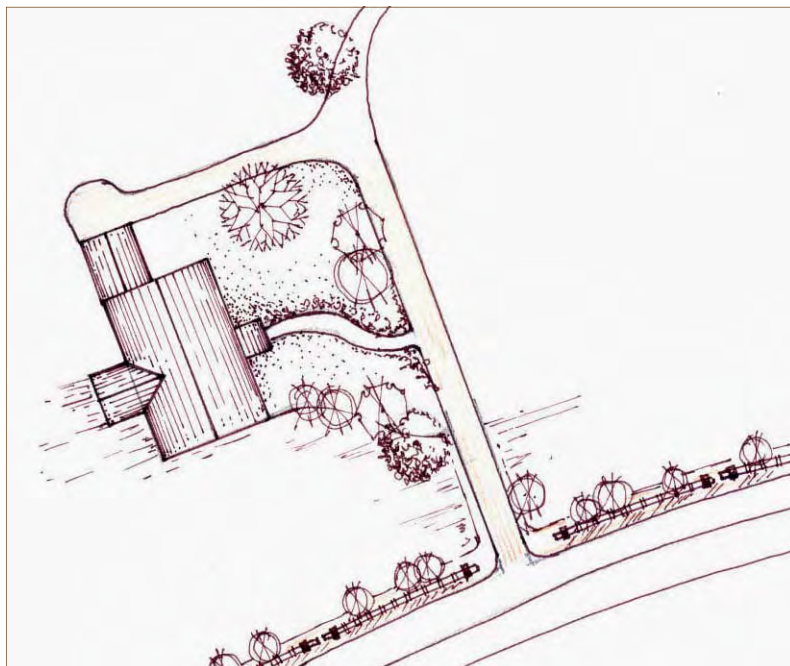
## Building Setbacks and Mass

D.9

Within the Village, current zoning stipulates modest setbacks of 40 to 50 feet from the street in both residential and commercial districts. Parking should be minimized in the front yard setback area, preferably restricted to residential driveways. In the rural areas, building setbacks from the roadway should fall within a somewhat flexible range. New buildings within the Corridor should conform to the dominant setback within each subdistrict.

In the absence of a dominant setback, small setbacks are encouraged in all commercial districts. This will make storefronts more pedestrian friendly and visually appealing to travelers along the Corridor. For developments outside the Village, new buildings should also be scaled down into smaller masses of various size and orientation. This will help to create more human-scaled and attractive environments. Long, uninterrupted building walls are discouraged; therefore, openings should be provided between buildings or portions of buildings. Clusters of smaller buildings are encouraged, instead of vast single buildings.

## SITE ORGANIZATION



20. Plan showing building setback from the roadway

**Utilities**

**D.10**

All new and expanded developments must conform to New York State Fire Hydrant and Emergency Access Standards. All new and expanded projects are encouraged to install underground utility service systems. When economically feasible or if grants are available, existing above ground utilities should be placed underground to enhance safety and improve the visual appearance. Opportunities to place utility lines underground should be explored when improvements to the roadway are planned by NYSDOT. Doing this work concurrently will minimize the overall costs of the project; inconvenience to residents, businesses, and shoppers; and the environmental impacts of construction.

ELECTRICITY POLES  
OVERHEAD WIRES



**Discourage**



**Encourage**



- 21. *Overhead utilities mar the scenic quality of corridor*  
The modified image shows how the corridor would look if the utilities are underground and how trees would soften the streetscape

Landscaping adds visual interest, seasonal variety, and a softer texture to development. Well-maintained landscaping along the entire length of the Corridor improves the perception of the community's economic health, stability and pride to visitors. A Landscape Plan should be required of any new development proposal along the Corridor. Developers should provide adequate landscaping to screen views of parking, mechanical equipment, and other negative site features. Doing this will also provide an amenity to the new development. The plan should identify all existing vegetation to remain and the location, species and size of all new stock.



22. Preserve existing trees along Routes 5 & 20

## Preserve Existing Features

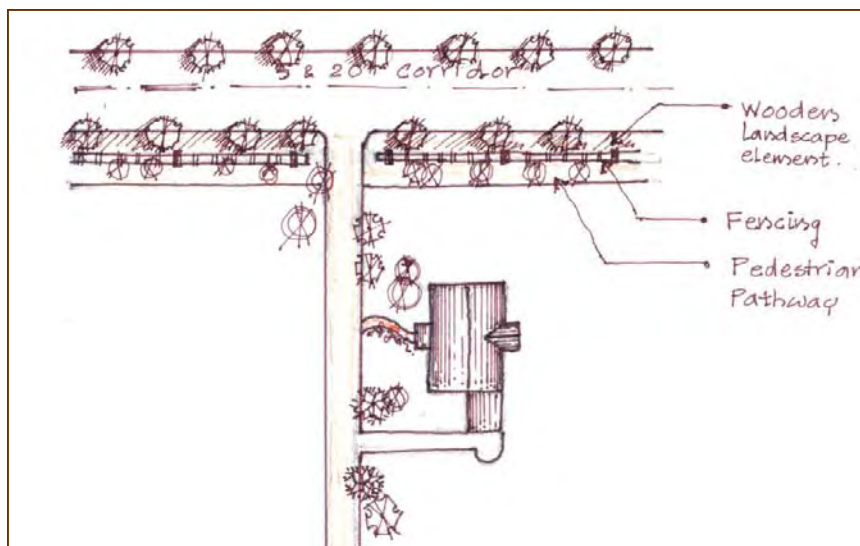
## D.11

Existing vegetation can provide a sense of permanence and continuity to a new development. Mature tree stock takes years to reestablish once removed from a site, and replacement is difficult and expensive. Uncontrolled removal of trees and vegetation may speed up erosion, sedimentation and storm water runoff.

Preservation of existing tree stock is of particular importance in the western segment of the Corridor. This segment of the Corridor contains large undeveloped parcels, many of which contain mature trees. Sensitive site design can lead to the preservation of mature and attractive trees. Specific recommendations are as follows:

- ◆ **Existing Vegetation:** Recognize existing vegetation in the design process for all new developments. Encourage and include the preservation of mature plant species, hedgerows and woodlots as a design element in the site's landscape plan.
- ◆ **Tree Protection:** When developing a site, make every effort to protect existing tree stock over 8 inches in diameter. Note trees to be saved on the site plans and outline effective measures to protect trees from damage during the construction period.

## LANDSCAPE



23. Landscaping along Routes 5 & 20 adds softer texture to development

## E. Roadway Design

This chapter addresses access management issues along the scenic Routes 5 and 20 highway. The goal of access management is to provide adequate access to land development parcels, while preserving the safe and efficient flow of vehicular traffic. The chapter also addresses pedestrian safety issues in village and hamlet areas, as well as strategies to improve bicycle safety along Routes 5 and 20.

