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A.1 New York State City Law §28-a. "City Comprehensive Plan"

1. Application. This section shall not apply in a city having a population of more than one million.
2. Legislative findings and intent. The legislature hereby finds and determines that:
 - a. Significant decisions and actions affecting the immediate and long-range protection, enhancement, growth and development of the state and its communities are made by local governments.
 - b. Among the most important powers and duties granted by the legislature to a city government is the authority and responsibility to undertake city comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.
 - c. The development and enactment by the city government of a city comprehensive plan which can be readily identified, and is available for use by the public, is in the best interest of the people of each city.
 - d. The great diversity of resources and conditions that exist within and among the cities of the state compels the consideration of such diversity in the development of each city comprehensive plan.
 - e. The participation of citizens in an open, responsible and flexible planning process is essential to the designing of the optimum city comprehensive plan.
 - f. The city comprehensive plan is a means to promote the health, safety and general welfare of the people of the city and to give due consideration to the needs of the people of the region of which the city is a part.
 - g. The comprehensive plan fosters cooperation among governmental agencies planning and implementing capital projects and municipalities that may be directly affected thereby.
 - h. It is the intent of the legislature to encourage, but not to require, the preparation and adoption of a comprehensive plan pursuant to this section. Nothing herein shall be deemed to affect the status or validity of existing master plans, comprehensive plans, or land use plans.
3. Definitions. As used in this section, the term:
 - a. "city comprehensive plan" means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the city.
 - b. "land use regulation" means an ordinance or local law enacted by the city for the regulation of any aspect of land use and community resource protection and includes any zoning, subdivision, special use permit or site plan regulation or any other regulation which prescribes the appropriate use of property or the scale, location, and intensity of development.
 - c. "special board" means a board consisting of one or more members of the planning board and such other members as are appointed by the legislative body of the city to prepare a proposed comprehensive plan and/or an amendment thereto.
4. Content of a city comprehensive plan. The city comprehensive plan may include the following topics at the level of detail adapted to the special requirements of the city:
 - a. General statements of goals, objectives, principles, policies, and standards upon which proposals for the immediate and long-range enhancement, growth and development of the city are based.
 - b. Consideration of regional needs and the official plans of other government units and agencies within the region.
 - c. The existing and proposed location and intensity of land uses.
 - d. Consideration of agricultural uses, historic and cultural resources, coastal and natural resources and sensitive environmental areas.
 - e. Consideration of population, demographic and socio-economic trends and future projections.
 - f. The location and types of transportation facilities.
 - g. Existing and proposed general location of public and private utilities and infrastructure.
 - h. Existing housing resources and future housing needs, including affordable housing.
 - i. The present and future general location of educational and cultural facilities, historic sites, health facilities and facilities for emergency services.
 - j. Existing and proposed recreation facilities and parkland.
 - k. The present and potential future general location of commercial and industrial facilities.
 - l. Specific policies and strategies for improving the local economy in coordination with other plan topics.
 - m. Proposed measures, programs, devices, and instruments to implement the goals and objectives of the various topics within the comprehensive plan.
 - n. All or part of the plan of another public agency.
 - o. Any and all other items which are consistent with the orderly growth and development of the city.

5. Preparation.
The legislative body of the city, or by resolution of such body, the planning board or a special board, may prepare a proposed city comprehensive plan and amendments thereto. In the event the planning board or special board is directed to prepare a proposed comprehensive plan or amendment thereto, such board shall, by resolution, recommend such proposed plan or amendment to the legislative body of the city.
6. Referrals.
 - a. Any proposed comprehensive plan or amendment thereto that is prepared by the legislative body of the city or a special board may be referred to the city planning board for review and recommendation before action by the legislative body of the city.
 - b. The legislative body of the city shall, prior to adoption, refer the proposed comprehensive plan or any amendment thereto to the county planning board or agency or regional planning council for review and recommendation as required by section two hundred thirty-nine-m of the general municipal law. In the event the proposed plan or amendment thereto is prepared by the city planning board or a special board, such board may request comment on such proposed plan or amendment from the county planning board or agency or regional planning council.
7. Public hearings; notice.
 - a. In the event the legislative body of the city prepares a proposed city comprehensive plan or amendment there- to, the legislative body of the city shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment, and in addition, the legislative body of the city shall hold one or more public hearings prior to adoption of such proposed plan or amendment.
 - b. In the event the legislative body of the city has directed the planning board or a special board to prepare a proposed comprehensive plan or amendment thereto, the board preparing the plan shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment. The legislative body of the city shall, within ninety days of receiving the planning board or special board's recommendations on such proposed plan or amendment, and prior to adoption of such proposed plan or amendment, hold a public hearing on such proposed plan or amendment.
 - c. Notice of a public hearing shall be published in a newspaper of general circulation in the city at least ten calendar days in advance of the hearing. The proposed comprehensive plan or amendment thereto shall be made available for public review during said period at the office of the city clerk and may be made available at any other place, including a public library.
8. Adoption. The legislative body of the city may adopt by resolution a city comprehensive plan or any amendment thereto.
9. Environmental review. A city comprehensive plan, and any amendment thereto, is subject to the provisions of the state environmental quality review act under article eight of the environmental conservation law and its implementing regulations. A city comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations. No further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the generic environmental impact statement and its findings.
10. Agricultural review and coordination. A city comprehensive plan and any amendments thereto, for a city containing all or part of an agricultural district or lands receiving agricultural assessments within its jurisdiction, shall continue to be subject to the provisions of article twenty-five-AA of the agriculture and markets law relating to the enactment and administration of local laws, ordinances, rules or regulations. A newly adopted or amended city comprehensive plan shall take into consideration applicable county agricultural and farmland protection plans as created under article twenty-five-AAA of the agriculture and markets law.
11. Periodic review. The legislative body of the city shall provide, as a component of such proposed comprehensive plan, the maximum intervals at which the adopted plan shall be reviewed.
12. Effect of adoption of the city comprehensive plan.
 - a. All city land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.
 - b. All plans for capital projects of another governmental agency on land included in the city comprehensive plan adopted pursuant to this section shall take such plan into consideration.
13. Filing of city comprehensive plan. The adopted city comprehensive plan and any amendments thereto shall be filed in the office of the city clerk and a copy thereof shall be filed in the office of the county planning agency.

A.2 Charge of the Comprehensive Plan Review Committee, 2019

Canandaigua City Comprehensive Plan Committee

Composition

Tom Lyon will Chair the Committee

Members include: Stan Taylor, Lindsay Pennise, Jamie Hitchcock, Eric Cooper, Cindy Wade, Robert O'Brien, Jeremy Steele-Perkins

Justification

The City of Canandaigua Comprehensive Plan shall be a statement of goals, principles and standards which the City Council of City of Canandaigua endorses and promotes, and shall serve as a guide for the significant decisions and actions of the City Council, City staff, the Planning Commission and the Zoning Board of Appeals affecting the immediate and long-range protection, enhancement, growth and development of the City of Canandaigua.

Responsibilities

The Committee has the following responsibilities:

1. Collect public input through focus groups, surveys, and public hearings
2. Research regional needs and official plans of other government units within the region while considering population, demographics and socio-economic trends and future projections.
3. Apply sound planning principles

Reporting

The CPC will report to the City Council monthly through the City Council Planning Committee Chairperson.

The CPC will adhere to open meeting regulations and regularly publicize opportunities for the public to attend focus group sessions and committee meetings. The completed Comprehensive Plan will be presented to City Council for review and adoption by January 31, 2020.

A.3 Active Transportation Plan: Summary of Recommendations



The City of Canandaigua

Active Transportation Plan

Prepared by



For the 2009 Canandaigua City Council

VI. Recommendations

The recommendations in this section are aimed at creating an integrated Action Transportation network in the City of Canandaigua. As noted in the executive summary these recommendations are supported by City of Canandaigua Comprehensive Plan and by numerous county, regional state and federal plans and policies.

All recommendations are to be in accordance with AASHTO, FHWA, NYDOT and any other relevant standards.

The recommendations in this Plan are not meant to be all inclusive and need to be re-evaluated during the engineering and implementation phases.

The fundamental goal of this Plan is provide an Action Transportation System for the City of Canandaigua that is safe, accessible, comfortable, and well maintained for all users.

Implementation of this Plan will establish a network of pedestrian, bicycle and public transportation facilities. This network is shown on the Priority Route Map (figure 6a). The network is composed of priority locations and facilities where specific improvements have either already been made, are in the implementation phase or are proposed in the future. Figure 6a presents only priority routes and facilities, as per the “Complete Streets” movement all improvement projects will include provision for Active Transportation elements. This will expand and enhance the Active Transportation System beyond the listed priorities in the future. Greenways (shared-use paths) will also contribute to the network and the City should look to expand the network beyond those indicated on the Priority Route Map as opportunities are presented. The goal is to bring all roadways in compliance with “complete streets” and have the City of Canandaigua recognized as “bicycle friendly” and “walkable”.

Priority Routes Recommendations

The priority treatments presented in this section include 5 areas of improvements:

- Bicycle on-road improvements – Figure 6b
- Bicycle off-road facilities- Figure 6c
- Shared-use path-Figure 6d
- Pedestrian treatments- Figure 6e
- Public transit treatments- Figure 6f

The priority treatments applied to specific facilities are presented in the Priority Route Recommended Treatment Chart – Figure 6g

The proposal for the Outhouse Transportation Center and Park is presented as a stand-alone recommendation. – Page , Figures 6j, 6k.

Figure 6a



Bicycle On-Street Treatments

Treatment Reference	Treatment	Treatment Applied When:	Details & Examples	Est. Cost
A	Signed shared Roadway	Route is the preferred way between two destinations, used when curb lane or paved shoulder is wide enough for safe bicycle travel. Signage informs both motorists and bicyclists that the roadway is to be lawfully shared.		\$200. ⁰⁰
B	"Hybrid" Lanes	Along a Shared Roadway or wide curb lane when wide enough for safe bicycle travel. Most beneficial when bikes will be traveling along on-street parking.	 <small>Hybrid bicycle lane symbol</small>	\$200. ⁰⁰
C	Designated Driving Lanes	Streets with no pavement markings. Driving Lanes designated with center line(s) and solid outside line	10'6" lane width recommended If speed limit < 30 mph.	\$.40/LF per line
D	Paved Shoulders	Facility in rural or uncurbed area.	4' recommended width when speed limit < 30 	\$38. ⁰⁰ SY
E	Bike Lanes	Facility is built for Group B/C riders. Creates perceptual separation from motor vehicle traffic when road width can accommodate a lane and maintenance is maintained and funded.	5' recommended width, (at least 4' left of gutter seam line)	\$.50/LF per line
F	Bike Route Signs	Along designated bike routes or along a roadway connecting other bike facilities, signs are meant to advertise the most advantageous routes.		\$75. ⁰⁰
G	Shared Lane Yield to Bicyclists	A bike lane or shoulder ends and bikes are meant to continue along wide curb lane		\$100. ⁰⁰
H	Intersection Guidance Signage	Bicyclist and motorists are in need of instructions on how to proceed through an intersection		\$100. ⁰⁰
I	Bicycle Safe Inlet Grates	Street inlet grates retrofitted as bicycle friendly		

Figure 6b

Bicycle Off-Street Treatment Chart

Figure 6c

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
J	Bike Racks	Intended for short term storage(<4 hrs), racks are unprotected from weather.		\$1,000. ⁰⁰
K	Bike Lockers	Intended for long term storage (>4 hrs.) useful for transit stations, hotels & apts.		\$1200. ⁰⁰
L	Bike Shelters	Intended for mid-term storage (2-4 hrs) useful at offices, shopping centers, transit centers. Protects bikes and riders from weather.		\$2,000. ⁰⁰
M	Bike Maps	Intended to inform bicyclists of recommended routes, local destinations and rules of the road	Distribution at transit stations, bike shelters, lockers and selected racks	

The Pedestrian and Bicycle Information Center provides guidelines concerning bicycle racks.²⁶

Bicycle racks should:

- Support the frame of the bicycle and not just one wheel;
- Allow the frame and one wheel to be locked to the rack when front wheel is removed;
- Allow the use of either cable or U-shaped lock ;
- Be securely anchored and usable by a wide variety of sizes and types of bicycle.

Suggested Criteria for bicycle rack locations are;

- Covered parking should have a minimum of 6' head clearance and be in well lit area in open view;
- Racks should be used with minimum sidewalk width of 10', near the curb and away from building entrances;
- Racks must not interfere with boarding or loading passengers of public transportation;
- Install racks only on concrete, racks installed on asphalt are not secure;
- Racks must be 4' from hydrants, curb ramps, and building entrances;
- Racks placed within 50' of main entrance of building frequently used by bicyclists;
- MUTCD parking guard sign(D4-3) used to inform bicyclists of parking areas.

The United States Green Building Council (ASGBC) suggests:

- Commercial and industrial buildings provide bicycle racks for a minimum of 5% of building users ;
- School buildings provide racks for 5% or more of school staff or students above 3rd grade;
- Residential building provide covered storage for a minimum of 15% of building residents.

Shared-Use Path Treatment Chart

Figure 6d

Treatment Reference	Treatments	Treatment used when	Details and Examples	Est. Cost
I	Trail Head Identification	Used to identify beginning/end of sections of shared-use path, or where parking or storage facilities are available.		
II	Path Rules and Regulations Signage	Used to inform users of general information (hrs. available for use), rules and regulations for the safe and enjoyment of all users.		
III	Path Rest Area	Spaced according to appropriate standards off-path rest areas to include bench, emergency call station, location marker, and appropriate history or nature information.		
IV	Location Markers	Uniquely numbered location markers spaced according to appropriate standards for emergency locating of user. Location map to be posted at all emergency facilities and 911.		
V	Location Maps	Path maps with "You are Here" designation in weather proof holders to advise users of destinations and present location placed strategically along pathway		
VI	Motor Vehicle Parking	Adequate motor vehicle parking to be provided at selected trailheads.	No overnight parking to be allowed. Parking allowed only during path usage hours.	
VII	10' Stone-dust Shared-use Path	Built to appropriate standards AASHTO, FHWA, ADA		
VIII	Pooper scooper station	Plastic bag dispenser with trash receptacle		
IX	Historical or Educational Information Sign	Inform public of Historical facts or educational information about nature, the environment or other relevant information		

X	Shelter	12' X 12' shelter for safety and rest, could be used with III, V, VIII and IX			
XI	Water Fountain and Spigot	Where feasible and cost effective			
XII	Emergency phone or alarm	Installed as per appropriate standards along path in conjunction with other safety and location marking facilities.			
XIII	Pedestrian & Bicycle Bridge	Installed per appropriate standards and to compliment current bridges in Lagoon Park.			\$150,000 each
XIV	Same Grade Pedestrian Railroad Crossing	Installed per appropriate standards Appendix 6a			\$30,000. ⁰⁰
XV	Fitness Trail	A path equipped with obstacles or station distributed along its length for exercising the human body to promote good health. Appendix 6b			\$7,500. ⁰⁰

Pedestrian Treatment Chart

Figure 6e

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
1	Sidewalks	No "pedestrian lanes" are present on either side of the roadway. Shown to reduce collisions and improve mobility to and from city destinations	FHWA and ITE recommend a width of 5'.	New - \$11/sq.ft.
2	Smooth Surface	Safe "pedestrian lanes" demand smooth surfaces, whether surface is concrete, asphalt or crushed stone. Provides safe, fully accessible, attractive facility.		
3	Marked Crosswalks	To indicate preferred locations for pedestrians to cross and designate right-of-ways to motorists.		\$300 / lane
4	Advance Yield Markings	High risk of multiple threat accidents. Most effective on multilane roads with high traffic count where visibility of pedestrians is an issue. ²⁴		\$150/sign installed
5	Flashing LED Pedestrian Crossing Signs	Mid-block high-risk crosswalks or part of Safe Routes to School program. Effective in extending range of visibility and increasing driver awareness. ²⁵		
6	"Your Speed" displays	Traffic calming is called for. Effective in school zones. ²⁶		
7	In- roadway warning system	In high-risk crosswalks and school zones. Increases driver awareness of pedestrians in crosswalk		\$25,000 to \$40,000 per crosswalk
8	Colored or Patterned Crosswalks	Highly visible crosswalks in high-risk areas. Increases driver awareness of crosswalk location		

Public Transit Treatment Chart

Figure 6f

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
A	Bus Stop Shelters	Scheduled bus stops locations. Protects riders from elements while awaiting public transportation. Can be station for advertising and education		Avg. \$5,000.00
B	Bus bike racks	Demanded for intermodal transportation. Essential for long distance or inter community and ride-to-work programs.		\$1,000.00
C	Vintage Bus Trolley	Three season transportation for local residents and tourists. Would serve as connector between shopping corridor (5&20), the lake front and the downtown destinations.		?
D	Outhouse Transportation Center	Demand for public transportation center for rider health and safety. Also for ticket sales, park and ride parking, bike storage, bike rental, bike repair. Center for tourist information, user education, encouragement and advocacy. Part of proposed Roundhouse Park	 	\$750,000

Transportation experts agree that public transportation will play an expanded role in our transportation system in the future.^{28,29} However, the benefits of public transportation related to reducing congestion, fuel consumption, and highway infrastructure costs diminish when occupancy rates of trains and buses are low. Increasing total ridership and occupancy rates must therefore be a top priority to maximize return on existing and future infrastructure investments. The development of the Outhouse Transportation Center and the Roundhouse Park will provide a safe, comfortable, attractive and centrally accessible facility encouraging people to choose Active Transportation as their preferred mode of transportation.

Policies and Programs

Complete Streets Policy

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.³⁰

A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

In the City of Canandaigua many streets lack sidewalks, few accommodate bicyclists well and most encourage motor vehicles to travel too close and too fast for pedestrian and bicyclist safety. The lack of permanent bus stop facilities creates an unsafe environment for all users including motorists due to unanticipated stops.