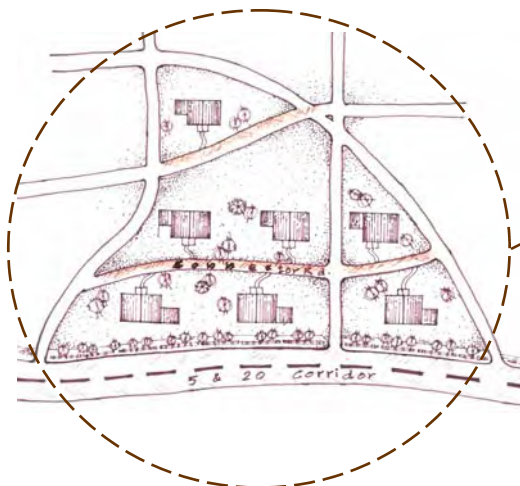
The strategies for achieving access management goals fall into \_ major categories—“Promote a Connected Street Network,” “Separate Slower and Faster Vehicles,” “Control Site Access,” and “Interconnect Parking Lots”.

### PROMOTE A CONNECTED STREET NETWORK

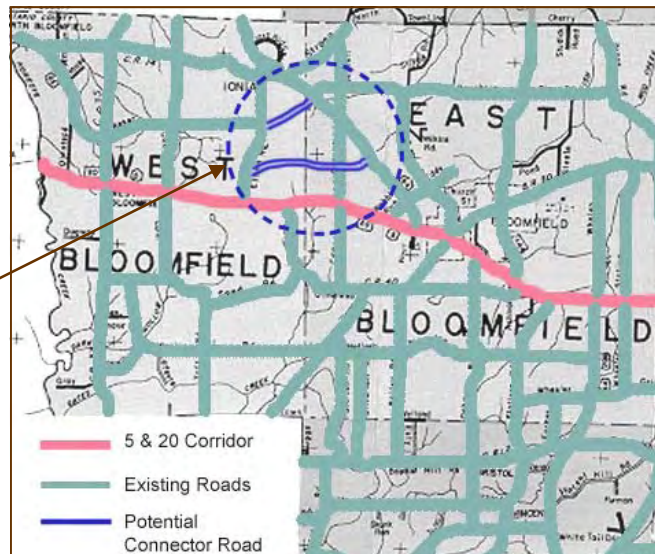
#### Strategy 1: Construct missing links between roadways E.1

As development occurs in rural areas of Routes 5 & 20, every effort should be made to identify and construct roads through the new development which connects existing roads.

A well interconnected street system provides alternative routes for short, local trips; reduces unnecessary traffic on Routes 5 and 20; makes walking and biking easier; and fosters a sense of community rather than exclusion. The following actions are recommended to promote a connected street system.



24. Detail of potential connector roads



25. Street Network in East Bloomfi

**Strategy 2: Discourage dead end streets and cul-de-sacs E.2**

Cul de sacs and dead ends that connect only to the 5 and 20 corridor force all traffic onto the arterial. They also may fail to provide adequate alternative access for emergency vehicles.

- Proposed development along or off Routes 5 and 20 should be fully connected with the existing roadway system.
- In general, subdivision and site plans should be required to incorporate future road connections to adjacent undeveloped properties into the layout.

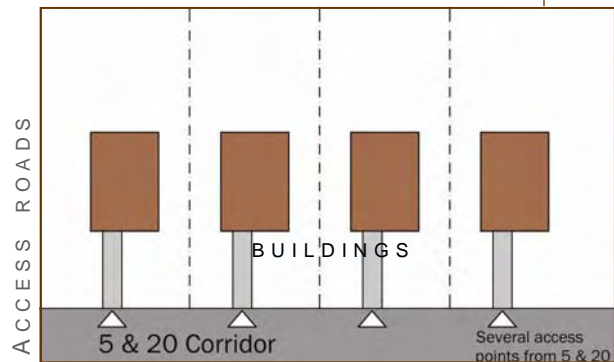
**Strategy 3: Create Access Roads E.3**

When major development projects are proposed along the corridor frontage, the creation of access roads should be encouraged wherever feasible. Access roads open up large portions of land for development, while keeping the number of intersections/curb cuts on the arterial to a minimum.

Access roads help to separate through and local traffic and prevent unnecessary turns and trips on Routes 5 and 20.

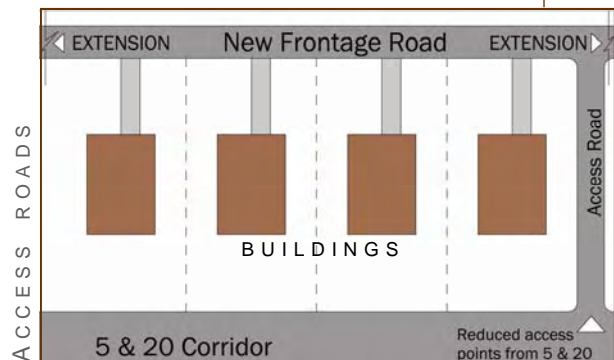


26. Existing condition showing direct access to corridor from individual parcels



- \* MULTIPLE ACCESS POINTS FROM CORRIDOR TO PARCELS

**Discourage**

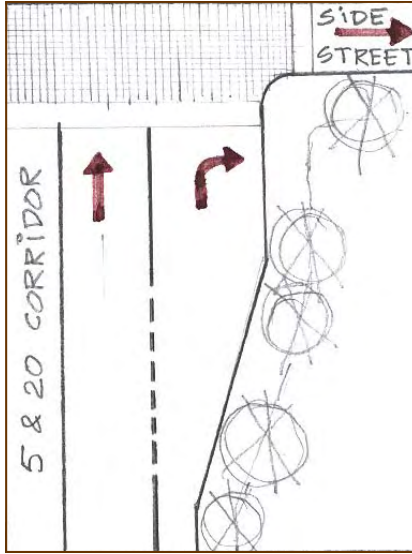


- \* REDUCED ACCESS POINTS FROM CORRIDOR
- \* ENTRY TO LOTS FROM ACCESS ROAD

**Encourage**



SEPARATE SLOWER AND FASTER VEHICLES



27. Merge and Turn Lanes to separate slower and faster traffic

**Strategy : Separate Turning and Through Movements**  
**E.4**



28. Accessibility for all user group

Turn and merge lanes to reduce conflicts which arise from large differences in speed between turning (i.e., decelerating or accelerating) traffic and through traffic. These lanes must be of sufficient length to handle turning traffic volumes without causing back ups on Route 5 and 20. Turning or merge lanes should be considered at intersections with high traffic volumes and at driveway locations.

The SEQR (State Environmental Quality Review) lead agency should routinely require traffic studies for developments over a specified threshold size. When major new development is proposed along Route 5 and 20, private developers should be required to finance the cost of any turn and/or merge lanes which traffic studies approved by the New York State Department of Transportation (NYSDOT) indicate are necessary to maintain corridor safety and traffic flows.