A common misconception is that complete streets cost more to build than traditional car-centered streets. In fact, complete streets most often cost no more and many times cost less than traditionally designed streets. Using the same right-of-way width, streets can be designed with narrower lane widths providing safer bicycle travel lanes at the same time slowing traffic. There is also an economic benefit through encouraging people to use Active Transportation modes of travel to reach their destination which benefits local businesses [appendix 6 c](#)

The Plan recommends the City of Canandaigua adopt the policy of “Complete Streets” as the guiding principle for the building and refurbishing our infrastructure.

A copy of the recommended policy is presented in Figure 6h



According to the resident survey

71% of respondents experienced interference from motor vehicle drivers as a pedestrian. *

66% of respondents experienced interference from a pedestrian or cyclist as a motor vehicle driver.*

*Resident Survey : Question 18 and 20



Complete Streets Proposed Policy

The City of Canandaigua hereby adopts the policy of “Complete Streets” as a guiding principle for our infrastructure. “Complete Streets” are defined as facilities that “are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

The City will support the development of a complete street system of bikeways, pedestrian facilities and shared use paths, bicycle parking and safe crossing connecting residences, businesses and public places. The City will promote bicycling and walking for health, environmental sustainability, exercise, transportation and recreation.

Bicycle and pedestrian facilities shall be provided in all new construction, reconstruction and maintenance projects in the City of Canandaigua unless one of the following conditions is met:

Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, bicyclists and pedestrians will be accommodated elsewhere within the right of way or within the same transportation corridor.

The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Disproportionate is defined as exceeding twenty percent of the cost of the larger project.

In cases where the existing right-of way does not allow for sidewalks, bike lanes, paths or other improvements, potential alternatives will include the appropriate use of paved shoulders, signage, traffic calming and/or enhanced education and enforcement.

Bicycle and Pedestrian facilities will be provided and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT) and the American Association of State Highway & Transportation Officials (AASHTO). Site plan and subdivision reviews conducted by the City will incorporate these facilities. On county and state maintained roadways within the City, bicycle and pedestrian facilities will be provided in accordance with this policy. City offices and public buildings will provide bicycle parking and lockers in accordance with local zoning and planning regulations.

Zoning Policy

The zoning ordinance could be revised to encourage existing or future commercial properties to provide bicycle facilities for their employees and customers. In addition, more specific bicycle location, minimum number per building type, installation requirements and land use design should be reviewed and updated to conform to the complete street model. The City Council has the legal authority to pass or amend a zoning law. However, the Zoning Board can research zoning tools and draft a zoning law to be considered by the City Council. The Planning Commission can research and draft recommended design standards to be considered by City Council.

Programs

Although the City Council has direct responsibility to implement this plan's recommendations, policies and programs, active involvement of citizens and other organizations is vital for successful implementation. Public-Private and inter-governmental partnerships should be encouraged wherever possible. Section XI, Implementation, details recommended objectives, ideas, and structures that would accomplish successful implementation. The City Council will need to delegate some responsibility in implementing the recommendations. Organizations such as the Canandaigua Walkers & Cyclists, can help with research, implementation, programs, grant writing, evaluations and action recommendations to City Council. In all cases, the committees or organizations should have clear direction from City Council and an efficient process in which to accomplish their work. Inter-governmental (City/County or City/State) partnerships should be sought and nurtured. This would encourage continuity, efficiency and increase the effectiveness of the implementation process.

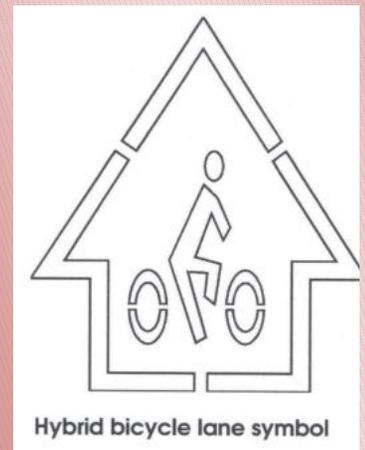
Four programs are suggested for immediate execution with the intention of visibly confirming the City of Canandaigua's commitment to Action Transportation and becoming "bicycle friendly" and "walkable".

1. Share the Road" Campaign should be launched. Motorists need to be reminded that bicyclists are legitimate road users and alerted to their presence in high conflict areas. The goal of "Share the Road" is to have motorists and bicyclists work together to improve our individual and collective on-the-road behavior in terms of courtesy, cooperation and safety. "Share the Road" signs are just one step in a larger plan to educate motorists and bicyclists on safe and effective ways to coexist,



leading ultimately to greater safety for all. “Share the Road” signs are a fast, inexpensive, effective first step to improving traffic conditions for bicyclists and motorists. Primary factors for sign locations;

- a. Conflict between motor vehicles and bicycles
 - b. Narrow lanes or roads with limited space for passing
 - c. No alternative routes
 - d. Popular Bike Routes
 - e. Uphill Grades
2. Install designated driving lanes and appropriate bicycle street stencils on Pearl St. and Parrish St. The two streets are highly traveled by bicyclists and would have an immediate effect on traffic flow and user behavior.
 3. Develop and publish a brochure with safety lessons and rules of the road for motorists, bicyclists, and motorists. A hard copy of this brochure would be distributed at schools, parks, Chamber of Commerce, YMCA, Wood Library and the Police dept. It would also be available through the City’s web site. Figure 23 provides an example from Binghamton, NY.
 4. Distribute the brochure Moving America Forward, 2008 edition, [appendix 6 d](#) provided by the Bikes Belong Coalition free of charge. This brochure is an informative introduction to Active Transportation and the growing bicycle industry. Brochures would be distributed at schools, Chamber of Commerce, YMCA, Wood Library, bike shops and City Hall.



A.4 Complete Streets Policy (Resolution 2013-46)

RESOLUTION #2013-046

A RESOLUTION ADOPTING THE CITY OF CANANDAIGUA COMPLETE STREETS POLICY

WHEREAS, “Complete Streets” are streets that are planned, designed, operated, and maintained to enable safe access for all users; and

WHEREAS, the City of Canandaigua supports the development of a complete streets system of bikeways, pedestrian facilities, shared use roadways, and safe crossings to connect residences, businesses, and public places; and

WHEREAS, the City will strive to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner; and

WHEREAS, the Planning Committee at its May 28, 2013 meeting; reviewed, discussed and endorsed the final complete streets policy;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Canandaigua hereby adopts the Complete Streets Policy.

Adopted this 6th day of June, 2013

Attest:

Nancy Abdallah
City Clerk/Treasurer

A.5 Canandaigua Regional Transportation Plan: Summary of Recommendations

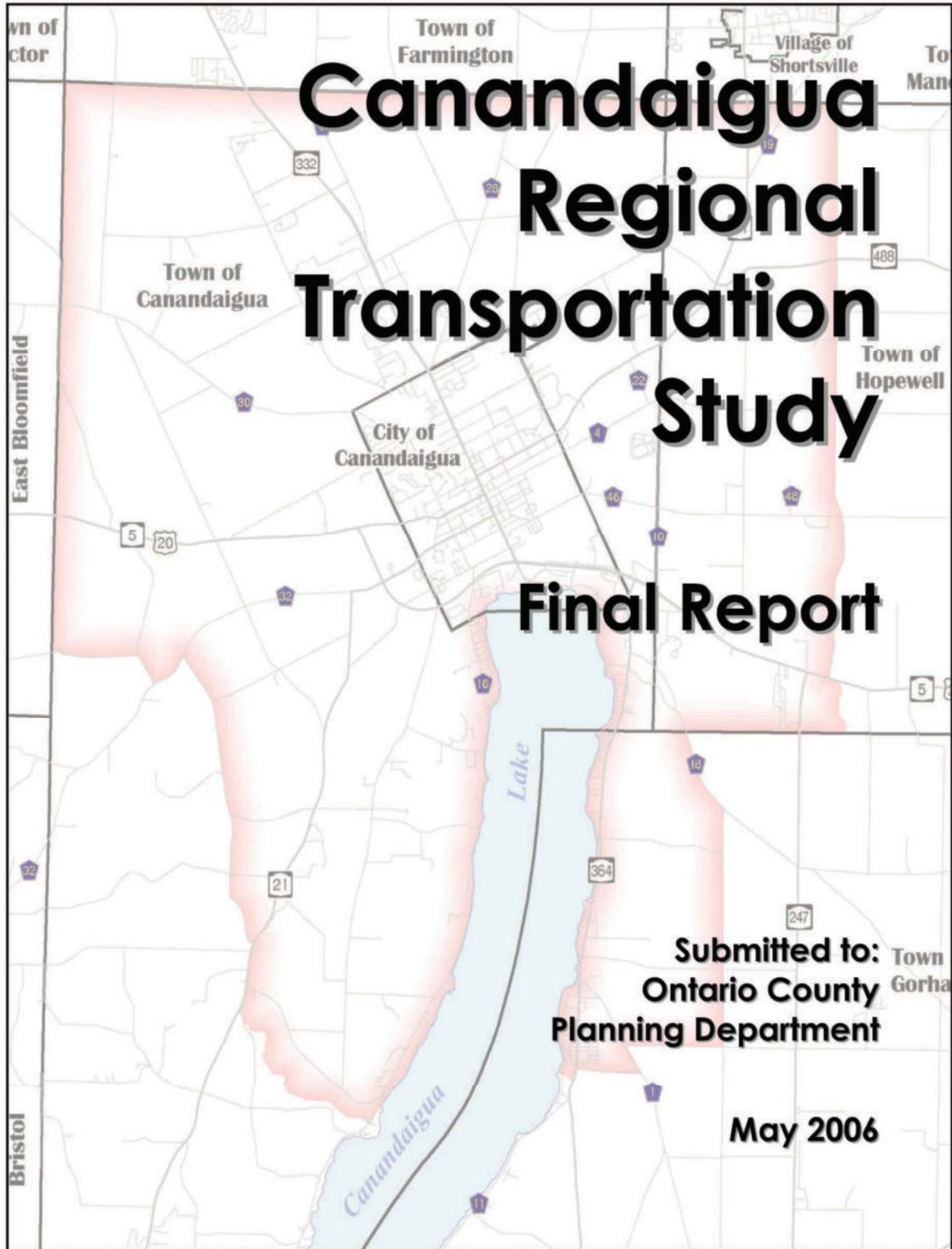


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APPENDICES

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EXECUTIVE SUMMARY

The Canandaigua Regional Transportation Study focuses on the regional transportation conditions and needs of the northwestern portion of the County, including the City of Canandaigua, large portions of the Town of Canandaigua, the western portion of the Town of Hopewell, and the northwestern portion of the Town of Gorham. This is collectively defined as the Greater Canandaigua Area for the purposes of this Study.

The Canandaigua region is growing in popularity as a place to live, visit and do business. The area's cultural resources, the appeal of the City's traditional Main Street, and the presence of natural and scenic resources are attracting increasing numbers of residents, visitors and employers. The greater Canandaigua area is also effectively connected to major employment centers within the County (e.g. Victor) and outside the County (e.g. City of Rochester and Monroe County). The region is conveniently served by Thruway Exits 46 and 47 as well as SR 332 and SR 21, which are major north-south thoroughfares.

Growth in employment, high quality schools, lower land costs, and convenience to shopping and employment centers have moved Northwest Ontario County to the forefront of development in the Greater Rochester Area. While substantial residential and commercial growth has been concentrated in the Town Victor, the greater Canandaigua area has also experienced increased demand over the last five to ten years. Development pressure is expected to increase in the study area over the next decade.

The Canandaigua Regional Transportation Study examines the transportation impacts and needs related to anticipated future growth. The Study examines issues related to transportation, land use, and economic development and proposes goals and objectives to guide future policy and capital investment within the region.

STUDY PURPOSE

Ontario County, in cooperation with the City of Canandaigua, the Towns of Canandaigua and Hopewell, the NYS Department of Transportation and the Genesee Transportation Council, conducted an extensive evaluation of transportation needs in the Canandaigua Region. This effort identified improvements to the regional transportation system that are needed to adequately manage existing and future economic and land use development, as well as associated traffic safety concerns.

The Study sought input from stakeholders, community leaders, local experts and the community at large, helping to ensure that the process and products were based on a local knowledge base of the transportation issues at hand. An existing conditions assessment was completed that included an evaluation of current transportation system operation and safety. In addition, the Report assesses current natural, demographic and land use conditions within the study area. An economic analysis was also conducted to determine commercial and industrial development potential. This information provides an understanding of how future growth can impact the transportation system.

Summary of Findings

Eight projects were identified as priorities for future improvements to the road network in the region. Based on existing and projected levels of service and Annual Average Daily Traffic (AADT) counts, enhancements at these locations are needed to ensure the effective functioning of the area's transportation system. Additionally, the Study recommends specific improvements to the public transit system, the regional trail system, and pedestrian safety. The details of these improvements are addressed in Section 6 of this Report.

The analysis conducted as part of this Study determined that a bypass around the City of Canandaigua is neither necessary or appropriate in the next 5-10 years. According to the model developed for this Study, the anticipated increases in traffic congestion are more effectively addressed by other intermediate improvements identified by this Report. However, future examination of the need for a bypass is suggested as a long-term recommendation, and should be considered again if significant growth occurs beyond the projections provided in this Study.

The Report includes several improvements for the City of Canandaigua Central Business District which will enhance pedestrian safety. These improvements align with the economic, social, and community safety goals of the County and local municipalities.

SECTION 6—IMPROVEMENT ALTERNATIVES

The alternatives examined respond directly to the data collected and analysis conducted related to transportation, land use and development issues present in the study area and surrounding region. The future improvements outlined and reviewed in this section pertain to four key areas:

- Bypass Options
- Intersection Improvements
- Main Street Pedestrian Improvements
- Multi-Modal Enhancements

The following section includes an examination of the alternatives developed as a result through the Study process.

6.1 BYPASS OPTIONS

Throughout the planning process, bypass options were presented and discussed as potential solutions for current and perceived traffic congestion along SR 332 in the City of Canandaigua. The purpose of constructing a bypass around the east, west, or both sides of the City of Canandaigua would be to provide congestion relief for SR 332 (Rochester Road and Main Street) and an alternative route for through traffic. A travel demand model based on existing regional modeling and projections developed as part of this study was used in the evaluation of each proposed bypass alternative. The model, based in TransCAD, develops travel demand forecasts for the 2002 and 2025 PM peak hours. The model was used to study the existing (2002), future (2025) no-build, and future (2025) build (with bypass) conditions. Adjustments to the model were made based on updated socio-economic data for more refined traffic analysis zones (TAZs) within the 2025 model.

The model evaluation focused on the impact of each alternative with respect to three measures-of-effectiveness (MOEs): vehicle miles traveled (VMT), vehicle hours traveled (VHT), and vehicle hours of delay (VHD). A study of the MOEs helped to identify the regional impact of each alternative with respect to reduction in the distance the public would have to travel to reach a desired destination (VMT), the time required to make a trip (VHT), and the amount of delay that would be encountered while traveling (VHD). To supplement the study of these MOEs, the model was also used to evaluate the shift in traffic patterns that would occur if a bypass was constructed.

In addition to evaluations prepared using the travel demand model, an intersection-level analysis was completed for the SR 332/Routes 5&20 intersection using Synchro and aaSidra software. This intersection was evaluated as a conventional signalized intersection as well as a modern roundabout. Intersection level of service and delay were developed and are reported for each scenario studied.

A. Bypass Alternatives

Four bypass alternatives are described below and are shown in Map 6.1-1:

No-Build Alternative

The 2025 GTC model was run without the addition of a bypass. Consistent with other alternatives studied, updated and refined land use data forecasted for 2025 was loaded onto the network to develop future traffic volumes.

Alternative A (East Bypass)

This alternative examined the effect of the construction of a bypass to the east of downtown Canandaigua. The East Bypass would extend northeasterly on Routes 5&20 (Eastern Boulevard) on the south and follow CR 10 to CR 4. Between CR 4 and North Road, a new section of road would be constructed. North of North Road, the bypass would utilize Allen and Emerson Roads until reaching SR 332. The bypass was assumed to be two lanes with a 45 miles per hour (mph) speed limit for the combination of roads.

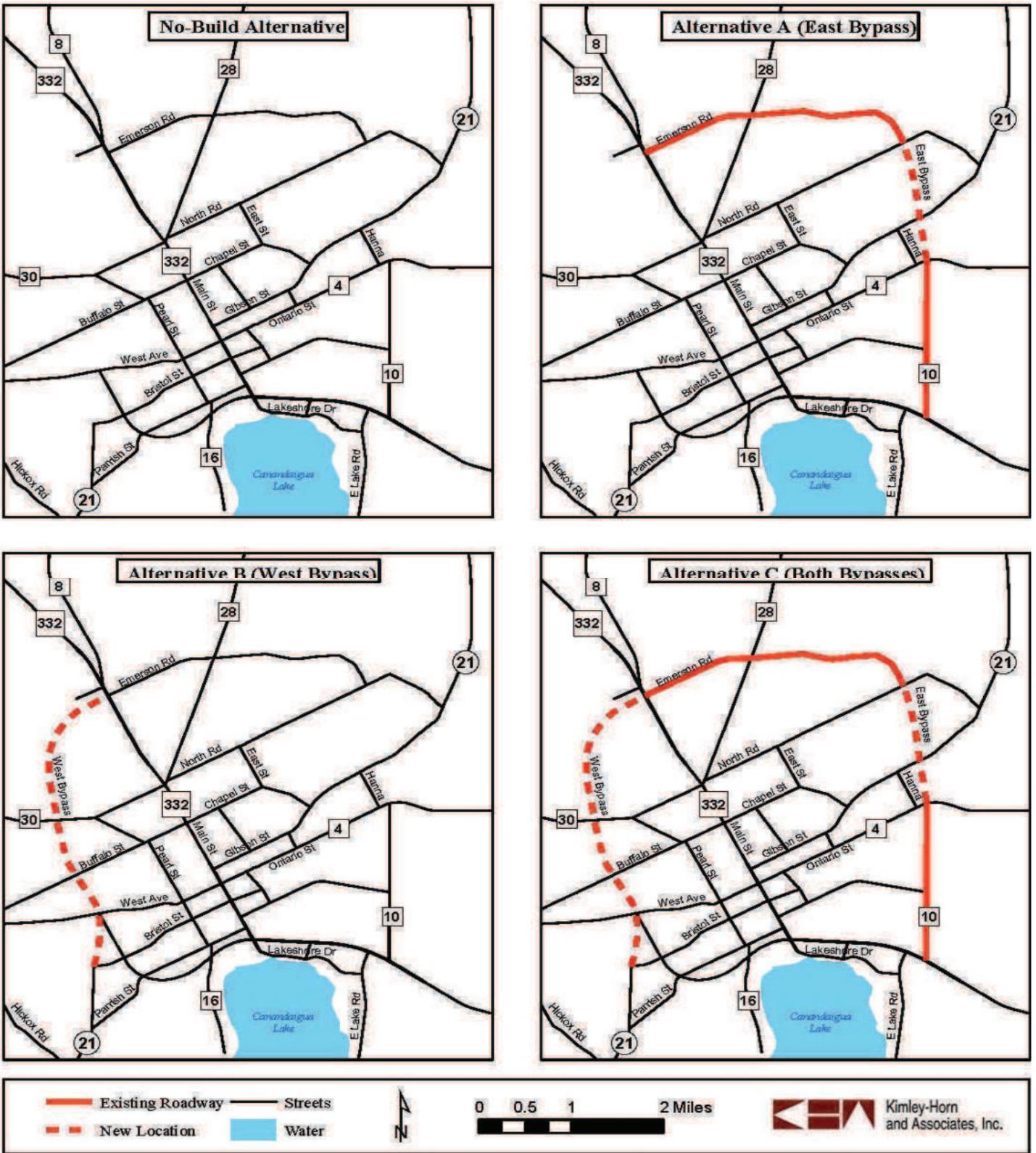
Alternative B (West Bypass)

This alternative examined the effect of the construction of a bypass to the west of downtown Canandaigua. The West Bypass would extend southerly from CR 332 north of the City. It would start with Thomas Road heading west and then turn south on new alignment near the airport and cross CR 30, Buffalo Street, and West Avenue. The bypass would tie into CR 32 and SR 21 at its south terminus. The bypass was assumed to be two lanes with a 45 mph speed limit.

Alternative C (both bypasses)

This alternative examined the effect of having two bypasses around downtown Canandaigua—one to the east (Alternative A) and one to the west (Alternative B). In this alternative, both bypasses were assumed to be two lanes and have a speed limit of 45 mph.

Map 6.1-1



B. Evaluation of Alternatives

Alternatives were evaluated on a system and corridor basis. The system evaluation considered the effect of the bypass on the entire model network, whereas the corridor evaluation studied the effect of the alternatives on SR 332. The system was evaluated by computing the differences in VMT, VHT, and delay between alternatives. The corridor was evaluated through a study of total volume, average speed, and vehicle delay differences on SR 332 between Routes 5&20 and Emerson Road. The technical memorandum containing the detailed evaluation is included in Appendix D of this Study.

C. Summary of Findings

A bypass around the east, west, or both sides of the City of Canandaigua would likely provide long-term traffic benefits, such as reducing traffic volumes on Main Street. However, in the near term, additional analysis of potential construction costs should be conducted to weigh these benefits against the potential costs. Based on forecasts from the regional model, significant traffic increases (i.e., greater than 20 percent) are not expected in the next 20 years. While a bypass may be a suitable long-term improvement, there are a number of near-term measures that could be implemented. These measures have the potential to improve traffic operations in the City while maintaining the character of SR 332 as Main Street in Canandaigua. In addition, the US Environmental Protection Agency designated the six-county Metropolitan Statistical Area as being a non-attainment of federal standards for ground-level ozone. As such, the construction of any new roads would require much more stringent standards to be met in order to qualify for federal funding.

6. 2 INTERSECTION IMPROVEMENTS

Seven critical intersections (taken from Table 5.2-1) were identified in the study area as high priorities for future improvements (see process outlined on page 93):

Intersection	Project Alternative # (see Map 6.2-1)
Routes 5&20 @ Cooley Road	1
SR 21 @ SR 488 and Schutt Road	2
CR 10 @ CR 46	3
Routes 5&20 @ CR 10	4
SR 332 @ Routes 5&20	5
CR 4 @ CR 10	6
CR 4 @ CR 22	7

Map 6.2-1 illustrates their locations within the study area, and the subsequent eight pages contain preliminary concept plans for each intersection. The concepts provide current and projected operations, illustrations, and narrative describing the conceptual improvements, project considerations and preliminary cost estimates. Each intersection contains a brief overview of the following elements:

Problem Identification

A brief description of current and/or future safety and operation failures as well as other conditions (pedestrian access, land use, etc.) that warrant future improvement and enhancement.

Proposed Improvements

A summary of recommendations for improving intersection operation and safety.

Multi-modal Options

A review of opportunities to improve bike, pedestrian or transit access at the location, if any exist or are needed.

Environmental, Economic, Quality of Life

Archeological sites, historic places, wetlands and hazardous waste sites proximate to the intersections could affect the timing, cost or feasibility of a proposed improvement. These issues, identified in Map 6.2-2, are addressed for each of the proposed concepts.

Preliminary Cost Estimate

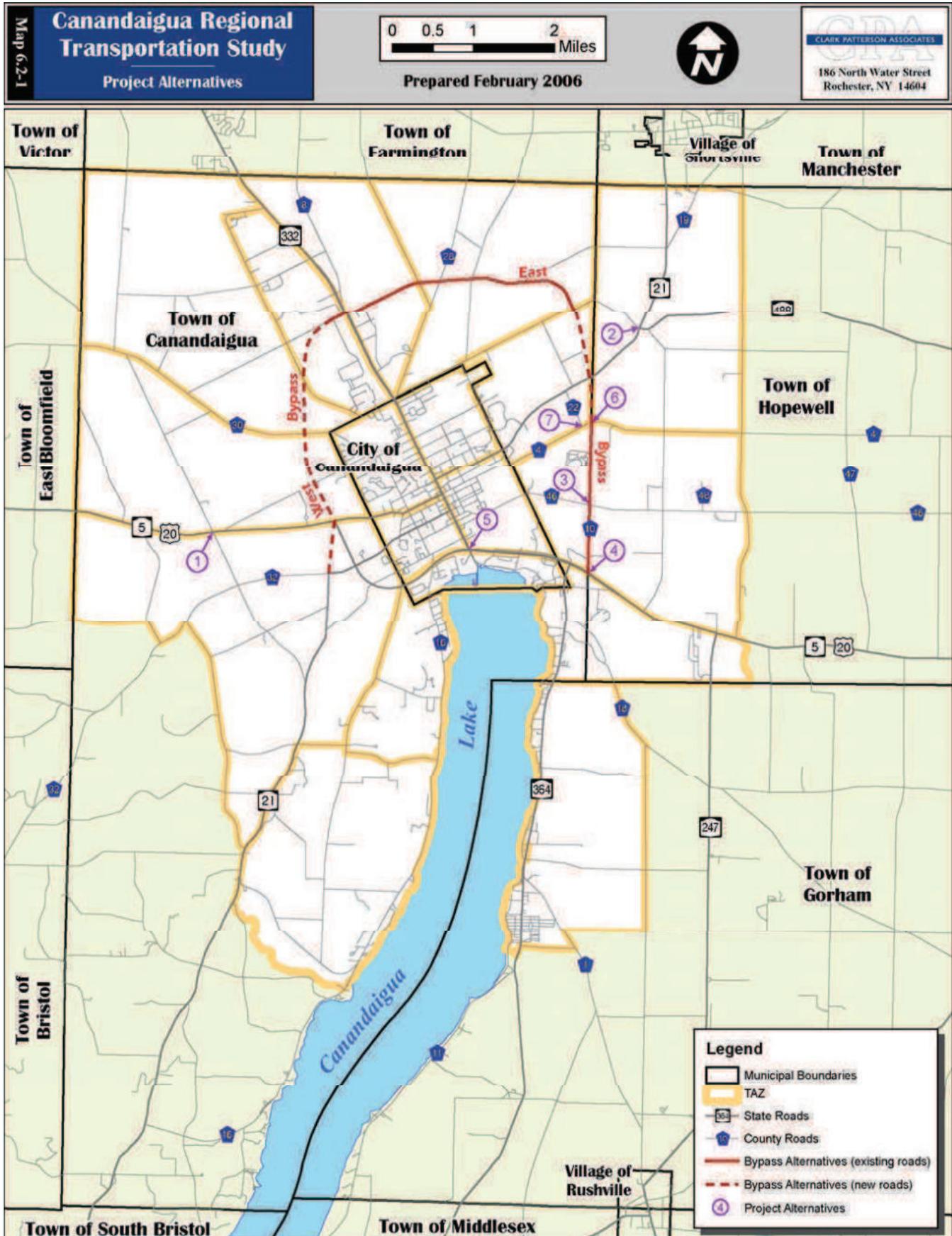
A preliminary cost estimate has been provided for each proposal. Estimates are based on 2005 NYSDOT Average Weighted Unit Bid Price, except for roundabout estimates, which were based on similar NYSDOT projects. The cost estimates do not include costs associated with environmental issues (e.g. hazardous waste and wetlands) or right-of-way acquisition.

Anticipated Benefit

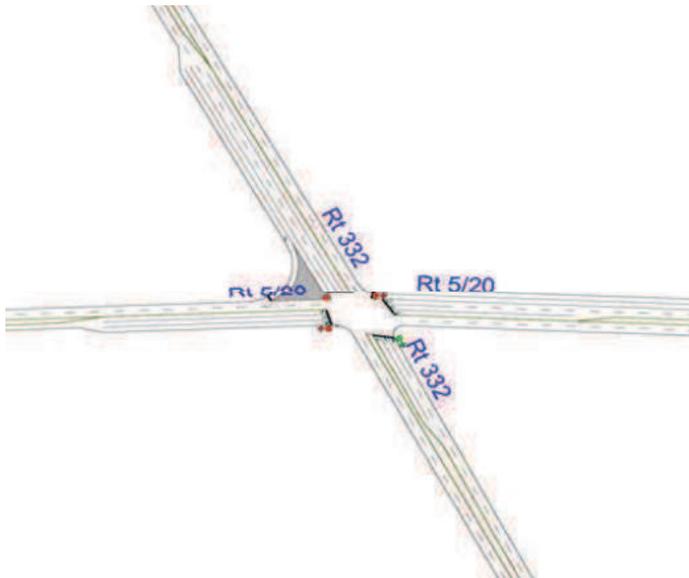
A summary of benefits resulting from proposed improvements.

These elements of the conceptual plans were incorporated in the improvement ranking addressed in Section 7 of this Report. It should be noted that proposed improvements at each of the intersections were developed to support NYSDOT standards and guidelines.

Ultimately, these conceptual plans will assist the County and municipalities with future capital improvement decisions as well considerations for future roadway reconstruction projects undertaken by NYSDOT.



5. SR 332 AT ROUTES 5&20



EXISTING



PRELIMINARY CONCEPT

Problem Identification

This intersection is the confluence for all major travel through the City of Canandaigua and this region. As such, it services very high traffic volumes throughout the year with sharp increases in tourist and recreational traffic during the summer months. It provides for major goods movement through the region and serves as a gateway to the northern lakeshore of Canandaigua Lake. Traffic is expected to increase from both significant local developments (e.g. New York State Wine & Culinary Center) and regional growth in traffic. Long signal cycle lengths and future 2025 traffic conditions yield unacceptable LOS F delay conditions overall and most adversely for the southbound left-turns from SR 332 to eastbound Routes 5&20.

A total of 45 accidents were identified at this intersection for the period covering 06/97—05/02. This equates to a 0.52 intersection accident rate, which is **marginally above** the 0.46 state-wide average for this type intersection. *Four (4) ped/bike related accidents occurred at this intersection.* Signal improvements have been made to this intersection since the years in which the accident data were collected.

Traffic Operations/Level of Service Results

Intersection Name	Existing		2025 No Build		2025 Build	
	Delay	LOS	Delay	LOS	Delay	LOS
Rt. 5/20 & Rt. 332 (S)						
EB	L	73.2	E	73.4	E	n/a
	TR	65.3	E	89.0	F	n/a
WB	L	73.3	E	73.6	E	n/a
	T	51.1	D	53.2	D	n/a
	R	18.0	B	20.2	C	n/a
	NB	L	41.8	D	51.4	D
	TR	43.5	D	51.1	D	n/a
	SB	L	79.5	E	166.4	F
	T	54.4	D	83.2	F	n/a
	R	33.7	C	37.3	D	n/a
Overall		53.4	D	69.9	E	n/a
Route 332 & Rt. 5/20 (S)						
EB	L	n/a	n/a	n/a	n/a	46.0
	R	n/a	n/a	n/a	n/a	29.6
NB	L	n/a	n/a	n/a	n/a	37.1
	T	n/a	n/a	n/a	n/a	2.6
SB	TR	n/a	n/a	n/a	n/a	34.3
Overall		n/a	n/a	n/a	n/a	C
Lakeshore Blvd. & Rt. 5/20 (S)						
EB	T	n/a	n/a	n/a	n/a	14.4
WB	T	n/a	n/a	n/a	n/a	18.5
NB	L	n/a	n/a	n/a	n/a	38.7
	R	n/a	n/a	n/a	n/a	18.9
Overall		n/a	n/a	n/a	n/a	C

S/U: Signalized/Unsignalized

5. SR 332 AT ROUTES 5&20 (CONT'D)

Proposed Improvements

Future improvements needed to address 2025 conditions:

- ▶ Intersection reconfiguration to create separate Routes 5&20 West-SR 332 intersection and Routes 5&20 East/Lakeshore Boulevard-SR 332 intersection
- ▶ New traffic signals with crosswalks and pedestrian signal indications at each intersection
- ▶ Continuation of Main Street median treatment with pedestrian refuge at the SR 332/Routes 5&20 W intersection
- ▶ New sidewalks and bike lanes linking both intersections
- ▶ Gateway pocket park treatment in newly created triangle area at Routes 5&20 East/Lakeshore Boulevard/SR 332 intersection

Multi-modal Options: The project will enhance pedestrian safety and mobility and better accommodate bike lanes with two downsized intersections with reduced pavement widths, a pedestrian refuge median treatment, and simplified traffic movements and signal phasing .

Environmental, Economic, QOL: The project is situated in a potentially sensitive archeological area; it likely impacts adjacent state wetlands and a potentially hazardous waste site adjacent to the project area. Significant air quality improvements are anticipated with reduced delay and idling emissions. The project will serve to sustain significant local and regional growth and development as well as enhance travel, safety, and aesthetics for local, visitor, recreational, and commercial traffic through the region. The downsizing of the existing and expansive intersection and reconfiguration into two smaller, more context appropriate intersections, will provide improved community continuity, both visually and functionally, between Main Street and this southern part of the City.

Preliminary Cost Estimate: Total cost estimate for improvements is \$1,465,000, includes a 25% contingency. The cost estimate factors in the potentially significant land acquisition required for this option.

Anticipated Benefit: Recommended improvements will improve operating and delay conditions to LOS C or better on all approaches. Improvements will increase safety and enhance the non-motorized transportation options in the city.

6.3 SEGMENT IMPROVEMENTS

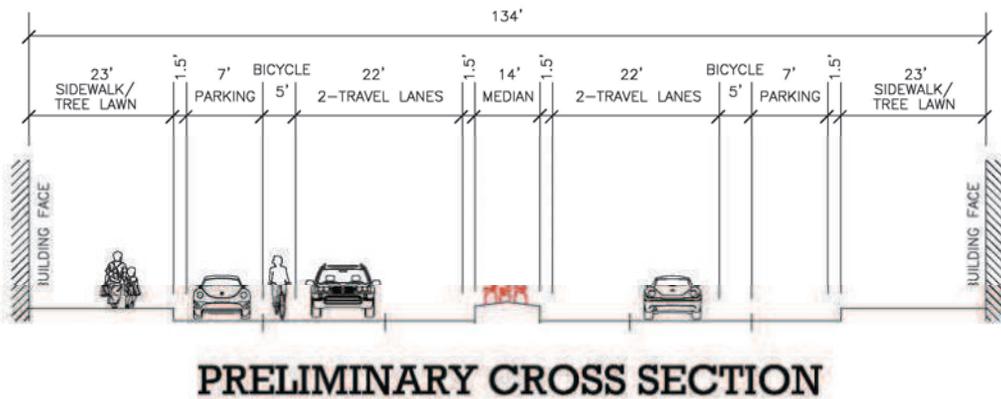
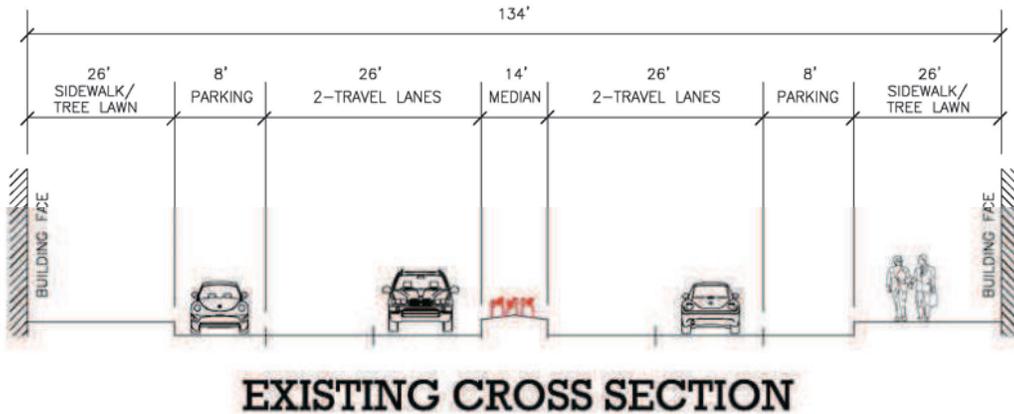
Main Street Pedestrian Enhancements

Pedestrian access along SR 332 in the City of Canandaigua was identified as a critical concern, particularly in the Central Business District located between North Street and Routes 5&20.