## Restrict the Number of Driveways per Lot

E.5

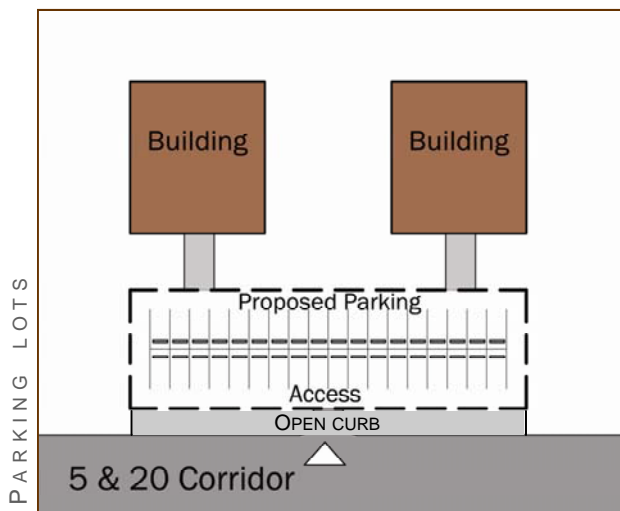
In general, restrict each lot to a single point of access to Routes 5 and 20. Establish special conditions for additional driveways. Each existing lot would have the right to one driveway. If the land is subsequently subdivided, all new lots would have to obtain access from the single access road. One way to ensure that properties will tie in with future developments is to approve temporary curb cuts for proposed developments. This would require the existing development to work out a joint access agreement with proposed new development on adjoining lands, at which point the temporary curb cut approval would expire.

## Connect Parking Lots and Consolidate Driveways

E.6

Connections between adjacent properties on the same side of the Corridor permit vehicles to circulate between uses without having to turn on and off Routes 5 and 20 unnecessarily. They improve convenience to shoppers and access to emergency and delivery vehicles. Shared driveways are encouraged, where feasible. The site plan review law should be revised to require joint access (i.e., shared driveways) and cross access (i.e., connections between parking lots) whenever possible. Shared driveways may be located on land from one or more of the properties. Permanent easements should be recorded that run with the land and provide for continued access to the shared driveways for all uses. Joint maintenance agreements for shared and cross access driveways should also be incorporated into easements and property deeds.

## CONTROL SITE ACCESS

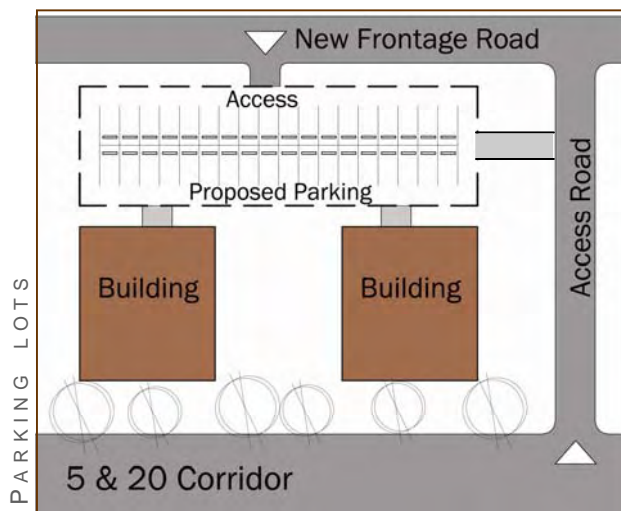


29. Typical parking lot in front of building

**Discour-**



- \* DIRECT VEHICULAR ACCESS TO 5 & 20 CORRIDOR
- \* PARKING IN THE FRONT OF THE BUILDINGS
- \* WIDE OPEN CURB ALONG 5 & 20
- \* NO LANDSCAPING IN FRONT
- \* UNLIMITED CONFLICT POINTS



30. Parking lot at the rear of building

**Encourage**



- \* DRIVEWAY ACCESS FROM THE SIDE ACCESS ROAD
- \* PARKING AT THE REAR OF THE BUILDINGS
- \* CONSOLIDATED DRIVEWAYS
- \* LANDSCAPING IN FRONT
- \* SINGLE CONFLICT POINT

## Regulate the Spacing, Location, and Design of Driveways

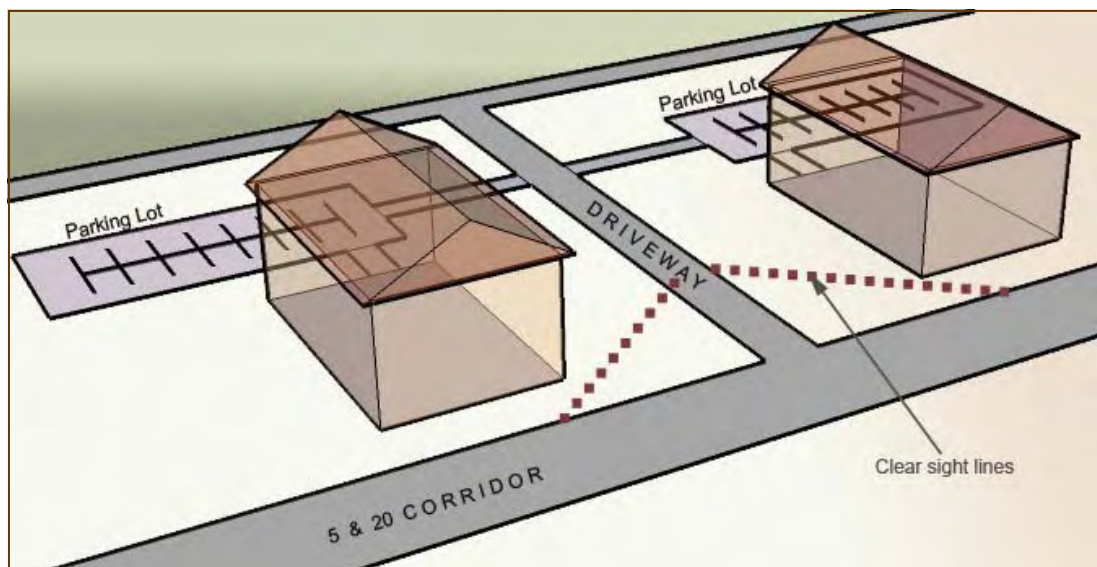
### E.7

Vehicles entering and exiting activity centers along Routes 5 and 20 conflict with Corridor through-traffic. Appropriate driveway standards can lead to improved safety conditions and traffic flow along the Corridor. The specific recommendations below may be incorporated into a Scenic Corridor Overlay zone, the site plan review law, and/or the subdivision law:

- ◆ Place individual driveways along the Corridor as far apart as possible to reduce the potential for vehicular collisions by limiting and separating conflict points. Adequate driveway spacing also creates a more pedestrian-friendly environment.
- ◆ Adjoining parcels should share driveways whenever possible.
- ◆ Locate driveways to ensure adequate sight distance, to enable drivers exiting the site to see oncoming traffic and to give drivers on the Corridor enough time to react to vehicles leaving the site.



31. Existing parking lot in front



32. Sketch showing clear sight lines for vehicles turning onto Routes 5 & 20 from a driveway

A commonly used rule of thumb is to provide sight distances from a curb cut that are at least 11 times the speed limit. In general, driveway or street connections should provide the sight distance requirements established in *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway Officials (AASHTO).