The City of Canandaigua recently completed a comprehensive analysis of all Main Street's sidewalks. Based on location and proximity, the City has decided to eliminate three non-signalized (mid-block) crosswalks and to improve the existing mid-block crosswalks. The planned improvements are illustrated in Map 6.3-1. The City has indicated that it will work with transportation experts from NYSDOT or the Genesee Transportation Council (GTC) to design improvements that increase pedestrian safety.

In keeping with the City's desired course of action, this Study has identified a series of improvements that can be made to improve pedestrian access. The details of those improvements are provided in the conceptual improvement plan on the following pages. Map 6.3-2 highlights current crosswalk conditions as well as existing and planned trails on and near the Main Street area.

MAIN STREET - SR 332



Problem Identification

Wide travel lanes in the corridor contribute to higher travel speeds, presenting safety issues and detracting from the pedestrian scale environment. High traffic volumes and multi-lane roadway traffic operations contribute to driver inattention and reduced visibility to detecting pedestrians crossing Main Street. There are no bicycle lane provisions linking downtown to the Canandaigua Lake recreational area.

A total of 14 pedestrian accidents were identified on SR 332 between Routes 5&20 and the north city line. Five(5) of these accidents occurred at Bristol Street, and two(2) each at SR 332 and W. Gibson Street, Howell Street, and Fort Hill Avenue. One fatality occurred at Fort Hill Avenue involving a southbound vehicle and westbound pedestrian. A total of 378 vehicular accidents were identified on this segment. This equates to an accident rate of 3.15 for this segment, which is **below** the 5.05 state-wide average for this type of roadway segment.

Proposed Improvements

Currently, Main Street carries approximately 30,270 vehicles per day (vpd) and is projected to increase to 33,905 vpd by 2025. The existing cross section between Parrish Street and West Avenue consists of two 13' travel lanes in each direction, a 14' center raised median, and 8' of parking space on each side. Proposed improvements include:

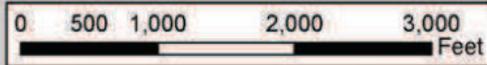
- Reduce travel lanes to 11' wide, retaining the 14' raised median
- Designated bicycle lanes on both sides of street, 5' feet wide



Section 6—Improvement Alternatives

Canandaigua Regional Transportation Study
Main Street Pedestrian Access-Recommended Improvements

Map 6-3-2



Prepared February 2006



CIRA
 CLARK PATERSON ASSOCIATES
 186 North Water Street
 Rochester, NY 14604



Legend

- City Boundary
- Tax Parcels
- Existing Crosswalks
- Missing Crosswalks
- Existing Trails
- Planned Trails

MAIN STREET - SR 332 (CONT'D)

- Reduce on-street parking along both sides to 7' wide
- Create pedestrian refuge areas in median at designated crosswalks
- Supplemental pedestrian crossings with overhead warning signs on context appropriate poles; additional traffic calming treatments to include curb-bulb outs, enhanced crosswalks or surface treatments

Multi-modal Options: The proposed project will include bicycle lanes and traffic calming/pedestrian crossing improvements for increased pedestrian safety.

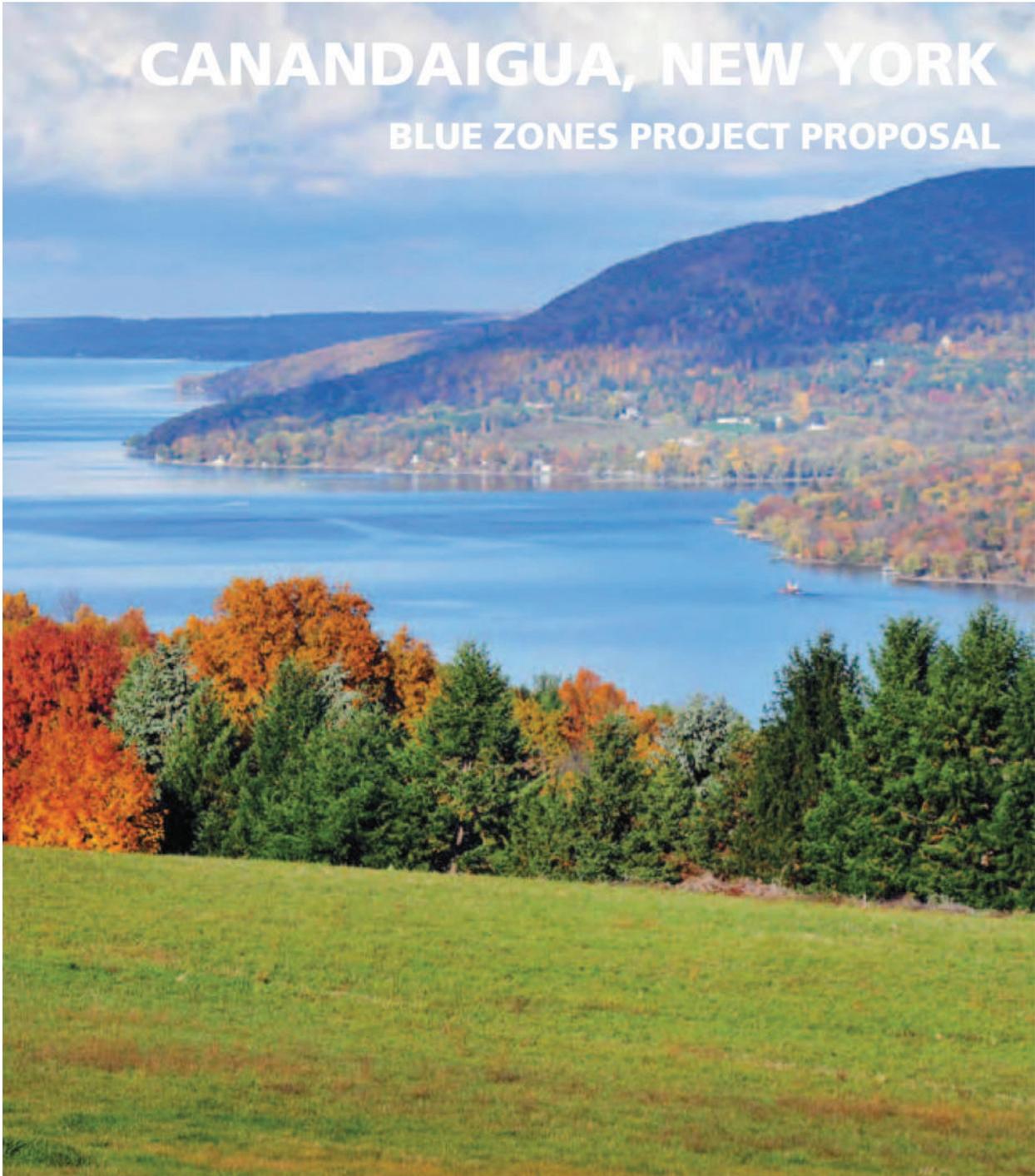
Environmental, Economic, QOL: The project is situated in a potentially sensitive archeological area; no adjacent state wetlands nor potentially hazardous waste sites are adjacent to the project area. Significant pedestrian safety improvements that support the high pedestrian volumes, particularly in the retail area of Main Street, are anticipated. The project will serve to sustain significant local and regional recreational and tourism needs and enhance travel, safety, and aesthetics for local, visitor, and recreational traffic in the City.

Preliminary Cost Estimate: Total cost estimate for improvements is \$2,000,000 which includes a 25% contingency.

A.6 Blue Zone Initiative Report (Site Visit Summary)

CANANDAIGUA, NEW YORK

BLUE ZONES PROJECT PROPOSAL



ONTARIO COUNTY, NEW YORK SITE VISIT

April 24–26, 2018

DRAFT

SITE VISIT OVERVIEW

A Blue Zones Project® site visit allows communities to demonstrate their commitment, motivation, and readiness to become the next Blue Zones Project Demonstration Community. From April 24–26, the Blue Zones Project team visited Ontario County, New York, to meet with community leaders across all sectors Blue Zones Project engages—policy, worksites, schools, food retailers, faith-based organizations, civic and non-profit groups, and media. Through a community-led presentation, focus groups, and one-on-one meetings, the team learned about the area’s unique assets and challenges, along with current and past efforts to improve community well-being. Community leaders and citizens shared ideas for how Blue Zones Project could improve well-being in the region by aligning with current initiatives and bringing evidence-based best practices, tools, and expertise to the community.

After two full days of meeting with the community, the Blue Zones Project team was impressed with the broad level of support in all sectors and the desire of community leaders to bring Blue Zones Project to Canandaigua. There was a strong sense of momentum and interest for the community to pursue this initiative. The team identified both a strong need for this kind of transformational effort and the leadership, motivation, and readiness to take on such an effort.

Below, we summarize what we learned about the community, including its strengths, challenges, and the key opportunities where we believe Blue Zones Project would add great value. The site visit is the first step in building community engagement, buy-in, and support for Blue Zones Project. If Blue Zones Project comes to Ontario County, the Blue Zones Project team will begin with a Discovery and Planning Phase, which engages additional leaders, community members, and organizations to expand our understanding of the community and inform a customized Blueprint (strategic plan) for implementing Blue Zones Project.



SUMMARY OF OUTREACH

ORGANIZATIONS ENGAGED

- Bloomfield Schools
- Boylan Code, LLP
- Canandaigua City Council
- Canandaigua Farmers Market
- Canandaigua National Bank
- Canandaigua Schools
- Catholic Charities
- City Planning Commissions
- Clifton Springs Hospital
- Common Ground Health
- Cornell Cooperative Extension
- Finger Lake Community College
- Finger Lakes Dental
- Food Justice
- Genesee Valley Health Partnership
- Lakeview Health Services
- Lifespan of Rochester
- Merrill Lynch
- Mission Commercial Realty
- Moose River Candle Company
- MRB Group
- Ontario County
- Ontario County Public Health
- Phelps-Clifton Springs School District
- Regional Transit Service
- Riedman Communications
- Rochester Lifestyle Medicine
- Rochester Regional Healthy
- Smola Consulting
- Stargazer Property Group
- Studio B Fitness & Wellness
- Tall Trainer Fitness Systems
- United Way Ontario County
- UR Medicine, Thompson Healthy
- VA Medical Center
- Victory Community Schools District
- Wood Library Association
- Words by Joy
- Your IT

INDIVIDUALS & ORGANIZATIONS BLUE ZONES PROJECT STILL NEEDS TO ENGAGE

- Veterans Administration representatives
- Town of Canandaigua representatives
- City of Geneva representatives
- More representatives from the City of Canandaigua, including those involved in planning
- Young professionals
- Private schools
- Library staff
- Finger Lakes Health
- Small business owners
- Farmers and the agricultural community
- Arts and culture representatives
- Tourism industry and more hospitality operators

LEADERSHIP COMMITMENTS REQUIRED DURING DISCOVERY AND PLANNING PHASE

- | | |
|--|---|
| <ul style="list-style-type: none">• Mayor• City Manager• County Executive• At least half of elected city and county council members• City Public Works Director• Superintendent of school district• CEOs of largest employers• President/CEO of Chamber of Commerce | <ul style="list-style-type: none">• Head of public health department• Head of local university/community college• Head of major grocery store chains• Station manager of predominant local television station• Owner/editor of predominant local newspaper• Owner of predominant local radio station |
|--|---|

READINESS MEASUREMENTS

CRITERIA	SCORE 1=Low, 3=Moderate, 5=High	SUMMARY
Leadership support across sectors	4.5	<ul style="list-style-type: none"> • Large turnout for the evening keynote, with more than 220 attendees, shows a keen interest in the Blue Zones Project concept. • Attendees at Blue Zones Project events and meetings represented nearly every sector of the community and included elected leaders, business and industry leaders, healthcare representatives, school staff, local non-profit staff, and interested residents. • Leadership in the community is focused on well-being and is tracking trends in community health. • Participants were engaged and excited about the possibility of Blue Zones Project for Canandaigua.
Governing body support and continuity	4	<ul style="list-style-type: none"> • Elected leaders—including city and county leaders—were engaged and showed excitement about the possibility of Blue Zones Project in Canandaigua. There was also high participation from the various school districts. • While support exists across the county, it is noted that a county-wide project will present challenges due to the scope and breadth of the county (number of school districts, townships, etc.).
Alignment of community's current initiatives and strategic plans with Blue Zones Project	4	<ul style="list-style-type: none"> • Ontario County is a community that gives back. Many efforts are already underway to improve the vibrancy, health, and economy. Many entities that support those in need in the community were present and supportive of Blue Zones Project. • While there are many groups doing great work, it is evident that this work happens in silos and without coordination, which can result in competition for funding. Blue Zones Project can act as a convener that brings many initiatives together to make progress on issues quickly and in a coordinated way. It will be important to show how Blue Zones Project can complement, not compete with, current initiatives.

SITE VISIT DETAILS

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
Community Policy (18 focus-group participants)			
<p>Community Policy: Built Environment</p>	<ul style="list-style-type: none"> • Walkability and vibrancy projects have been completed, including new flashing crosswalks on Main Street in Canandaigua and a tunnel under 5 and 20 in Geneva. • Overall, participants shared that Canandaigua is very walkable. • The area benefits from some of the best natural resources in the country and offers opportunities to recreate throughout the year. There is a State Historic Site in Canandaigua and cultural and historic opportunities abound. • A shared-services plan among communities in the county has resulted in strong collaboration and efficiencies in delivering government services. • The county is proud of its history and culture. Care for the community is evident in well-maintained buildings, downtown area, and historic infrastructure. • A new active-transportation plan is in place for county roads 16 and 364. • A Water Trails program is planned, offering opportunities for the public to enjoy Canandaigua Lake at various access points. Funding has been secured, and the project is in early planning stages. 	<ul style="list-style-type: none"> • While there are great natural resources, access can be challenging. For example, 97 percent of the lakefront in Canandaigua is privately owned, limiting access for the public. • Participants identified problem intersections—like those at Highways 520 and 332 and Highways 5 and 20—that are not pedestrian or bike friendly. • With many rural communities in the county, biking and walking can be challenging. • There are a number of new housing projects being built in Canandaigua. Rent prices are on the rise, and housing affordability is an issue. Participants also shared concerns about the availability of housing for veterans. • Public transportation is limited, but it does exist. Regional Transit System (RTS) supports the region but does not operate with great frequency or coverage. Most residents rely on personal vehicles to get around. 	<ul style="list-style-type: none"> • With 10-year comprehensive plans being updated in the next year for Canandaigua and Richmond, there is an opportunity to set a strategic vision with a focus on active transportation and safety. • Build on the momentum and success of the recent walking tunnel under 5 and 20 in Geneva to continue to make this area more pedestrian and bike friendly. • Further promote opportunities already available to area residents. • Given the relatively short distances between many towns and villages, there is an opportunity for regional trails to connect communities. The 23-mile Ontario Pathways Trail sits mostly on retired rail bed but is not paved. Paving this trail would support more users enjoying it. • Work on a Safe Routes to School program. • Enhance transportation options for those who don't travel by car, including young adults, students, older adults, the disabled, and those visiting the community without a car. • Create more public-access points for the lake.
<p>Community Policy: Food Environment</p>	<ul style="list-style-type: none"> • While a full food environment audit has not been completed, the county does have a GIS map with all food options plotted. • Food Justice supports food-insecure families in the area. Their efforts include gleaning in local produce fields to collect produce for donation to local 	<ul style="list-style-type: none"> • The Public Health Department has documented one food desert, located in Geneva. • Participants noted concerns with the types of foods donated to food pantries. • Participants shared that some area restaurants may not be interested in adding healthier 	<ul style="list-style-type: none"> • The county is poised to start a food policy council that could create a vision and drive advancement of healthy food policies and access. • Host healthy-cooking classes or food-skills classes with groups like Food Link, Eat Smart NY, NY Kitchen, or Food Justice. Partner

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
	<p>pantries and a “Little Free Food Stand” in Geneva that allows individuals to select fruits and vegetables for free. In 2016, 10,000 pounds were collected.</p> <ul style="list-style-type: none"> • Food Link offers both a curbside and mobile market food pantry, a key benefit in an aging community that lacks robust mass-transit options. • Eat Smart NY supports residents who qualify for SNAP benefits in nutrition education and making healthy choices. The group hosts cooking classes and offers tips for shopping and meal planning. • A fruit-and-vegetable subscription program has been piloted, offering vouchers for fresh produce to those who received the subscription. • CSAs offer the opportunity to buy fresh, local produce. • A community-wide meal is held every other month. • Grocery stores such as Wegman’s offer healthy food options and robust produce sections. • There is a group working on educating food pantries and those donating on what to give and how to give healthier items. 	<p>options to menus.</p> <ul style="list-style-type: none"> • Two out of five residents don’t eat sufficient fruits and vegetables. 	<p>with those local organizations or the Cornell Food and Brand Lab to work with restaurants to improve the well-being of diners.</p> <ul style="list-style-type: none"> • Work with grocery stores to add healthy checkout lanes and feature produce and healthy options through promotions, cooking demos, and store tours. • Offer incentives to grocery stores that locate within a food desert. • Work with restaurants to add healthy options to menus. • Adopt healthy-food guidelines for vending machines and concession stands on city-owned properties and sports fields. • Address unhealthy food habits with nutrition education or cooking classes. Expand and market current classes where refugees teach cooking skills from their culture.
<p>Community Policy: Smoke-Free Environments</p>	<ul style="list-style-type: none"> • The local Tobacco Action Coalition supports tobacco policy efforts in the community. • Smoking has been banned in all parks, both city and county, since 2011. The ordinance was recently updated to include vaping, a key and proactive step to curb use. Signs indicate nicotine-free areas, and city leaders noted that there have not been many issues with enforcement. 	<ul style="list-style-type: none"> • The group expressed deep concerns about the number of youth who vape and the ease of access to vaping with online ordering. • Use of e-cigarettes and vaping is on the rise among youth. • There are a growing number of smoke shops in the area. • More than 18 percent of resident smoke, slightly higher than the national average. Smoking is a major risk factor for heart disease and cancer. 	<ul style="list-style-type: none"> • Limit tobacco retailers through a city or county ordinance. • Celebrate and show support for retailers that choose to no longer sell tobacco, such as Wegman’s and CVS, with a city or county resolution of support. • Identify support for the state’s Tobacco 21 initiative, currently under consideration. • Work with employers and universities to implement smoke-free campuses. • Adopt a smoke-free policy for all multi-unit housing that doesn’t fall under the Housing Authority in order to protect renters from secondhand smoke.

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
			<ul style="list-style-type: none"> • Adopt zoning regulations for how far tobacco retailers have to be from schools and parks (applies to new retailers, not existing).
<p>Worksites</p> <p>(15 focus-group participants)</p>	<ul style="list-style-type: none"> • There is strong leadership among large worksites in region. • The community has an Annual Healthy Worksites recognition event for employers. • Employers benefit from a well-educated workforce. • There are many farms in the region that offer CSAs, farm stands, farmers markets. • The community has many influential employers that demonstrate what it means to have a healthy work environment. • Employers are engaged with and committed to a healthy work environment. • Cooking classes at NY Kitchen and culinary school offer opportunities for individuals to learn new cooking skills. • There is a sense of creativity and a willingness to try new methods, ideas, etc. • Strong union partnerships support healthier worksites. 	<ul style="list-style-type: none"> • Participants noted issues with seasonality. Some businesses close during the winter, while some, such as recreation businesses, thrive because visitors come to enjoy the snow. Spring is the hardest time for business owners. Summer is the busiest season but occupancy rates are still below average because of the drop in visitors in the spring. • Participants shared that challenges exist with employee engagement and participation. • Many jobs in the area are not active and promote sedentary work habits. • Employees are in need of improved work-life balance. • Different stresses across social-economic strata make a one-size-fits-all approach difficult. • There are many single-parent households. • Participants noted the challenges in overcoming habits or misconceptions about food. For example, fast food is faster and cheaper than cooking healthy foods at home. • Local produce is available very few months out of the year due to a short growing season. • It can be hard to find staff, even in the busy season, to fill all positions needed. • While large employers offer robust well-being programs, it will be challenging to engage smaller employers that have less time and money to dedicate to well-being. The majority of employers in the city are small or mid-sized. 	<ul style="list-style-type: none"> • Encourage companies that are already doing a great job to share best practices with companies that need support or haven't started a wellness program. • Develop plans to support deeper engagement among employees. Create a sustainable way to maintain engagement long-term. • Provide drop-off opportunities for local CSAs, support employees through incentives for participating. • Explore innovative ways to promote, market, and celebrate small businesses and entrepreneurs. • Work with local employers to curb tobacco use through tobacco-free campuses (including vaping) and incentives to quit smoking. • Offer Purpose Workshops or other purpose programming at worksites to encourage employees to consider their talents, gifts, and passions. • Encourage employers to offer a Volunteer Time Off (VTO) policy so employees can give back to the community. • Market and promote well-being incentives to attract and retain employees. • Ensure restaurants and food retailers in walking distance of workplaces offer healthy foods. • Enhance vending machines and/or break rooms to offer healthy snacks.
<p>Schools</p>	<ul style="list-style-type: none"> • Strong focus group turnout demonstrates support for school participation in 	<ul style="list-style-type: none"> • While many schools are doing some non-food fundraisers, 	<ul style="list-style-type: none"> • Develop a student wellness comprehensive plan. Set goals

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
(22 focus-group participants)	<p>community initiatives.</p> <ul style="list-style-type: none"> • The regional shared services plan includes participation from the various Superintendents in the area. • There is strong collaboration among the schools and cities. • Many schools in Canandaigua and Geneva are walkable for students and would be great candidates for Walking School Buses, where students can safely walk to school with a chaperone. • Schools have embraced National Walk-to-School Day and expressed interest in capitalizing on that momentum. • School districts collaborate on staff well-being initiatives. Each school has a wellness representative to support programs for staff. The program is robust and comes with dollars for each building to investment in programs, such as Yoga or other offerings. • Wellness representatives from schools get together regularly to share best practices. • Most schools offer brain breaks and movement opportunities throughout the day for elementary students. • Schools are offering mindfulness programming, including Mindful Mondays. • A joint-use agreement is in place to allow the public to use school playgrounds and facilities when not in use. The pools at each school offer open swim hours for the public. • There is high participation in student athletics and most programs allow all to participate. • An FFA greenhouse allows students to learn gardening and donate produce to local 	<p>most still have food-based fundraisers of unhealthy foods.</p> <ul style="list-style-type: none"> • Participants shared that concession-stand offerings at youth sports events are unhealthy. One school piloted healthy options without success. • While a certain number of physical-education minutes are required by the state, participants shared that most schools are not meeting that requirement. • Canandaigua Schools implemented a healthy-birthday-treats policy many years ago, asking students not to bring in food for birthdays. Participants noted this may not be happening and culture has shifted back to bringing cupcakes or other treats for birthdays. • Finger Lakes Community College is not smoke free, a key opportunity. • Staff and teachers face a large amount of stress and burden in dealing with challenging students. Mental health and stress concerns are on the rise. • Many families in the area are food insecure and well-being may not be seen as a top priority for all school leaders. 	<p>and implement a strategy to measure progress toward improved student health, engagement, and performance.</p> <ul style="list-style-type: none"> • Ensure that wellness committees, which are strong for staff, also are focused on student well-being offerings and sharing creatives solutions. • Measure how kids are arriving at school with travel tallies. This baseline will help schools understand transportation better and inform possible Safe Routes to School efforts. • Implement Walking School Buses in districts/schools where walking is possible. This will create new exercise opportunities for students and improve congestion at schools during drop-off hours. • Develop a healthy-concession pilot project, adding healthy alternatives without removing current items. Measure sales and adjust the program as needed. Share successes with neighboring schools. • Work closely with booster organizations to offer fundraisers that feature healthy or non-food items. • Ensure all schools offer the required amount of physical education for students. • Encourage healthy birthday celebrations that offer rewards like extra recess, rather than celebrating with food. For those schools already implementing this, ensure enforcement. • Hold Purpose Workshops where high-school students can identify their purpose and explore what they want to do after graduation. • Explore scheduling options to

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
	pantries.		allow for recess before lunch, more time for lunch, and improved access to water during the day.
<p>Individual Engagement (Civic Organizations & Media)</p> <p>(25 focus-group Participants)</p>	<ul style="list-style-type: none"> • Service organizations are plentiful and strong in the community. • There is a high level of pride in the community and culture. Many generations of the same families have lived in this area and take pride in their history. • Residents take full advantage of lakes and natural resources, which serve as meeting places during multiple seasons. • As part of a smaller community, participants noted that it is easier to develop and maintain social networks. • There is strong media and outreach. Many local media channels are interested in telling the story of the community. Entities attracting residents and tourists use unique strategies to spread the word, including connecting with influencers and bloggers. • The connection to the broader region attracts tourists and new residents. Regional entities work well together to promote the area. • Ontario County is known as a family-friendly community with good schools and low crime. • There are many small groups (or Moais®) already naturally taking place in the community, such as groups that walk at the lake or meet for a hobby or interest. • The community has beautiful walking trails that are fully utilized, weather permitting. • Volunteerism is strong and highly encouraged. This is a very caring community. • There is a strong arts and creative community, an outlet for many to realize purpose or 	<ul style="list-style-type: none"> • There is a significant amount of underlying poverty in the community, and large disparities exist between socioeconomic classes. • Access to healthy food can be a challenge for many. • The community is fairly rural and not well connected outside of the city; public transportation is limited. • There are limited services for seniors. • There are growing mental-health issues and an increase in the suicide rate. Isolation of both young and old is an increasing challenge. • Participants noted that some groups are more difficult to engage, including those in transition, such as college students, snow birds, and commuters. Often the same people are involved in events or philanthropic efforts. • Family dynamics and many single-parent households prevent some families from participating in activities due to financial or time constraints. • While volunteerism is strong, it is often the same group of people who volunteer. • There is no community center for regular gatherings. 	<ul style="list-style-type: none"> • Create greater cross-sector cooperation in building non-traditional partnerships. • Implement a “Taste of Faith” event, where people looking for a church home can visit different local faith-based organizations. • Prioritize cross-generational connections through events and local partnerships. Given the large veterans population, add opportunities for young and old alike to interact with veterans. • Overcome isolation issues and mental-health concerns by connecting residents through activities like Moais. • Study the feasibility of a community center, a missing asset that offers a year-round gathering place. • Ensure families are connected in the community. • Fully utilize natural places where people currently meet. • Revitalize downtown areas for increased usage and support of social life and activities. • Connect and partner with local farmers who offer locally grown produce and other goods. This can offer locals the opportunity get outdoors, connect to their community, and try new things. • Offer a community-wide volunteering database, allowing resident to find offerings that match their skills and interests. Recognize and celebrate local volunteers. • Partner with media organizations to regularly elevate community well-being

SECTOR & ATTENDANCE	STRENGTHS	CHALLENGES	OPPORTUNITIES
	<p>joy.</p> <ul style="list-style-type: none"> • There is a growth in new restaurants in the area, many are trending toward healthier themes and dishes. • The local wine-growing community is flourishing. 		<p>accomplishments, healthy lifestyles, and positive happenings.</p> <ul style="list-style-type: none"> • Expand the culture and arts community to connect more residents to the past and future of the community. Promote local cultural offerings that are not as well-known or appreciated. Encourage visitors and locals alike to enjoy the history and culture of the county.

DRAFT

CLOSING

The Blue Zones Project team has identified both great need and great readiness and motivation in Canandaigua to take on a project of this magnitude. While improving population-level well-being is no small task, we believe that leadership and the community are ready to take on this project. Blue Zones Project provides a unique approach to improved well-being by impacting the life radius to make healthy choices easier and allows the community to quickly begin executing on efforts to build a more vibrant and healthy community.

The Blue Zones Project team would like to thank those who made our visit possible. A special thank you to Blue Zones Project planning committee members:

- Ann Marie Cook, President and CEO, Lifespan of Rochester
- Ellen Polimeni, Mayor, City of Canandaigua
- Hazel Robertshaw, CENP, VP Patient Care Services, Chief Nursing Officer, Thompson Hospital
- Kerry Graff, MD, Lake Country Family Medicine and Lifestyle Consultants
- Kevin R. McCormick, MD, PhD, Professor of Clinical Medicine, Dept. of Medicine, Highland Hospital
- Mary Krause, County Administrator, Ontario County
- Mary L. Beer, RN, MPH, Public Health Director, Ontario County
- Michael Kaufman, Senior Financial Advisor, Merrill Lynch Wealth Management
- Susan Friedman, MD, MPH, Associate Professor, Dept. of Medicine, Highland Hospital





Ontario County, New York BUILT ENVIRONMENT SITE VISIT REPORT

MAY, 2018

Report Author: Dan Burden
Director of Innovation and Inspiration
Blue Zones, LLC

SITE VISIT OVERVIEW

Built Environment Observations

Ontario County, New York

This memo serves as a summary of overall walkability and active transportation observations. This includes a review of local demographics, governmental and nongovernmental strengths, and community leadership. These observations are made based on a single day visit on May 17, 2018.

These observations will be amended upon further multi-day Discovery Phase work, should the project move forward.

Ontario County is the heart of the Finger Lakes, and is comprised of 16 towns, two cities, and two villages. There are also several unincorporated hamlets. The total population is 108,000, it covers 644 sq. miles of land, and 16 sq. miles of water. The county is governed by an elected *Board of Supervisors*, and uses the *Board-Administrator* system, hiring a professional County Administrator. The Board of Supervisors has twenty-one members: one is elected from each Town, two from the city of [Canandaigua](#) and three from the city of [Geneva](#).

“Community engagement is a central value in our community's (Ontario County) past and present. Two of our great historical leaders — Frederick Douglass and Susan B. Anthony — worked tirelessly to extend the right to vote to all people. Clara Barton, a resident of Dansville in Livingston County, founded the American Red Cross in 1881. “

This report summarizes key findings, observations, and next step recommendations. Comments provided here are preliminary, with opportunities to vet, correct, enhance, and modify during a more extensive Blue Zones Project® Discovery and Planning Phase, should the Blue Zones Project come to Ontario County.

This built environment visit reveals that this region is stacked with many great towns and county custodians who understand how to both protect the past, and build to future needs. Many positive signs and trends indicate that Ontario County has the governmental structure, leadership, well-prepared and recent studies relating to active transportation, urban design, open space, and parks positioning them for success. There are numerous collaborative teams in place to build healthier built environments. Collaboration and transparency between county, city, town, village, and regional governments is high. In my opinion, this community is prepared to face the many challenges modern towns and cities face.

Top Strengths



- Ontario County has many of the attributes needed for a Blue Zones Project, better positioning it to take on this added opportunity.
- It is truly the birthplace of modern civic engagement (*the extent to which individuals take responsibility for addressing civic issues and improving the life of their community*).
- Community engagement in the region has higher-than-average voting and volunteer participation.
- Walkability and vibrant built environment projects have been completed, including the new RRFB flashing crosswalks on Main Street in Canandaigua, and a tunnel under 5 and 20 in Geneva.
- Much of the existing built environment has the right patterns.
- Active transportation and recreation plans are in place for most of the communities.
- Most, but not all, of the communities have adopted complete streets.

Overall, participants shared that both the City and Town of Canandaigua are generally walkable to very walkable (The City of Canandaigua has a Walk Score of 82 out of 100). Other towns and villages in the region also have many walkable elements and solid Walk Scores.

- The area benefits from some of the best natural resources in the country and offers recreational opportunities throughout the year.
- There are important historic sites in Canandaigua as well as cultural and historic opportunities.
- A shared services plan among communities in the county has resulted in strong collaboration and efficiencies to deliver government services.
- The community is proud of their history and culture. Care for the community is evident in the buildings downtown and well-maintained historic infrastructure.



The region is structured to tap into foundations and individuals to make one time and ongoing gifts to meet civic and community needs.

- The region maintains a nine-county regional Report Card, and annually measures its indicators for progress of quality of life for each county. The Report Card aggregates data from more than 100 community indicators on the site and use symbols, colors, and arrows to provide a quick, at-a-glance overview of the well-being of the county. This data cover the topics of Arts, Culture and Leisure, Children and Youth, Community Engagement, Economy, Education, Financial Self-Sufficiency, Health, Housing, and Public Safety.
- The region pays close attention to the well-being of their children through an additional report card.
- Wegman's (the nation's top rated grocer/employer) is a great model for building the health of their 500 local staff members, and encouraging healthy eating habits among their customers. These corporate cultural models serve as a roadmap for other local corporations who wish to generate greater livability and compete for the best staff.

- New York DOT requires that all elements of touching the street (design, operations, maintenance) that have been problems in the past, such as ADA, are fixed. This creates a strain on budgets and timelines, but it works.

Top Challenges

- While there are great natural resources, starting with the popular, well visited 16-mile long Lake Canandaigua, access by foot and bike to some locations can be challenging.
- Participants identified problem intersections that cause concerns among residents. Busy intersections like Highways 5, 20, and 332 are not pedestrian or bike-friendly.
- With many rural communities, biking and walking can be challenging.
- The “culture” of auto dependency and low rates of active transportation was an important discussion.
- Public transportation is limited, but does exist. Frequency/coverage is low to moderate. Most residents rely on cars to get around, with some reporting the use of a car to simply get across the street.
- Residents in the region spent 1.9% of their income on charitable giving in 2015, slightly higher from 2011, but less than the state and national rates (2.4% and 2.2% respectively).
- The VA hospital has been closing its gate, which interrupts walking and bicycling trips. This is an ongoing problem.
- Private property snow removal from sidewalks is a problem, which interrupts the ability for children to walk to school.
- 332 (Main Street) has significant truck traffic, about 30,000 ADT. An investment in a bypass route, with a designation of No Trucks in downtown, could be an acceptable suggestion, as it has been 15 years since the last study was rejected.
- North Street in the Town of Canandaigua has a major sidewalk gap that needs to be addressed.



- Speed limit postings can go down to 25 mph without DOT approval, but legislation is required for other adjustments.
- In some areas (County Road 16), a number of people are conflicted; half wanting change, the other half not.

Top Opportunities

- Many of the main streets have opportunities to reduce lane widths (down to 10 feet), and add additional bump outs (curb extensions and medians).
- Build on momentum and success with the recent completion of the countywide 2016 active transportation study.
- The need for Blue Zones Project to add to the public engagement process is recognized as an important element.
- With a 23-mile trail system already underway, there is an opportunity for regional trails to connect communities. Given the relatively moderate distances of many of the towns and villages, it would be possible to bicycle between if regional trails were fully in place. The 23-mile Ontario Pathways Trail sits mostly on retired railbed but is not paved. A number of excellent trail access parking spaces are built. Paving and widening this trail could support more users enjoying year round opportunities to stay active.
- There is a key opportunity to work on a Safe Routes to School program. Some schools in the county bus students who live “almost across the street,” or within sight of the school.
- 20 (MPH) can be a major opportunity for Ontario County, where state law has brought high death rates, especially to children and elders, for decades. In 2014, New York City pioneered lower speed limits as a sensible measure to bring back civility to its streets. “London did it in specific residential areas decades ago, and has seen a 40 percent reduction in road casualties there. This change greatly protected small children. Research from the US has shown that kids under 14 are far more likely to be hit by cars on streets with speed limits up to 25 miles per hour, presumably because that’s where they’re usually playing. Other studies have shown that the odds of a pedestrian dying after being hit by a car traveling 20 miles per hour is about 5 percent, and they get worse in a hurry the faster the car is traveling, at 30 the death rate soars to 50 percent.” <http://www.sightline.org/2014/12/29/why-20-is-plenty-on-neighborhood-streets/>

Recent studies on built environment topics include:

Tools We Use

1. When working with municipalities to update their comprehensive plans, zoning ordinances, and subdivision regulations: Bicycle & Pedestrian Planning-Supportive Code Language:
http://www.gtcmpo.org/sites/default/files/pdf/2008/bicycle_pedestrian_supportive_code_language.pdf
2. Model ordinances for Transportation and Climate Change:
<http://www.gtcmpo.org/sites/default/files/pdf/2014/PlanningForTransportation%26ClimateChange.pdf>
3. Regional Viewshed Inventory and Analysis:
<http://www.gtcmpo.org/sites/default/files/pdf/2015/regionalviewshedreportappendices.pdf>
4. Regional Inventory of Culturally Significant Areas:
<http://www.gtcmpo.org/sites/default/files/pdf/2011/5332%20-%20RegInvCultSigAreas.pdf>
5. Tools for preparing Village Main Streets for Planning:
<http://www.gtcmpo.org/sites/default/files/pdf/2010/PVMSFP.pdf>

Trail Studies

1. Converting the auburn rail corridor to trail study, including Town of Victor. Most has been implemented: http://www.gtcmpo.org/sites/default/files/pdf/2010/auburnline_rail-to-trail_feasibilitystudy_wfigures.pdf
2. Study to expand the auburn trail through Farmington and the Town of Canandaigua to hook up with Ontario Pathways trail:
http://www.gtcmpo.org/sites/default/files/pdf/2014/AuburnTrailConnectionOntarioPathwaysFS_Final.pdf A lot of this has been implemented.