33. Existing corner lot building with open curb cut on both frontages

- ◆ Provide entrance driveways with adequate depth or throat length to prevent vehicles from backing onto Routes 5 and 20 while waiting to proceed further into the site. This will diminish the possibility of rear-end collisions from Corridor through-traffic.
- ◆ Require definable driveways for all new and re-developed sites. Currently, portions of corridor have wide paved or graveled parking lots in the front with no definable driveways. This can cause confusion and accidents between entering and exiting vehicles. Where excessive access already exists, install curbing to limit access to one or two locations when applications for expansion, redevelopment, or change of use are made.

### Encourage Access Retrofits

E.8

Existing developments that do not conform to the access management policies should be required to retrofit driveways and make other improvements when applying for expansion or change of use. Required access improvements may include closing multiple driveways and constructing a driveway to an access road.

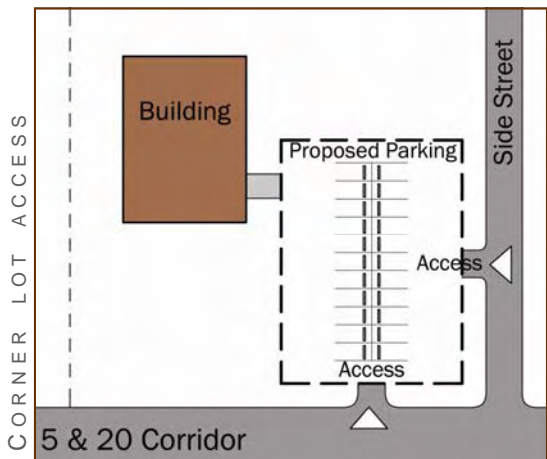


34. Corner lot intersections are prone to accidents.

### Corner Lot Access

E.9

Accidents at intersections are typically about three times more frequent than between intersections. For lots located at the corner of Routes 5 and 20 and a local road, driveways and connections should be set back from the intersection to reduce the number of conflicts and provide more time and space for vehicles to turn or merge safely.



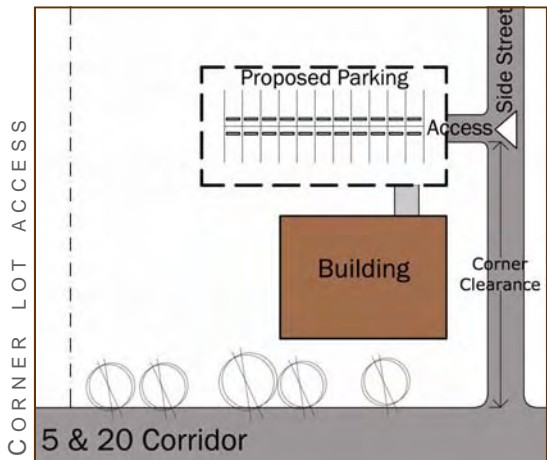
35. Access to corner lot from Routes 5 & 20

**Discourage**



- \* DIRECT ACCESS FROM ROUTES 5 & 20
- \* INSUFFICIENT DISTANCE BETWEEN DRIVEWAY AND ROUTES 5 & 20
- \* PARKING LOT AT THE CORNER

Access to corner lots should be from the adjacent local road, and not from Routes 5 and 20. Access to corner parcels should be far enough from the intersection that vehicles using the driveway do not interfere with the function of the intersection. Driveways should be prohibited within the boundaries of intersection turn or merge lanes. Adequate standards for a corner clearance or the spacing between intersections and driveways, should be developed. Municipalities with such requirements along arterials generally require driveways of corner lots to be located between 75 and 230 feet away from the intersection, depending on traffic volumes, traffic speeds, and the range of turning movements allowed. Require driveways to have sufficient distance from corners to allow drivers time to react to conflicts at corners. In addition, larger minimum lot sizes could be required for corner lots. For existing lots where adequate corner clearance is not possible, limit use groups or have special permit requirements to assure that uses with high traffic volumes do not locate at corner lots that have inadequate access.



36. Access to corner lot from adjacent local road

**Encourage**



- \* ACCESS FROM SIDE STREET
- \* ADEQUATE DISTANCE BETWEEN DRIVEWAY AND ROUTES 5 & 20
- \* BUILDINGS AT THE CORNER WITH PARKING LOT BEHIND

Joint or cross access to adjoining properties is particularly recommended for corner properties with insufficient corner clearance or high traffic volumes. For existing developed properties that do not meet corner clearance requirements, consider limiting turns to and from the roadways to right turns in and/or out only.

**Provide Residential Access through Neighborhood Streets E.10**

Residential driveways on this high-speed section of Routes 5 and 20 can result in dangerous conflicts between vehicles traveling at 55 mph or more and residents entering and exiting their driveways.

Any subdivisions which include Corridor frontage should be designed so that lots fronting on the Corridor have internal access from a residential street. This concept, called a reverse frontage, calls for the houses to have their backs to Routes 5 and 20 and their frontage along an internal, parallel road (the "frontage" road).

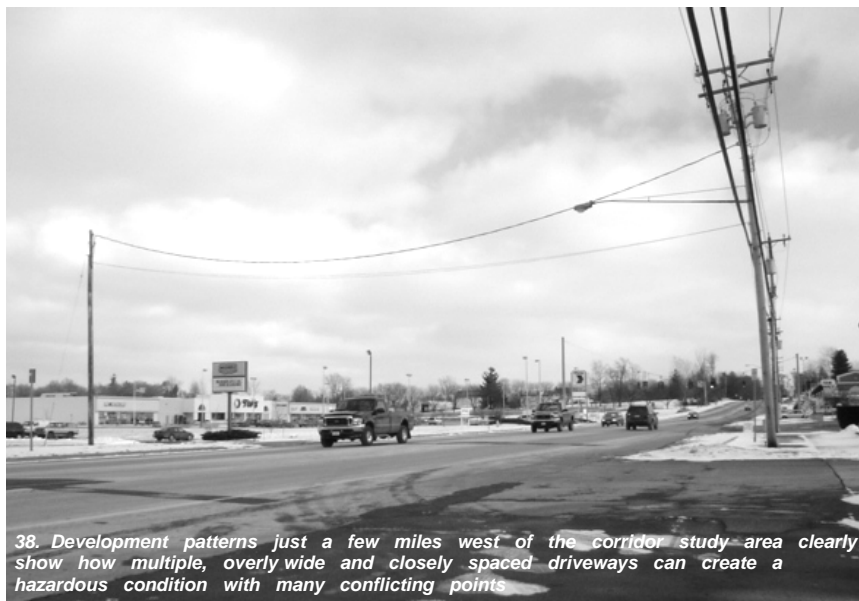
The subdivision plan should also contain provisions requiring connection to future development on adjoining parcels, whenever site conditions permit. Shared driveways and/or residential access roads should be recorded on each municipality's Official Map. Public access roads should be transferred to the municipality. Private residential access roads should have permanent easements guaranteeing perpetual access for all affected properties. Final site plan approval should be contingent on satisfactory completion of all required access roads and/or shared driveways.

The Towns subdivision law should be amended to allow subdivision of lots along the Routes 5 and 20 Corridor (and possibly other high-speed roadways in the Town) on the condition that all new lots obtain access to the major roadway via a limited number of access points (usually two, to provide alternate access for emergency vehicles) and have internal residential access streets which allow Corridor properties to have reverse frontage.