Regional Trails Plan

Part 1: http://www.gtcmpo.org/sites/default/files/pdf/2016/rti_2016_update_part1.pdf This is the part that shows existing and proposed trails. There was an update that added linkage from Bloomfield to Ionia and into Honeoye Falls.

Part 2: http://www.gtcmpo.org/sites/default/files/pdf/2016/rti_2016_update_part2.pdf

Part 3: http://www.gtcmpo.org/sites/default/files/pdf/2016/rti_2016_update_part3.pdf

Related to the above is an assessment of rights of way that could be used for bicycle and pedestrian trails: <http://www.gtcmpo.org/sites/default/files/pdf/2015/RegionalRightsofWay.pdf>

Walkability Assessments for one area of the City of Canandaigua and one of the City of Geneva can be found at (you will see pictures of Betsy Landre):

http://www.gtcmpo.org/sites/default/files/pdf/2016/walkabilityactionplans_wmapsexecsum.pdf The whole idea of this project was to train locals to be able to complete walkability assessments for the rest of their communities.

Out of this effort grew the City & Town of Geneva Active Transportation Plan:

http://www.gtcmpo.org/sites/default/files/pdf/2017/genevaactivetransportationplan_finalreport_0.pdf

Route 5&20 & Route 364 Multi-Modal Study (this is the one that assessed the need for sidewalks and other improvements around Lakeshore Drive and FLCC:

http://www.gtcmpo.org/sites/default/files/pdf/2013/routes520_364_full.pdf

Route 5 & 20 Corridor Study from Lima to Canandaigua:

http://www.gtcmpo.org/sites/default/files/pdf/2010/Rts.5%2620_CorridorStudy_Lima-Canandaigua.pdf

Routes 96 & 318 Corridor Study, impacting Town of Phelps:

http://www.gtcmpo.org/sites/default/files/pdf/2010/rts.96318_ruralcorridorstudy_full.pdf

City of Geneva Lakefront/Downtown Connectivity Study:

http://www.gtcmpo.org/sites/default/files/pdf/2010/GenevaConnectivityStudy_ExecSum_09222010.pdf

This is the transportation component of the Town of Victor's Comprehensive Plan:

http://www.gtcmpo.org/sites/default/files/pdf/2014/VictorTransportationSystemsPlan_ExecSummary.pdf

Plans and assessments of public transit access to human services:

<http://www.gtcmpo.org/sites/default/files/pdf/2011/UPWP%208150%20FINAL%20AUG%202011%20COORD%20PLAN%20UPDATE.pdf>

and: http://www.gtcmpo.org/sites/default/files/pdf/2016/coordinatedplan_2016addendum.pdf

While our County bus system is now part of the Regional Bus system, many of the routes they operate are based upon studies. The oldest studies are no longer posted, but to give you a flavor for how routes and service is determined the Ontario County Fixed Route Evaluation is posted at:

http://www.gtcmpo.org/sites/default/files/pdf/2010/ONTARIO_CATS_FixedRouteEval_%282-18-2010%29.pdf

In regard to providing access to food and the security of our food system, there is a Regional Transportation and Food Systems Analysis:

<http://www.gtcmpo.org/sites/default/files/pdf/2016/regionaltransportationfoodsystems.pdf>

These are just a few of the complementary planning and organizing efforts that have been built in recent years. The importance of the quality, sophistication, and vision of these documents, funded programs and Ontario County's sophisticated leadership groups cannot be overstated. We found numerous innovative and forward-thinking community partners to work with, as well as an abundance of well-located and well-sized parks and open spaces, neighborhoods with character, new investments in the downtown, and a respect for land preservation. The people of Ontario County are ready for action.

The greatest weakness is that there is a shortage of plan implementation. For many complex reasons, good plans sit idle, and some easy-to-implement short term solutions lack adequate staff time to set in motion. A Blue Zones Project in Ontario County will not need to create new plans, but instead help activate, champion and empower those plans and people who are at the ready.

This Visit

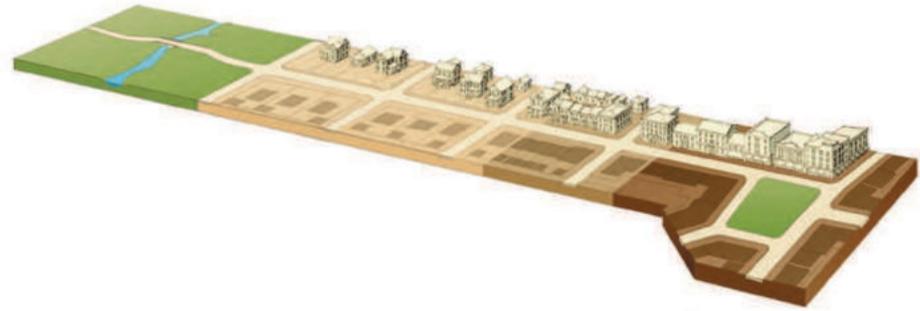
The Blue Zones planning leaders orchestrated multiple built environment discussions, site visits, and other exploratory events including:

- A breakfast meeting with the Blue Zones planning staff
- A 90-minute open discussion session to explore opportunities, challenges, and recent accomplishments
- A luncheon with key department heads that deal with the built environment
- A windshield tour of downtown, the waterfront, VA hospital grounds, and multiple communities
- A visit to Wegman's home store and with key administrators to learn about their success in building healthful habits for their staff and customers
- An evening dinner and debrief, with a discussion of next steps

A detailed site visit itinerary is included in Appendix A of this report.

COMMUNITY CONTEXT & KEY FINDINGS

Community context plays a vital role in building healthy communities. Every community has its own culture, history of achievements, patterns of growth, assets, challenges, and opportunities on which to build. When we fully recognize and understand these unique community characteristics,



Shown above: How a street, park, shopping district or other land use is designed, built and operated is based on context. Much of Ontario County is rural, but many areas transform into important neighborhoods and town centers. The design of a given street performs best when it matches the context of each places it passes through.

it helps direct strategies and tactics to better align with and leverage the

dynamics at play to achieve better health outcomes. Our role with each Blue Zones Project is to meet communities where they are and help empower desired change to meet long-term community visions. The clarity of vision in Ontario County, as evidenced in their up-to-date slate of plans, will help us implement a positive blueprint action plan for health, increase prosperity, add to the preservation of historic downtowns and waterfronts, further the restoration of downtowns and neighborhoods, and enhance quality of life for all. The above reported plans are all current, this is the time for a Blue Zones Project to power up what is already known and mostly agreed upon.

The greatest opportunities in America today are found in buildings and infrastructure. Only 50 percent of the buildings and other infrastructure needed by 2050 are on the ground. According to the National Association of Realtors, 79 percent of America's homebuyers now seek walkable neighborhoods, yet only 14 percent of neighborhoods fit this need.

Other Discoveries/Observations

(Items in quotes were pulled from recent Ontario County studies)

- Ontario County has a great pattern of narrow historic main street communities, walkable neighborhood streets, neighborhood schools, well-located and cared for parks, a stately growth of urban street trees in older neighborhoods, a nationally recognized set of waterfronts, and a proud history of natural and cultural preservation.
- Downtown Canandaigua is very walkable (Walk Score of 82 out of 100). Speeds are a moderate on many, but not all, important local and principal roadways.
- Most rural roads are 3 to 4 rods.
- A very serious and unique problem exists in New York cities and towns. The Empire State is the only state in the nation requiring a minimum posted speed of 30 mph, even on local streets. Although a municipality can request a 5 mph variation from the 85th percentile speed, this and other factors surrounding the law and practice are out of sync with more safe and appropriate speed postings.
- Locations to be studied include important intersections.
- Key staff love roundabouts. This prime intersection treatment was strongly supported by staff. Three roundabouts are on the ground in the county, two more are in design, all are single lane, but they will look forward to two-lane. They know that they need to do more for pedestrians.
- Most current locations do not have many people walking (rural). About 90 percent of all motorists now support roundabouts (a national high). The planned roundabout in Victor will be an ellipse, and will need to be focused on pedestrians (a state project).

As Ontario County's plans are put into motion, the key to restoring the quality of life sought by current residents will be careful analysis and close collaboration on how to focus inward to revitalize and reinvest in a variety of communities. Ontario County has the potential to build/maintain and provide the walkable neighborhoods in which people want to live, and provide affordable housing. Ontario County can grow in a responsible way, taking action that connects to and preserves the many waterfronts, and restores the parks that characterize this region.

ONTARIO COUNTY, NEW YORK BUILT ENVIRONMENT ASSETS

Ontario County, New York, has many assets and opportunities, and can improve its active transportation system by over 400 percent. Recent national studies indicate that cities that grew the lane mileage of their bikeway networks 50 percent between 2007–2014, saw ridership more than double, while risk of death and serious injury to people biking was halved. Placemaking, transportation, housing and transportation equity, age-friendly infrastructure, social capital, and social cohesion can be advanced in Ontario County within a time frame of three to five years.

The county's and greater region's assets include:

- Eco-tourism, especially bicycling, is one of the fastest growing areas of tourism. Long-term development of trails and related resources can pay for all needed trails. Tourism in the Finger Lakes is a \$3 billion industry, supporting 59,326 jobs.
- An average cross country bicyclist spends \$175/day; while a family vacationing and adding another day of stay in an area due to the presence of trails spends above \$500.
- There are many park trails, bicycle paths, and hiking trails in and around Ontario County, but not nearly enough.
- Schools are well-sited within most residential areas, making walking and biking viable options for many students. School Choice programs remove many students from their neighborhoods, thus limiting those students that can walk or bike to school. The vast majority of students in Ontario County are driven or bussed to school.
- City, town, and county staff are pro-walking and bicycling; they understand why and mostly how to move forward. I would rate their savvy and commitment for active transportation well into the 90th percentile for the nation.

BUILT ENVIRONMENT NEEDS, CHALLENGES, AND OPPORTUNITIES

These mostly waterfront communities are challenged by a number of factors that suppress walking, bicycling, and quality of life. Many of these challenges are rooted in the complexity of the following topics discussed in our day-long set of events:

- NY DOT challenges -- the regional agency is not viewed (by locals) as the most progressive in the state.
- Community perceptions/education of urban density. There is fear of density by many residents.
- New York State is one of the most advanced in building new bicycle and walking infrastructure, yet this region is still low for spending on bike lanes and sidewalks.
- Bicycling infrastructure in Ontario County is low, despite a high demand.
- Principal roads and bridges that carry the most traffic, and at the highest speeds, have the least amount of infrastructure for walking and bicycling.
- Opportunity: Ontario County has many tools it can apply to regain its diversity. Changing policy and incentives to allow Accessory Dwelling Units (ADUs) by right, and providing other affordable infill housing can be set in motion.
 - Achieve density using a by-right approach. Seattle, Washington, has a system in place where development permit fees are increased above a certain number of floors (or density). The developer has an option to include affordable housing in the units, or pay a higher permit per unit above a certain height or density threshold.

Transit and Transportation Choice:

Opportunities:

- Opportunity 1: Ontario County can sponsor a major state transportation summit, bringing in select advanced government leaders in transportation.
- Opportunity 2: The Summit might include a mix of top state and national transportation thought leaders, such as Jannette Sadik-Kahn, Gary Toth, Billy Hattaway, Danny Pleasant, and Roger Millar.
- Provide a 2-3-day Best of New England peer-on-peer mobile study tour.

Activate Transportation

- Challenge: “Narrow streets in the historic downtown, and overly wide and fast streets in outlying areas. This challenge is not unique to Ontario County, but may be more pronounced here. Major parts of the historic city are well connected, allowing a system of bike routes and bike boulevards to be developed and to flourish.
- Challenge: Walking distances can feel unsafe, uncomfortable, and daunting.
- Opportunity: The county could adopt NACTO, making it easier to apply the latest science and technology for active transportation. This would be a major step forward to making walking and bicycling more safe, convenient, and comfortable.
 - A policy is in place to include bike lanes where road widths allow for future resurfacing projects.
 - The City already recognizes the potential for road diets and conversion of vehicle space to provide for better bicycling, walking, and transit.
 - Carry out a City-wide policy that every street that is built should be a complete street, not only with facilities for all mobility types, but also with urban design elements that help to facilitate alternative modes of travel, such as street trees and on-street parking.

Resources:

- Challenge: Budget constraints exist and a unified community coalition is essential to ensure the long-term success of active transportation in Ontario County.

Opportunities:

- Opportunity 1: City/County staff and other top community leaders were well represented during our outreach meetings, and numerous comments and observations showed a collective awareness and passion to create a better transportation system.
- Opportunity 2: Budgets are tight, but, as we have found elsewhere, money is not the problem. Discussions led to increased collaboration, coordination, shared vision, responsibility, and leadership. Again, building social cohesion will produce results.

Ontario County is rich in natural habitat, historic preservation and community culture. Our opportunities lie in supporting community strengths and assets associated with these programs. Below are key opportunities that a Blue Zones Project effort can support through technical expertise and advocacy:

- Further power up each of the well-written community plans through strategic implementation elements.
- Protect and preserve Ontario County's waterfront and parks heritage and culture.
- Redesign streets focused on low speed, people, and place. An outline of key actions is already in place. The City, and many parts of the County, is ready to power up complete streets.
- Consider the opportunity for a system of water taxis to serve as a significant new element of the overall transportation system.
- Complete trails, finish sidewalk gaps, and repair and replace trails in poor condition.
- Favor alternate choices of travel and ways to get around, using a people-first policy.
- Emphasize Safe Routes to School.
- Continue to improve parks, green spaces, and retention of open space.
- Better manage parking, and use it as a valued resource. Develop downtown parking on the edges and other parking management (park once) practices.
- Identify built environment plans or projects that are regional and collaborative involving several communities in the greater Ontario County region.
- Prioritize continuation and expansion of multi-modal funding.
- Expand trails and other bicycle facilities throughout Ontario County and the region.
- Direct those funds that still incentivize outward growth toward inner city development and affordable housing.
- Tap into the talent and interest of neighborhood leaders to restore neighborhoods to their former quality and pride. Place a high emphasis on transportation equity.
- Due to low traffic volumes, a number of streets qualify for road diets, lane-width reductions, and more compact intersections.

Visions for trails, pathways, sidewalks, better connected streets, parks, and other open spaces are written into area plans. Where these plans, and sometimes codes, embrace the shared Ontario County vision, the implementation of these plans has been slow.

An easy win in the community could be converting overly wide lanes into quality lane designations that make better use of space for all. Systems of buffered and protected bike lanes, bicycle trails, and improved street crossings have the potential to increase bicycling and walking. The opportunity is

immense.

By partnering with Blue Zones Project, Ontario County communities can further reinforce and expand a values-driven vision, strengthen social cohesion and social capital, and accelerate improvements in the built environment. We can further catalyze and strengthen Ontario County's resolve for both short-term and long-term built environment wins. Our efforts can bolster the work already underway, supporting councils, newly elected leaders, organizations, institutions, and agencies seeking positive health outcomes.

CONCLUSION

From our conversations and this broader in-the-field sharing, I have a high level of confidence that common values, shared needs, and solutions will be found to achieve the results Ontario County leaders seek. There is much to celebrate here. This region has historical, natural, and cultural qualities that few parts of America can deliver in such abundance. This is a place for new innovations and models in small-size town growth. The years of preparation to address future needs, number of quality non-profits and other organizations inside and outside of government, the focus of elected leaders, and a community shared vision, as well as carefully constructed plans, will allow a Blue Zones Project to further activate and power up success in our short time window.

Appendix A

Dan Burden Canandaigua Built Environment Visit

Thursday, May 17
County Municipal Building: 20 Ontario Street,
Conference Room 200 on the 2nd floor

The built environment – the streets, parks, trails and places we spend our time – influences our well-being. Join Blue Zones Project for a Built Environment Visit where we'll explore the community and discuss ways to continue to improve the vibrancy of our town. The visit will be led by **Dan Burden**, an internationally recognized authority on livable and sustainable communities, healthy streets, traffic calming, and bicycle and pedestrian programs. Over the past 40 years, he's helped more than 3,800 communities become more livable, walkable, and sustainable.

RSVP to: Cynthia.abraszek@co.ontario.ny.us

9:00 am	Breakfast with planning team
10:00-11:30	Walkability and Livability 101 with Dan Burden (90 min) Location: County Municipal Building Presentation and conversation around the walkability and livability in the community.
11:30-12:00	Lunch (30 min)
12:00-1:30	Walking Audit of the Downtown and Lakefront (90 min) Start to see your community from a new angle while walking Main Street with expert Dan Burden.
1:30-3:30	Windshield Tour of City Stops include Constellation Brands (Estimating a 1:45 stop at 235 N Bloomfield Rd.), Wegman's (Estimating a 2:30 stop at 345 Eastern Blvd.), and Canandaigua Middle School stop (Estimating a 3 pm stop at 215 Granger St.). Drive by other schools as possible.

Appendix B

Attendees

Ellen Polimeni, City of Canandaigua

Michael Kaufman, Blue Zones Committee

Kayle Stettmen, NY DOT

Brian Young, Ontario County

Tom Harvey, Ontario County Planning

Doug Finch, Town of Canandaigua

Richard Brown, City of Canandaigua

John D. Goodwin, City of Canandaigua

Andy Thomas, Canandaigua City School District

Kerry Graff, Lake Country Family Medicine

Bill Wright, Ontario County

James P. Sprague, City of Canandaigua

Samantha Pierce, Town of Canandaigua

A.7 Parks Inventory and Master Plan



PARKS INVENTORY AND MASTER PLAN

March 2016

Adopted by City Council via Resolution #2016-015

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Sonnenberg Park	16
Telyea Street Tot Lot	17
The Commons	18
Triangle Park	19

Purpose

A park is defined as an area of land, usually in a largely natural state, for the enjoyment of the public, having facilities for rest and recreation, often owned, set apart, and managed by a city, state or nation.¹ However, parks provide much more than greenspace and recreation but offer a sense of community and improve quality of life. In many ways communities' parks define the community. Nevertheless, a park can quickly transform from a community asset to become a liability. In order to prevent this transformation a plan to maintain, restore and upgrade parks must be in place. This document is intended to assist the City Council, City staff and residents as a planning tool for the community's parks and recreational facilities. This plan includes a description of each park owned, maintained or shared by the City of Canandaigua and is outlined to include all of the amenities and facilities provided at each park, plans for repair or replacement, and plans/ideas for additional amenities or facilities. Cost estimates for any proposed amenities and upgrades are not included in this plan. The proposed amenities and upgrades will be included in the Capital Budget and Plan. It should be noted that the additional amenities or facilities listed were developed without direct community input and are intended to be a conversation starter for the community.

Parks Overview

The City of Canandaigua is fortunate to have thirteen (13) parks that are enjoyed by residents and visitors. The City's parks include:

1. Atwater Meadows Park
2. City Pier Park
3. Frank Baker Park
4. Gibson Street Park
5. Jefferson Memorial Park
6. Kershaw Park
7. Lagoon Park
8. Lakefront Park
9. Northeast Park
10. Sonnenberg Park
11. Telyea Street Tot Lot
12. The Commons
13. Triangle Park

The community has shown an interest in establishing a 14th park. This park would be a membership dog park in the City where dogs may safely play, socialize and exercise. The dog park concept began as a grass roots effort initiated by a resident-formed volunteer group, Canandaigua Canine Campus (CCC). It is now a city initiative utilizing the group to provide well-researched input into the design of a dog park, create a business plan and fundraise when the concept becomes a project. Several locations for a dog park have been considered and rejected due to size (CCC estimates the need for about two acres), neighbor concerns, environmental issues, and/or estimated costs. At this time, there is no city-owned land that can accommodate a dog park. A privately owned parcel may need to be donated or purchased to move forward. Canandaigua Canine Campus has continued to look for a location and has made a public appeal through the media and within its group to uncover any and all options not yet identified.

¹ <http://dictionary.reference.com/browse/park>

Dog parks are the fastest growing urban park category nationwide. Western New York has several parks (Rochester, Buffalo, Liverpool, Ithaca, Binghamton, Corning, Elmira and Amherst) and many more being planned (Farmington, Geneva and Auburn).

Comprehensive Plan – Parks and Recreation

The 2013 City of Canandaigua Comprehensive Plan listed the Parks and Recreation goal:

Provide a wide range of active and passive recreational uses in a manner that features and complements the Canandaigua environment.

This goal is further defined into five recommendations:

1. Expand public programs offered in existing city parks.
2. Expand winter activities in the parks, specifically ice skating.
3. Explore the feasibility of an intermunicipal sports complex.
4. Continue to expand intermunicipal cooperation of parks and recreational programs.
5. Maintain the defining characteristics of the city’s historic parks.

Park Rules and Regulations

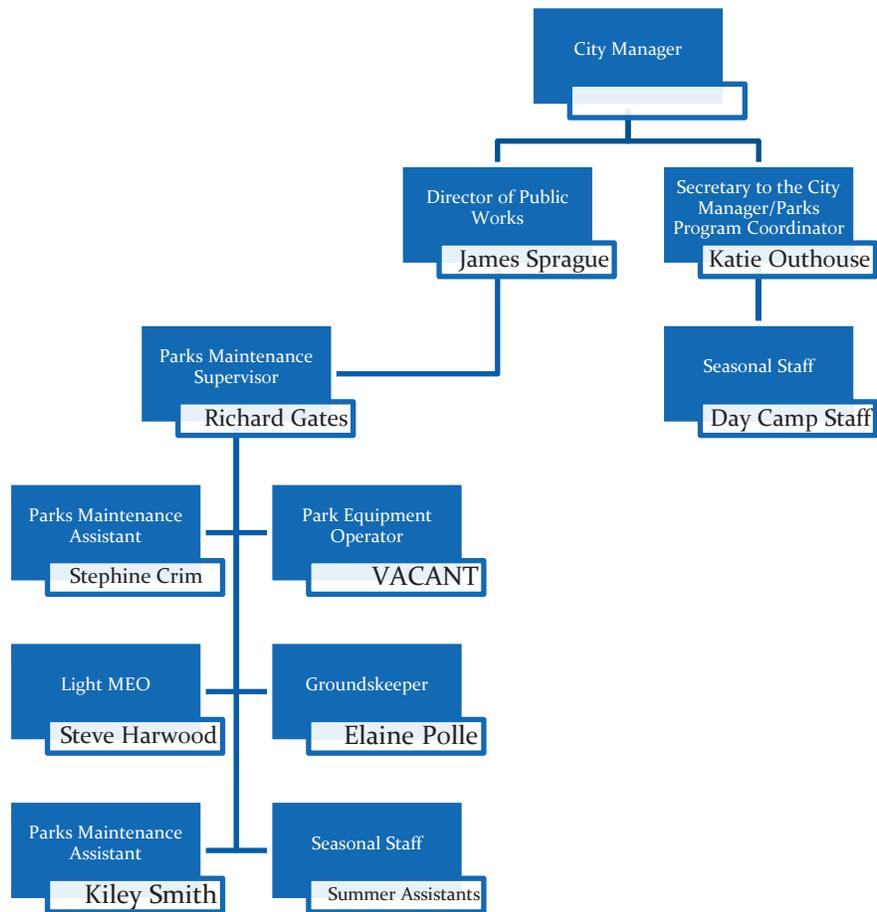
City Code Chapter 519 Parks and Recreation Areas establishes the hours of operation, rules and regulations for all of the City’s parks. A copy of Chapter 519 is attached to this plan as Appendix A.

Parks and Recreation Department

The City of Canandaigua Parks and Recreation Department (Parks Department) is responsible for administering recreation programs, maintaining the parks, up keeping two cemeteries, and the planting and care of City trees along streets and in parks. The Parks Department strives to provide accessible green space and enjoyable programs in all seasons for the community and its visitors. The Department’s goals are to:

- Create a positive relationship between staff and the public through mutual respect and cooperation;
- Provide opportunities for relaxation, experiential learning and socialization to enhance personal growth and well-being;
- Continuously improve the quality and safety of park facilities and services.

The Parks Department is currently a division of the Department of Public Works; however, programs are coordinated through the City Manager’s Office by the Secretary to the City Manager. Below is an organizational chart of the Parks Department.



		Atwater Meadows Park	City Pier	Frank Baker Park	Gibson Street Park	Jefferson Memorial Park	Kershaw Park	Lagoon Park	Lakefront Park	Northeast Park	Sonnenberg Park	Telyea Street Tot Lot	The Commons	Triangle Park
Park Amenities														
Access	Parking		X	X		X	X		X	X	X		X	
	Bus Stop					X								
	Connected to Sidewalks		X	X	X	X	X	X	X		X	X	X	X
	Bike Rack		X	X		X	X ²		X		X		X	
Utilities & Services	Public Restroom		X	X		X ¹	X			X	X ¹			
	Drinking Fountain(s)		X	X		X	X		X	X	X	X	X	
	Lights		X	X		X	X				X		X	
	Dog Waste Bag Dispenser		X	X		X	X		X	X	X			
	Concession						X							
Picnic & Event Areas	Tables		X	X		X	X		X		X	X	X	
	Grills			X		X	X		X		X			
	Building/Inside Area			X ¹		X ¹					X ¹			
	Pavilion			X			X							
	Gazebo						X							
Sports	Volleyball Court					X					X			
	Basketball Court(s)			X		X					X	X		
	Baseball/Softball Field(s)					X					X			
	Football, Soccer, Lacrosse, Rugby Field(s)			X						X				
	Tennis/Pickelball Court(s)			X							X			
Exercise & Play	Playground			X		X	X				X	X		
	Swing Set			X		X					X	X		
	Swimming Area						X							
	Skate Park					X								
Liesure Activities	Fishing Pier/Outlook(s)						X	X	X					
	Small Craft Boat Launch						X		X					
	Boat Dock(s)								X					
	Benches		X	X	X	X	X		X		X	X		
	Walking Trail(s) OR Walkways	X		X			X	X	X		X			
	Public Art Space (Stage)												X	
MISC	Momument					X	X							X
	Statue						X				X			

Atwater Meadows Park

Atwater Meadows Park is an 18 acre forested park located on West Lake Drive (767 West Lake Drive) on the City's southern border with the Town of Canandaigua.

Originally, Atwater Meadows Park was purchased by New York State via the State Finger Lakes Parks Commission in 1968 with the intent on building a boat launching facility. However, the City of Canandaigua, Town of Canandaigua and Ontario County opposed the site due to traffic and ecological concerns. The City acquired the park after negotiating with the State Finger Lakes Parks Commission to exchange Red Jacket Park, now the New York State Marine Park, which already had a boat launch leased to the State Finger Lakes Parks Commission.



It should be noted that part of the park includes a ten (10) foot permanent easement for a dock, mooring facilities and a path. The permanent easement, which is associated with the property located at 861 West Lake Road, was included with the transfer from the State Finger Lakes Parks Commission as the State Finger Lakes.

Atwater Meadows Park is open to the public from 6:00 AM to sunset year round.

Park Amenities

Atwater Meadows Park is largely undeveloped, but does have some natural trails within the park.

Park Requests

Atwater Meadows Park is not very accessible as it lacks a parking area and is not connected to the City sidewalk network. Connection the city sidewalk network and/or the addition of a small parking area would improve the access to the park. West Lake Road is also heavily traveled by bikers and the park could also improve access with a bike rack. Once at the park visitors could benefit from a defined trail network and possibly small craft launch and/or small fishing piers. These amenities would help to provide another location for residents to enjoy the natural beauty of Canandaigua.

New Amenities

- Connection to Sidewalk Network
- Small Parking Area
- Bike Rack
- Defined Trail Network
- Small Craft Launch
- Small Fishing Piers

Capital Maintenance

None at this time.

City Pier Park

The City Pier is located off Lakeshore Drive. The City Pier serves as a home to a concentration of historic boathouses. The City Pier is open to the public from 5:00 AM to 9:00 PM from October 31st – April 30th and 5:00 AM to 11:00 PM from May 1st to October 30th.

Park Amenities

The City Pier provides a scenic view of Canandaigua Lake, fishing, temporary boat docks (3), seasonal restroom, drinking fountain and parking. There are also five (5) picnic tables, thirteen (13) benches and seven (7) garbage cans throughout the park.

Park Requests

Due to space constraints the City Pier cannot add many amenities unless parking and/or street changes are made. The park could potentially be expanded in the future by purchasing one of the two private marinas that are adjacent to the park should one be for sale in the future; however this prospect is unlikely. The brick walkway around the circle is in poor condition and is a potential tripping hazard. Some of the bricks have been removed by visitors and thrown into the lake. A stamped concrete walk (similar to Niagara Street) to replace the bricks is needed. City Pier also hosts food vendors that currently occupy parking spots. Vendors have requested a designated spot within the park which will allow for more free parking spaces.

New Amenities

- Possible purchase of an adjacent marina should one become available.
- Additional Picnic Tables
- Bike Rack
- Garbage/Recycling Containers
- Vendor Designated Spot

Capital Maintenance

- Restrooms
- Roadway
- Stamped Concrete Walk (Replace brick walkway)



Frank Baker Park

Frank Baker Park (Baker Park) consists of 23 acres of park land and facilities on Buffalo Street. Baker Park is commonly divided into two distinct sections: Upper Baker and Lower Baker. There is no exact divide between Upper and Lower Baker, but the distinguishing characteristic is the difference in topography that occurs around the playground area.



Baker Park is a great asset to the community as evidenced by its heavy use year round. The park has convenient parking and many amenities that can be enjoyed by all

ages. The park is used for special events (5K races), family gatherings, and general recreation and play. It is a host to one of the City's summer day camps. It also serves as the home to the Canandaigua Area Soccer League (CASL) an independent sports organization which practices and plays games on the fields available at both Lower and Upper Baker. During the winter months, hills of Baker Park are used for snow sledding.

Baker Park is open from 6:00 AM to 9:00 PM from October 31st to April 30th and from 6:00 AM to 10:00 PM from May 1st to October 30th.

Park Amenities

Baker Park has a one (1) mile walking trail/jogging path that loops around the park and connects to Holiday Lane and Buffalo Street. Along the path are many benches and in several locations there are grills and picnic tables available for use.

Baker Park may be best known, however, for its sports facilities. The park has two basketball courts, four tennis courts (two of which are also lined for pickleball), soccer fields and a football/rugby field. There are also backstops that still exist, as the park once served as a host for youth baseball. The backstops could be used for an unofficial baseball/softball field or to reestablish a field(s) in the future. During the winter months, these areas are used by cross country skiers.

Baker Park also has a large playground that is popular among families. A pavilion and small indoor space is located near the playground. The pavilion as well as the indoor space can be rented for events and/or picnics. There are also seasonal restrooms and drinking fountains.

Park Requests

The original plan for the park included the construction of a pavilion at Upper Baker near the parking lot. This area was also considered for the location of a dog park, but due to neighborhood opposition was ultimately ruled an unsuitable location. Maintenance of the existing facilities is necessary. The tennis/pickle ball and basketball courts were reconstructed in 2008, but require repainting approximately every five (5) years. The most recent repainting was completed in 2015. The playground was installed in 2005. The typical useful life of playground equipment is 15-20 years; however the overall condition and current playground regulations dictate replacement. A new playground should be planned for 2025. The

indoor area is uninviting, offers no amenities and has an intuitional feel. Further the restrooms are in need of updating for energy efficiency and aesthetics. Several surrounding communities have updated and inviting indoor spaces for residents to rent for events such as birthday parties and family gatherings. Many runners/joggers use the trail for exercise. Similar trails in other communities have exercise/workout stations which could also be a welcomed addition to Baker Park. There has been a greater demand in the community for baseball/softball fields and the re-establishment of the fields at Baker should be considered.

New Amenities or Upgrade

- Pavilion for Upper Baker
- Renovation of Indoor Area and Restrooms
- Exercise/Workout Stations
- Additional Benches

Capital Maintenance

- Repaint of Tennis/Pickleball and Basketball Courts (2020)
- Replace Playground (2025)
- Upper Parking Area (2016)
- Lower Parking Area
- Trail

Gibson Street Park

This one (1) acre park is located at the end of Park Street along Gibson Street (110 Gibson Street). Although the park is fairly small, it is used by the St. Mary's School for during recess and physical education classes.

Park Amenities

Gibson Street Park is a passive park providing green space to the area. The small park has four benches that surround a landscaped center.

Park Requests

The park is limited by its size and surroundings as to the amenities that it can offer. With that said, a community garden might be a nice addition to the neighborhood. It could also be a location of community chess/checker tables.

New Amenities or Upgrade

- Community Garden
- Community Chess/Checker Tables

Capital Maintenance

- Benches



Jefferson Memorial Park

Jefferson Memorial Park, more commonly known as Jefferson Park, is 8 acres situated on Jefferson Avenue and Tillotson Street. Jefferson Park is open from 6:00 AM to Sunset year round.

Park Amenities

Jefferson Park features the City's skate park which was constructed in 2010 utilizing part of the parking lot. The park also features a heated multi-purpose room that can be rented, seasonal restrooms, a basketball court, a volleyball court, baseball/softball fields and a playground. The larger of the two baseball/softball fields has lights that can be rented to allow for evening games.



Park Requests

The park has limited space for additional amenities. The basketball court requires repainting every five (5) years with the most recent repainting taking place in 2015. The playground equipment was installed in 2007. The typical useful life of playground equipment is 15-20 years; however the overall condition and current playground regulations should dictate replacement. A new playground should be planned for 2027. The skate park that was constructed in 2010 is beginning to show wear and tear and will need to be repaired which is planned for in 2016. One of the proposed upgrades to the skate park is to have the park painted by a professional graffiti artist and then covered with an anti-graffiti coating. The park is anticipated to annex 195 Tillotson Street which could provide space to expand the skate park in the future. There have also been requests for picnic tables and benches. The indoor area is uninviting, offers no amenities and has an intuitional feel. Further the restrooms are in need of updating for energy efficiency and aesthetics. Several surrounding communities have updated and inviting indoor spaces for residents to rent for events such as birthday parties and family gatherings.

New Amenities or Upgrade

- Picnic Tables
- Benches
- Renovation of Indoor Area and Restrooms
- Expand Skate Park

Capital Maintenance

- Repaint Basketball Court (2020)
- Replace Playground (2027)
- Repair Skate Park
- Parking Area

Kershaw Park

If there was a flagship park of Canandaigua, Kershaw Park would be it. This cherished community asset is 9 acres and located on the north shore of Canandaigua Lake along Lakeshore Drive. Kershaw Park was redeveloped in 1996-1997, but was originally developed with fill between 1920 and 1936. The park provides visitors and residents an area to enjoy one of the regions greatest natural resources, Canandaigua Lake.