Flag lots, with narrow strips providing long driveways from internal lots to the roadway, should be prohibited along Routes 5 and 20. This approach is often proposed to avoid the cost of platting and providing a road, but results in unsafe, closely spaced driveways and unattractive lot layouts



37. Little separation between high speed traffic and land uses, such as residences along the edge



38. Development patterns just a few miles west of the corridor study area clearly show how multiple, overly wide and closely spaced driveways can create a hazardous condition with many conflicting points

## INTERCONNECT PARKING LOTS

### Parking

**E.11**

Vehicles should be able to perform all necessary circulation within the parking area and not have to exit onto Routes 5 and 20 or an adjoining street and re-enter the parking lot. As discussed above, driveway length leading to the parking area should be sufficient to prevent back ups onto the Corridor.

#### Encourage Unified Parking Plans

**E.11.i**

Require development sites under single ownership or those consolidated for development to be treated as a single site. Require a coordinated access management and circulation plan for the entire group of sites. An exception can be made if the applicant can show the Town Engineer and the NYSDOT that the two properties should have separate access due to safety concerns.

#### Provide Interconnection of Parking

**E.11.ii**

Interconnected commercial sites permit shoppers and workers to move between adjoining sites without entering and exiting the Corridor. Joint and cross-access should be encouraged. Interconnected parking minimizes disruption of highway traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.

Shared access is recommended when two or more similar projects are proposed for adjacent parcels. The Town should require individual developers, to develop a site layout which facilitates future joint access in anticipation of future adjacent development. For example, commercial driveways should be located along a side yard property line rather than at the center of the front yard property line. This requirement to accommodate future adjacent development has been implemented through Temporary Development Agreements, such as those used in Monroe County, New York.

Plan for future shared parking and joint and cross-access ways by requiring reserved rights-of-way and reciprocal easement agreements. This should be required as part of the site plan review process. Reductions in required parking area should be allowed where two or more facilities share parking and the applicant can show that the total parking needs are less than if the facilities were separate.

**Improve Parking Circulation**

**E.11.iii**

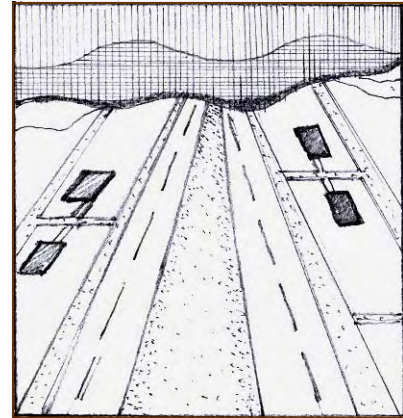
Recommendations for improved parking and driveway circulation are described above under “Control Site Access”.

**Parking Lot Location**

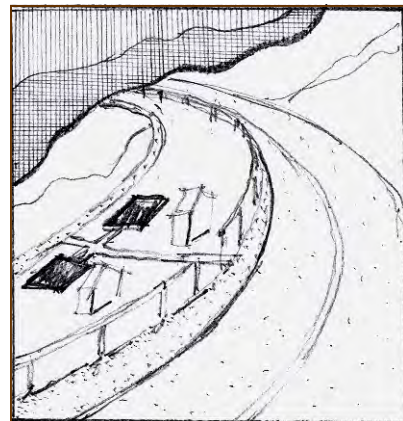
**E.11.iv**

Parking should be subservient to the buildings and pedestrian system. It is recommended that commercial buildings be sited close to the Corridor right-of-way, with parking areas located to the rear and/or sides of the building. This creates a more attractive streetscape for passing traffic and shoppers alike. Building entrances and lighting should be arranged so as to make side and rear parking lots attractive to customers. For example, corner doorways opening to both the side and the front, should be considered for side parking lots.

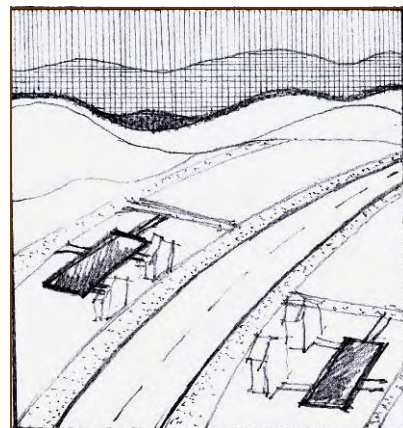
Driveways and/or parking areas in the rear of buildings should connect with adjoining lots, as discussed above. This secondary road system enhances security for customers. An alternate arrangement for already-developed areas could include providing parking between deeply-set existing stores and a grouping of new structures fronting on the Corridor.



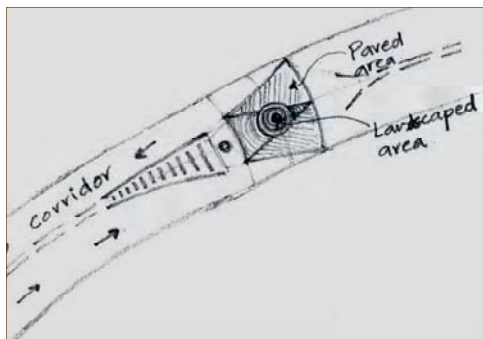
39. Minimize interference with traffic flow by using shared driveways and access roads



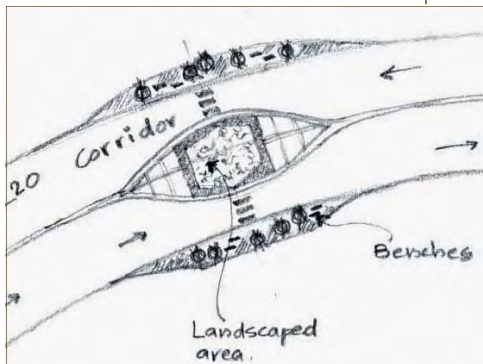
40. Preserve visual character by locating parking behind buildings



41. Development using unified parking plans and interconnection



42. Modified roundabout with tapered median



43. Pedestrian crosswalk and landscaped traffic islands

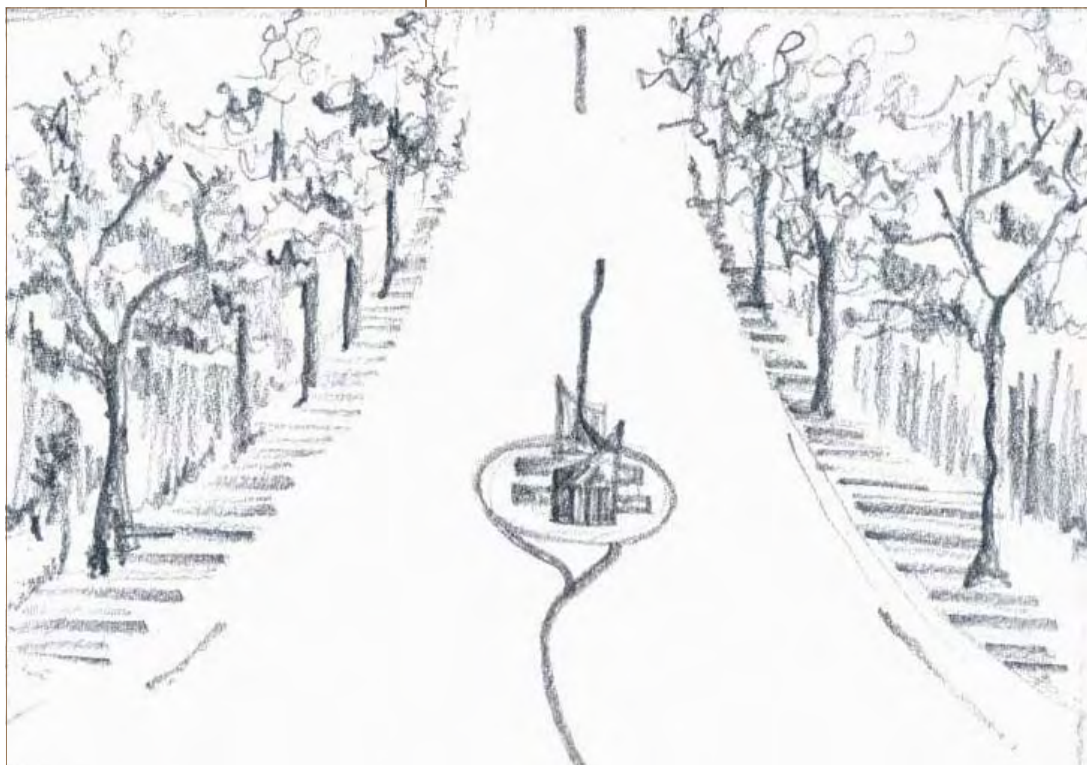
### Utilize Traffic Calming Techniques in the Village Bloomfield E.12

The volume and speed of traffic along 5 and 20 in the village and hamlets can be detrimental to pedestrians and bicyclists. In particular, it can be dangerous to cross Routes 5 & 20 in these areas. Traffic calming techniques which are recommended for the village of Bloomfield and Hamlet of West Bloomfield include following strategies:

- ◆ Clearly marked crosswalks at the street intersections
- ◆ The evaluation by NYSDOT of the need for a traffic light and the addition of a pedestrian demand Walk-Don't Walk signal at the light.
- ◆ Landscaping, street amenities, and signage which promotes a pedestrian-friendly environment (largely in place).
- ◆ Medians or islands can greatly improve pedestrian safety.

The techniques illustrated here are prototype in nature and their design and location would require engineering studies to determine.

### “CALM” TRAFFIC IN PEDESTRIAN ZONES



44. Traffic island with central amenities (e.g. fountain, clock, art, etc)



## Corridorwide Recommendations

## F. Corridorwide Recommendations

### Scenic Corridor Overlay District

#### Introduction

F.1

This section contains a draft Scenic Corridor Overlay district for the Routes 5 and 20 corridor study area. As a rule of thumb, it is recommended that the district be mapped on all lands within 1,000 feet of state highway right-of-way in each municipality. Mapping and text refinements can be made according to particular municipal needs or site-specific conditions, if needed.

Most of the overlay district focus is on guiding the pattern and design of development, not the use or density per acre. The scenic corridor overlay district regulations would not alter the underlying or base zoning regulations for use or density except in those cases where the overlay district would further restrict uses or reduce density.

## ZONING

#### Text of Proposed Law

F.2

##### *Establishment, Findings and Purpose*

F.2.i

##### ESTABLISHMENT

An overlay district known as the "Routes 5 and 20 Scenic Corridor Overlay District" is hereby established.

##### FINDINGS

The Town Board finds that to protect the health, safety and general welfare of the Town of \_\_\_\_\_ and its citizens, there is a need to address the special aesthetic, land development, traffic, density, design, and other conditions associated with the major east-west roadway corridor in the Town of \_\_\_\_\_.

##### PURPOSES

The purposes of the Scenic Corridor Overlay district, in combination with underlying district regulations, are as follows:

1. Provide for a high-quality, well-planned, and well-maintained roadway corridor; and
2. Protect and enhance scenic resources including landscapes, ridgelines, meadows, and geologic features that have a special scenic character or a historic or aesthetic interest or value or that represent or reflect the character of the communities along the Routes 5 and 20 corridor; and
3. Safeguard scenic resources, aesthetics and cultural heritage, as embodied in the landscape and geologic features; and
4. Foster civic pride in the beauty of the Routes 5 and 20 corridor; and

5. Promote the use of scenic and aesthetic resources for the education, pleasure and welfare of the people of the Town of \_ and visitors thereto; and
6. Establish a pleasing atmosphere with landscaping, buffering coordinated development patterns; and
7. Encourage innovative and quality architecture, landscaping, and site design; and
8. Reduce the visual distractions along the corridor; and
9. Promote safe and efficient traffic and pedestrian conditions; and
10. Maintain the long-term mobility and function of the arterial roadway;
11. Protect investment in the public infrastructure;
12. Provide clear and consistent standards for the development of land on or adjacent to the corridor; and
13. Provide attractive, marketable, and sustainable commercially-zoned parcels in appropriate locations along the corridor; and
14. Attract and retain quality commercial investment along the corridor; and
15. Protect tax base and property values; and
16. Minimize land use conflicts; and
17. Protect adjacent uses from adverse impacts; and
18. Protect community character, and thereby promote a high quality of life for residents of the Town of \_\_\_\_\_ ; and
19. Promote sustainable and environmentally-friendly economic development by preserving the rural character important to the Finger Lakes tourism industry; and
20. Coordinate development in a manner compatible with the public welfare of the Town of \_\_\_\_\_ .

**Applicability**

**F.2.ii**

1. The Routes 5 and 20 Scenic Corridor Overlay District shall include all lands fronting on Route 5 and 20 that lie within the Town of \_\_ to a depth of 1000 feet thereof measured from the centerline of the roadway.
2. The regulations of this chapter shall overlay all other zoning districts and other requirements regulations the development of land so that any parcel of land lying within the overlay district shall also lie within at least one other underlying zoning district.
3. These provisions and regulations of the Routes 5 and 20 Scenic Corridor Overlay District are in addition to all other provisions and regulations of the zoning code which apply to the underlying zoning as determined on the official zoning map of the Town.
4. All property within this Overlay district will have the requirements of both the underlying and this overlay zoning district in addition to other requirements regulating the use land whenever the provisions of the Overlay District apply.
5. This Overlay District shall be superimposed over existing zones. Each use must conform to the development standards required by the underlying zoning district as well as this Overlay District, and the more stringent standard shall control.

6. Official Map. The locations and boundaries of all the conservation area shall be delineated on an official set of maps on file at the Town Clerk's office. These maps shall be known and cited as the "Official Routes 5 and 20 Corridor Scenic Overlay District Map". The boundaries of the Scenic Overlay District shall be included on the Scenic Overlay District Map at an appropriate scale and with a metes and bounds description such that the boundaries can be clearly identified.
7. Designation of the scenic overlay shall include identification of all natural, historic, and scenic resources that contribute to the designation.

### **Design Review**

### **F.2.iii**

1. Routes 5 and 20 Scenic Corridor Overlay District site development standards shall be incorporated into any project plans submitted to the Town Planning Board for site plan review.
2. The Planning Board shall review all Routes 5 and 20 Scenic Corridor Overlay District development standards incorporated in such project plans to insure compliance with the requirements, intent and spirit of the district
3. Site plan and architectural review by the Planning Board shall be required for all proposed uses and use changes.
4. Design Plans Required. As part of its site plan submitted for Planning Board review, the Applicant shall submit a design plan for each of the following: landscaping; buildings and structures; lighting; and signage. The design plan shall justify deviation from the guideline criteria. The Planning Board may, prior to site plan approval, require revision of the design plan. The design plan shall, at a minimum, comply with the provisions of this law. The Planning Board shall condition site plan approval on conformance with the design plan that shall be incorporated in the approved site plan.
5. In addition to the site plan submission requirements in Section \_ of the Code of the Town of \_, each site plan application shall include graphic materials illustrating the following proposed features, if present in the proposed plan:
  - a. Elevation of all buildings and structures;
  - b. Building materials utilized on all facades of the building;
  - c. All site and building lighting;
  - d. All signage (generic signage may be utilized) including sign lighting, materials and sizes.

The following site development standards shall apply to the Routes 5 and 20 Scenic Corridor Overlay District (all setbacks, depths and widths are measured from lot lines or the road right-of-way boundary):

1. Dimensional Requirements:
  - a. Lot Area: The minimum lot area within the Routes 5 and 20 Scenic Corridor Overlay District shall be 40,000 square feet.
  - b. Lot Coverage: The maximum coverage by buildings, accessory structures, outside storage areas, surface parking, driveways, loading areas, and other impervious surface areas shall be forty (40) percent of the lot area
  - c. Open Space Coverage: Undeveloped open lands, landscaped and park areas, and pedestrian walkways, shall occupy a minimum of sixty (60) percent of the lot.
  - d. Lot Width: The minimum lot width shall be two hundred (200) feet except that corner lots shall have a minimum width of 250 feet. Lot widths may be reduced by the Planning Board if permanent shared access easements are duly recorded, and the Planning Board finds that access separation of widths in this section are met.
  - e. Lot Depth: The minimum lot depth shall be two hundred (200) feet, with the exception of corner lots, which shall have a minimum depth of 250 feet.
  - f. Building setbacks:
    - i. Front setback: seventy-five (75) feet.
    - ii. Side setback: twenty-five (25) feet except when a non-residential district abuts a residential district, then not less than one hundred (100) feet, and seventy-five (75) feet when abutting a street or road.
    - iii. Rear setback: twenty-five (25) feet, except a non-residential district abuts a residential district, then not less than fifty (50) feet. If the rear lot line fronts on a road, front setbacks shall apply.
    - iv. At least one primary building on every site shall be located with a setback of between seventy-five (75) and one-hundred (100) feet.
  - f. Height:
    - i. No new building or structure shall exceed forty (40) feet in height.
    - ii. No new accessory building or structure shall exceed twenty-five (25) feet in height.
  - g. Display and Parking Setbacks:
    - i. Front setback: thirty (30) feet.
    - ii. Side setback: twenty-five (25) feet except when abutting a residential district, then fifty (50) feet, and when abutting street or road, thirty (30) feet.

- iii. Rear setback: twenty-five (25) feet, except when abutting a residential district, then fifty (50) feet. If the rear lot line fronts on a road, front setbacks shall apply.
- 2. **Fencing:** Fencing shall be provided as follows:
  - a. A six-foot high solid decorative fence is required along all rear setback and side lot lines abutting a residential district excepting the first one hundred (100) feet from the road. Landscaping on the residential district side of the fence may be required by the Planning Board. The Planning Board may vary fence location, height and construction to accommodate an aesthetically pleasing buffer zone.
  - b. Solid decorative fence materials may be required by the Planning Board. Such materials shall be masonry, slump stone, split face rock, brick, stucco, or similar quality material.
- 3. **Parking:** Unified parking plans shall be required for the full build out of a property.
  - a. **Parking Lot Location.** Site plans shall detail a parking plan. Parking shall be located predominantly to the side or rear of buildings, with buildings located between the major parking areas and the street. Any deviation from this requirement shall be justified by the developer by demonstrating a practical difficulty. When parking is located between a building and the street, the Planning Board may require mitigating measures, including additional or enhanced landscaping, additional parking setbacks. The site plan must demonstrate integration of parking into the overall site, in an aesthetically pleasing manner, taking into account pedestrian and traffic flow.
  - b. **Shared Parking.** When practicable, parking areas shall be shared with adjacent businesses. In cases where shared parking is provided by recorded agreements that cannot be terminated without the approval of the Town, the Planning Board may permit a reduction in the required parking area when the applicant can show the total parking needs are met.
- 4. **Loading:** Loading and unloading areas shall be provided of a sufficient size to accommodate the numbers and types of vehicles likely to use the premises, given the nature of the development proposed. Loading and unloading areas shall be located and designed to allow vehicles to safely maneuver to and from the public right-of-way and to prevent obstruction or interference with the public right-of-way, parking space or parking aisle. Loading areas shall be provided to the rear of buildings wherever possible.
- 5. **Cross Access:** Cross access to adjacent properties (except resident properties) shall be provided for in all cases. The Planning Board may require cross access agreements or reservations to be recorded.

6. Landscaping: In the Routes 5 and 20 Scenic Corridor District, all of the open space site area shall be developed with landscaping. A complete landscaping plan, including types of trees and shrubs, and density must be approved by the Planning Board prior to site plan approval. Minimum landscaping standards are as follows:
- a. Landscaping shall consist of a combination of trees, ground cover and shrubbery to adequately cover all designated landscaping areas (including areas required for parking setbacks).
  - b. Wherever possible, existing trees shall be preserved. Trees to be preserved and trees to be removed must be noted on the site plan.
  - c. Non-living materials shall not be substituted for required landscaping except that decorative rocks or stones may be substituted for ground cover where the Planning Board finds that trees and shrubbery are sufficiently dense.
  - d. Pedestrian walkways may be integrated into the landscaping. /
  - e. A landscaped green area shall be located adjacent to all roads. The area shall encompass the entire setback area between the road right of way and the building or parking area. The area shall consist of a combination of grass or suitable ground cover, shrubs and deciduous trees and may include variations in elevations.
  - f. Trees shall be preserved and/or planted along the Route 5 and 20 roadway frontage and spaced not less than 30 feet apart.
  - g. The paved areas of parking lots with more than 20 spaces shall be interspersed with landscaped medians containing trees and/or other natural growing materials. Planting islands shall be large enough to support mature trees. At grade, open parking lots with more than five (5) spaces shall contain at least 10 percent of the interior area of the parking facility landscaped. This shall not include perimeter planting required otherwise herein for buffer, etc.
  - h. Landscaping around commercial buildings shall be at a minimum width of five (5) feet in all areas except entrances and the rear façade.
  - i. Whenever additional or greater landscaping is required by other applicable regulations, they shall be complied with.
  - j. For new plantings, shrub and tree size, and variety shall be designated prior to site plan approval. , the size shall be large enough to establish aesthetically pleasing affect when stated and must be approved by the Planning Board. Minimum trees and shrub sizes shall be:
  - k. Landscaping shall be maintained in a neat, clean and healthful manner.
  - l. A landscaping maintenance bond shall be required to guarantee maintenance of approved landscaping for a period of three (3) years from planting.

7. Access and Circulation Standards. All developments shall provide an access and circulation plan as part of the site plan. The access and circulation plan shall conform to the following standards:
- a. The number of curb cuts in the corridor shall be minimized. Unless the Applicant demonstrates that it is not feasible, access to businesses shall be provided through one of the following means:
    - i. Access through a common driveway serving adjacent lots or premises.
    - ii. Access through existing side or rear street, unless the Planning Board finds undue interference with residential areas.
    - iii. Access through a cul-de-sac or loop road shared by adjacent lots or premises.
  - b. Development sites under the same ownership or those consolidated for development shall be treated as a single site and should provide a coordinated access management and circulation plan.
  - c. The developer shall demonstrate, as part of site plan review, that entrances and exits to the main highways are the minimum that will adequately serve the site. No more than one access to main highways will be allowed.
  - d. Driveways shall be designed to provide exiting motorists with safe sight distance.
  - e. Internal circulation (e.g., parking lots and driveways) shall be provided, to the greatest extent possible, among adjoining premises to encourage internal property to property pedestrian, bicycle and vehicular movements.
  - f. Cross access shall be provided to adjacent properties. Cross access agreements and/or reservations with easements that cannot be extinguished without the consent of the Town, shall be provided.
  - g. Individual developers, shall develop a site layout that facilitates future joint access in anticipation of future adjacent development. When the opportunity for future joint or cross access exists, Temporary Development Agreements shall be a condition of site plan approval. Temporary Development Agreements shall allow sole access only until adjoining development is planned at some future date, at which time permanent joint access systems shall be implemented. Reserved rights-of-way and/or reciprocal easement agreements may be required as a condition of site plan approval.
  - h. Individual road access along main roads shall be placed as far apart as possible to reduce the potential for vehicular collisions by limiting and separating conflict points. The applicant shall justify safety and traffic circulation concerns on all road access.



- i. Definable driveways for all new and re-developed sites are required; no open paved areas fronting directly on Route 5 and 20 shall be allowed.
- j. Provided entrance ways shall have adequate depth or "throat length" to prevent vehicles from backing onto Route 5 and 20 while waiting to proceed further into the site.
- k. Access to corner parcels shall be far enough from the intersection that vehicles using the driveway do not interfere with the function of the intersection. Driveways shall be prohibited within the boundaries of intersection turn or merge lanes. Distances from intersections shall be maintained and, at a minimum, shall be 100 feet for partial access (right hand turns in or out only) and 200 feet for full access.
- l. Access to all "out parcels" (i.e., separate lots servicing a primary business) shall be provided through the access and circulation system of the principal retail center and not via separate driveways to Route 5 and 20.
- m. The Planning Board, as part of the site plan review process, may require a traffic study, or an access or a circulation study, or any combination thereof.
- n. Shared driveways, cross access driveways, interconnected parking, and private roads constructed to provide access to properties internal to a subdivision shall be recorded as an easement and shall constitute a covenant running with the land. Operating and maintenance agreements for these facilities shall be recorded with the agreements. The agreements shall provide that they cannot be extinguished without the consent of the Town.
- o. Changes in Access; Condition Requirements:
  - i. The Planning Board may establish provisions for and require future alteration of the location and design of driveways, parking, and other access features based on phased development, additional development or a change in use of a property, or development of or a change in use at an abutting property, which affects access or circulation.
  - ii. On completion of a side, access or service road abutting a property with a driveway connection to a public road, the { } Board may require a driveway or driveways to the side, access or service road and closure of the driveway connection the public road.
- p. Non-Conforming Access.
  - i. When a property owner of a property with an existing, non-conforming driveway or driveways applies for a permit to upgrade or change the use of the property, the { } Board shall determine whether it is necessary and appropriate to require changes in access to the premises.
- q. Site Organization and Building Design:

8. All facades of buildings that are visible from streets, parking areas, or adjacent sites shall be architecturally designed to enhance aesthetic appearance. Such facades shall not be constructed with exposed cinder block or concrete facades. Buildings. The principal building must meet the following standards:
- a. The front facade of the building shall be constructed of or wood frame, brick, split rock, or stucco, with cedar, lap siding, or similar material. Concrete block lay-up facades shall not be permitted.
  - b. Not less than thirty-five percent (35 percent) of the front facade shall be dedicated to clear glass windows and/or glass doors.
  - c.
  - d. Buildings shall be designed to eliminate long expanses of blank walls of single color or texture.
  - e. Windows must cover not less than thirty-five (35%) percent of the any facade facing a road or street.
  - f. The site plan shall demonstrate architectural compatibility of buildings on the site and shall demonstrate that the architecture of surrounding uses was considered in the design.
  - g. Roof top mechanics shall be screened from public view by the use of architecturally compatible materials.
  - h. Any ground level mechanical service equipment and refuse dumpsters or container shall be screened from public view by use of landscaping, decorative walls, decorative fencing or other design treatment compatible with site buildings. Additionally, refuse containers and dumpsters shall be hidden from view by location.
9. Pedestrian Walkways. Site Plan shall incorporate pedestrian walkways into every site. Walkways shall meet the following standards:
- a. Where sites are adjacent to municipal sidewalks, they shall be integrated with them.
  - b. Pedestrian walkways shall be provided between buildings located on a site.
  - c. Pedestrian walkways shall be incorporated into cross access and joint access as developed on site plans.
  - d. Unless waived by the Planning Board as part of the overall site approval, pedestrian walkways shall be integrated into green areas between streets and buildings and shall be coordinated with landscaping in such areas.
  - e. Pedestrian walkways shall be constructed of concrete or decorative brick or other decorative materials, but shall not be of the same materials as parking areas.

10. Site Lighting: Exterior display lighting shall be developed in accordance with an approved lighting plan indicated design layout, exact luminary mounting height, and distance between light standards consistent with the Code of the Town of \_\_\_\_.
  - a. Innovative lighting design with varying light intensity levels is encouraged for highlighting and merchandising purposes.
  - b. All lighting in such areas shall be directed away from residential areas.
  - c. All direct light beams shall be directed towards the lot buildings and exterior display areas.
  - d. All lighting shall comply with the following standards related to security lighting:
    - i. Private on-site lighting standards adjacent or proximate to any setback shall not exceed 15 feet in height above grade.
    - ii. Lighting standards may have two luminaries per standard and must be mounted parallel to the public street right-of-way.
    - iii. Fixed spotlight fixtures shall not be directed toward or emit glare toward the Route 5 and 20 corridor, other public streets or adjacent properties.
    - iv. Temporary display spotlights shall not be permitted.
    - v. Shields and direction requirements may be required to protect neighbors or entrance aesthetic of the sight.
    - vi. As a condition of approval for any substantial remodeling or expansion of any property, the applicant shall be required to cause non-conforming lighting to meet the provisions of this section related to lighting.