Park Amenities

Kershaw Park features lakefront walkways and benches, picnic areas and grills, five picnic pavilions, a gazebo, playground, fishing pier/outlook, small craft launch, two parking areas and a bike rack which is outfitted with a bike repair station. The park also has a beach area and boathouse which are open from Memorial Day to Labor Day. City residents may purchase life-time passes for \$1 (must provide proof of residency). Non-residents are charged a fee for each use, but can also purchase a season pass. Kershaw Park connects to Lakefront Park via a walking bridge and is served by two concession/eating vendors that contract with the City to operate from the bathhouse and the Muar House.

Park Requests

Kershaw Park has limited space for additional amenities, but serves its purpose of providing a family friend atmosphere to enjoy the vistas Canandaigua Lake and its waters through swimming or boating. A common request is for a larger swimming area which has been explored in the past and determine unfeasible for various reasons including space constraints and regulations. A possible compromise is the installation of a spray park. The playground was installed in 1996 and is approaching its useful life. The typical useful life of playground equipment is 15-20 years; however the overall condition and current playground regulations should dictate replacement. A new playground is planned for 2016, but will be reevaluated as part of the 2016 budget process. The boathouse is also approaching 20 years of age and should be evaluated for capital maintenance items. A bathroom for the western portion of the park was planned as part of the redevelopment in 1996, but a structure was not constructed. With that said the associated electrical service and plumbing was installed for the future facility.

New Amenities or Upgrade

- Bathroom/Pavilion
- Spray Park

Capital Maintenance

- Bathhouse
- Pavilions, Picnic Tables, Benches
- Fishing Outlook
- Playground (2016)

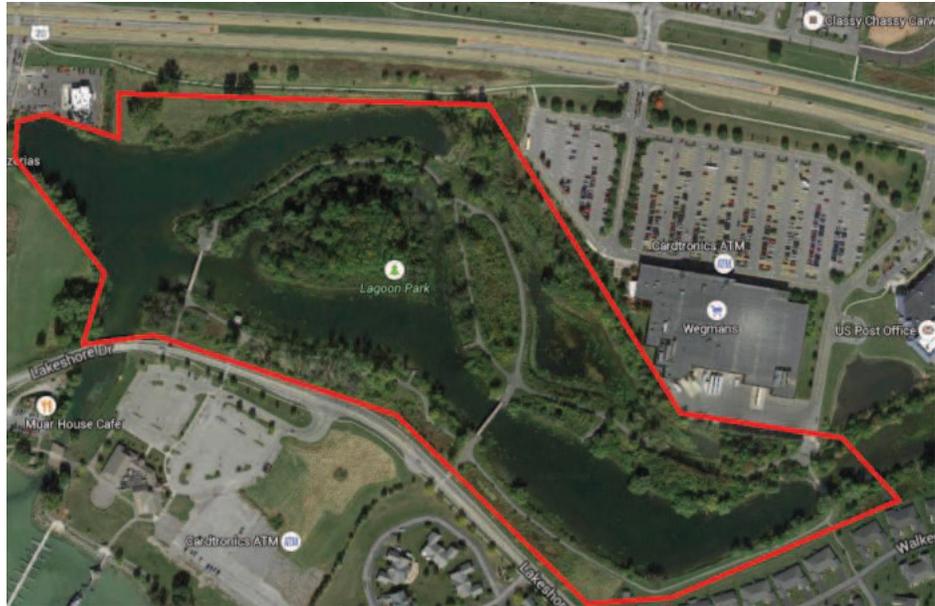
Lagoon Park



Lagoon Park is the largest City park at 34 acres. The park is mostly wetlands with walking trails, bridges, and overlooks along the Canandaigua Lake Outlet. The park also is a wildlife preserve and as such not pets are permitted.

Park Amenities

Lagoon Park has many trails, bridges and fishing pier/outlooks.



Park Requests

Lagoon Park is a protected wildlife preserve. Other than cleaning and projects to remove invasive species the park only requires operational maintenance. With that said, the bridges and fishing outlooks will need to be monitored for future capital maintenance.

New Amenities or Upgrade

None Identified

Capital Maintenance

- Bridges
- Fishing Outlooks
- Trails

Lakefront Park

Lakefront Park is sometimes confused as part of Kershaw Park. The two parks are adjacent to each other and connected via a walking bridge.

Park Amenities

Lakefront Park features a public dock equipped with a boat pump-out station, small craft launch area, fishing outlook, picnic areas and a walking path. The park is also home to the Canandaigua Lady which is a private dinner boat cruise that operates off a permanent easement that runs through the park. The adjoining property (formerly Steamboat Landing) is currently a construction site for a new hotel. As part of this project, additional parking will be added and a new entrance to the site along with two detention ponds will be constructed.



Park Requests

The park is limited due to space constraints and has had recent additions of the small craft launch, fishing outlook and public dock. Maintaining these relatively new amenities should not require any major capital maintenance funding for the foreseeable future. When the irrigation system was installed at Kershaw Park, it was installed to provide for a future extension into Lakefront Park. There park does provide an opportunity for another pavilion and picnic area.

New Amenities or Upgrade

- Irrigation System
- Pavilion/Picnic Area

Capital Maintenance

- Dock
- Fishing Outlook
- Small Craft Launch

Northeast Park

Northeast Park is located on Chapel Street and was developed as a collaborative effort between the City, Town of Canandaigua and the Canandaigua City School District. The park opened in 2009 and features soccer/lacrosse fields that are used by the Canandaigua City School District and local sports leagues.



Park Amenities

Northeast Park has three soccer/lacrosse fields along with a practice field and restrooms. The park also has a parking area and advanced irrigation system.

Park Requests

When the park was developed plans were discussed to add a playground, pavilion and amenities for the playfields (scoreboards, bleachers, lighting, practice wall). The proposed location of the pavilion and playground is currently used as a practice field. Because of the heavy use of the practice field, the playground and pavilion may not be supported by the most frequent users of the park. The parking lot was constructed/paved using recycled material and as a result the surface is rough which means that repaving the parking lot is a potential need.

New Amenities or Upgrade

- Playground
- Pavilion
- Playfield Amenities (scoreboards, bleachers, lighting, practice wall).
- Repave Parking Lot

Capital Maintenance

- Bathroom
- Irrigation System

Sonnenberg Park

Sonnenberg Park is an eight (8) acre park located on Howell and Charlotte Streets. Open from 6:00 AM to Sunset

Park Amenities

Sonnenberg features three tennis courts (two of which lined for pickle ball), a basketball court, toddler playground (2015), playground (2007), softball field, tee ball field, enclosed pavilion with restrooms, picnic area and a ½ mile walking trail. The walking trail also includes several educational/historical information signs regarding the park. The park also has a small parking area that was constructed in 2012.



Park Requests

The tennis/pickleball and basketball courts require repainting every five (5) years with the most recent repainting taking place in 2015. The playground equipment was installed in 2007. The typical useful life of playground equipment is 15-20 years; however the overall condition and current playground regulations should dictate replacement. A new playground should be planned for 2027; however, the current playground should be reviewed for ADA (Americans with Disabilities) compliance. The park once had an ice skating rink, the base asphalt of the rink still remains. There has been interest in reviving this rink for ice skating or a multi-season rink/court. There is also the area where the playground was once located which is sandy and heavily shaded. A community sandbox has been suggested for this location. Many runners/joggers use the trail for exercise. Similar trails in other communities have exercise/workout stations which could also be a welcomed addition to Baker Park. Sonnenberg Park once hosted a statue that was vandalized. The statue needs to be restored prior to being returned to the park.

New Amenities or Upgrade

- Multi-season Court/Rink or Ice Skating Rink
- Sandbox
- Exercise/Workout Stations

Capital Maintenance

- Building/Bathroom
- Playground (2027)
- Play Courts (2020)
- Statue Restoration
- Parking Art

Telyea Street Tot Lot

This one (1) acre park is a quaint neighborhood park located on Telyea Street.

Park Amenities

This small park has a nice playground that was installed in 2010, swing set and a half basketball court.

Park Requests

Due to the limited space available and to the fact that it is a small neighborhood park no additional amenities are identified for the “Tot Lot”. The playground equipment was installed in 2010. The typical useful life of playground equipment is 15-20 years; however the overall condition and current playground regulations should dictate replacement. A new playground should be planned for 2030.

New Amenities or Upgrade

- Picnic Tables

Capital Maintenance

- Playground (2030)
- Swing Set
- Basketball Court (2020)

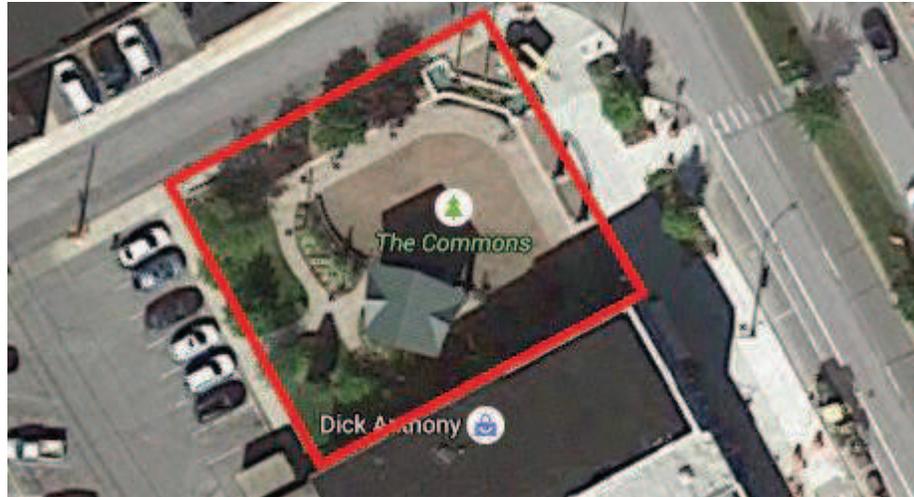


The Commons

The Commons, formerly known as the Downtown Minipark, provides a setting for special events Downtown.

Park Amenities

This small park features a performance stage and a decorative water feature which recalls the significance of the site in the development of the idea for the Erie Canal. Thanks to the fund raising efforts of Business Improvement District (BID), tables and umbrellas were installed in 2015.



Park Requests

There is very limited space available for additional amenities; however a public restroom might be appropriate. It is a commonly discussed as a location for a public art statue or mural which could be a nice addition to the park and Downtown.

New Amenities or Upgrade

- Public Art
- Bathroom

Capital Maintenance

- Stage
- Seating
- Fountain

Triangle Park

Triangle Park is easily confused as a traffic triangle located at the intersection of Lakeshore Drive, Main Street and the entrance of the City Pier. It contains a monument.

Park Amenities

This small park has a historical marker that commemorates the routes of the armies of General John Sullivan and General James Clinton.

Park Requests

None Identified.

New Amenities or Upgrade

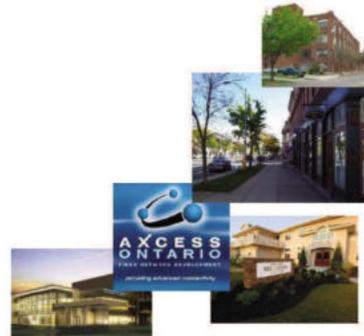
None Identified

Capital Maintenance

None Identified



A.8 Strategic Economic Development Plan: Recommendations



*The Canandaigua Economic
Development Partnership:
An Integrated Approach to Prosperity
The Strategic Economic Development Plan
for the City of Canandaigua, NY*

March 2012

	rolling average from the sample.) http://factfinder2.census.gov	
Planned Investment in Commercial and Industrial Construction	City of Canandaigua Building Permits from the City Building Inspection Department	Comparable data is not readily available from the Benchmark communities.

Metrics should also be used to monitor progress on each of the recommendations in the SEDP. In this case, it is useful to compile both activity metrics and outcome metrics. The table below provides activity and outcome metrics for each of the recommendations listed above.

<u>Recommendation</u>	<u>Activity Metrics</u>	<u>Outcome Metrics</u>
A-1. Create Position of Economic Development Director	Position approved & funded by City Council	Economic Development Advisory Council Formed
A-2. Provide Business Retention & Expansion Services for firms located in the City	Develop BR&E program in concert with OCOED program	Number of enterprises & employees in target industries as reported annually by NYSDOL compared to similar measures for communities included "benchmark" analysis in Appendices
A-3. Use economic development tools to prepare and position sites for development/redevelopment	Incentives/financing arranged for sites	Value of new commercial and industrial construction as reported on City building permits Compared to previous year and to growth in Total Assessed Value in County
A-4. Work with the Chamber of Commerce and the Business Improvement District to promote business to business (B2B) opportunities.	Number of B2B events held/coordinated by Economic Development Director	Economic Development Director documents new buyer/supplier arrangements arising from the events.
A-5. Focus on Quality of Life Issues to Build Competitive Advantage.	Economic Development Director advocates for Qof L measures described in SEDP	
A-6. Continually Strengthen the Business Climate in the City.	Zoning & Codes Task Force Formed	Task Force Recommendations Adopted by City
Sector-Specific Recommendations		
B-1. Recommendations for the Retail/Tourism Sectors:		

City of Canandaigua Economic Development Partnership

<u>Recommendation</u>	<u>Activity Metrics</u>	<u>Outcome Metrics</u>
Strengthen physical/programmatic links between City's downtown merchants and Lakefront as well as the wineries and culinary tourism opportunities	Comprehensive Events Calendar Created	Number of Events and Number of Attendees reported on Events Permits compared to previous year
Maintain liaison with major destinations: CMAC, NYWCC, FLCC, Historic Sites, etc. as well as the Finger Lakes Visitors Connection	Economic Development Director meets with these organizations as part of BR&E effort	Reported attendance at destinations.
Work with Chamber and other organizations to coordinate major events and festivals in the City	Comprehensive Events Calendar Created	Number of Events and Number of Attendees reported on Events Permits compared to previous year
Oversee/encourage catalytic projects such as:		
Re-use of the former Labelon Building	Re-use plan created in cooperation with the property owner	Building is put into use
Coordination of Lakefront Development with Downtown development	Working with CADC and BID, Economic Development Director defines expected role each will play in tourism & retail experiences in Canandaigua	Economic Development Director can document how developments and activities in these two areas have been designed to be complementary
Eventual re-use of the former Wegman's parcel at the intersection of 5 & 20 and South Main Street	Economic Development Director works with property owner on reuse	Physical design and eventual uses on property serve as link between Downtown & Lakefront
Creation of pedestrian district near old Railroad Station on Ontario Street	Economic Development Director works with property owners on reuse	Pedestrian district created that links to Downtown & enhances downtown experience
B-2. Recommendations for Manufacturing and Business Services Sectors:		
Create "early warning" system to meet needs of large employers (e.g., SSTCC, Constellation & GateHouse Media). The City's business retention and expansion efforts should be focused on this issue.	Business Retention & Expansion effort focuses on major employers in first year	Economic Development Director provides report on issues facing employers and steps taken to address them.
Focus efforts on easing the process of expanding existing businesses and/or attracting new ones to improve likelihood of economic diversification.		
Assembling sites and "shepherding" major projects, particularly those involving re-use of industrial properties in the Southeast of the City	Economic Development Director assembles re-use project in Southeast corner as defined in SEDP appendices.	Site is converted to commercial/industrial reuse.
Interacting with SSTCC to ensure they remain healthy and to maximize the potential spin-offs spin off into the City	Economic Development Director establishes regular communication with SSTCC management.	At least one SSTCC spin-off is created in City within 3 years.

<u>Recommendation</u>	<u>Activity Metrics</u>	<u>Outcome Metrics</u>
Creating a conduit for FLCC services/programs to flow into the City	Economic Development Director establishes regular communication with FLCC leadership	FLCC expands training/SBDC offerings in City. City & FLCC coordinate activities around Woodsman Competition to bring some activity downtown. New business opportunities are identified for City businesses to serve FLCC students & faculty.
Creating a liaison with Ontario County Office of Economic Development and the Greater Rochester Enterprise for external marketing of City sites	Economic Development Director works with OED and/or GRE on external marketing	At least one new business is attracted to City every 2 years beginning in Year 3.
Foster expansion of telecommuting/knowledge worker opportunities by fostering 3 rd places in the City and maximizing connections to Axxess Ontario	Economic Development Director works with City, Axxess Ontario and Property owners to develop a "3rd place."	"3rd Place" is created in Downtown area.
B-3. Recommendations for the Health Services Sector:		
Improving communication especially with regards to making sure that Canandaigua's residents are aware of the health services available in the area.	Work with Chamber, BID, City and Health Care providers to create activities that foster greater community awareness of the role health care plays in the City.	During BR&E visits, Health Care providers report greater usage of local services by City residents
Making sure that the health sector continues to grow in order to stay competitive and meet the needs of the region.	Working with health care providers to advocate with State and Federal agencies for expanded services	At least one significant expansion or attraction of a health-services enterprise in 3 years involving at least \$500,000 in investment.
	As needed by health care organizations, Identifying sites for expanded health care services	Completion of expansion/attraction for health services organization in the City.
	As indicated by market opportunities, developing Senior Home Care services to offset costs of traditional nursing homes and providing new opportunities in the health care sector.	Successful development of new senior home care services and housing options in the City.
Seek ways to integrate health, wellness, and economic vitality in order to create the highest possible quality of life. This will benefit the community as a whole, while also highlighting the importance of the health care sector in Canandaigua.	Work with Chamber, BID, City and Health Care providers to promote Canandaigua as a "healthy city" as a way to market the City to attract business & talent.	

A.9 Recommendations of the Tree Advisory Board

Urban Forest Master Plan

City of Canandaigua, NY

Prepared by:

City of Canandaigua Tree Advisory Board

Stephanie Crimm, Parks Maintenance Supervisor and City Arborist

Judi Cermak

Elizabeth Hane

Bill Mehls

Laura Ouimette

David Poteet

Bernadine Ticonchuk

November, 2019

Introduction

The City of Canandaigua, New York has a proud history of creating and supporting a strong and vibrant community tree program. Initial progress was led by philanthropist Mary Clark Thompson in the early 1900s. Many of her most lasting contributions included the selection and planting of signature trees in many of our city parks and neighborhoods – in and around Sonnenberg Park, Charlotte Street, and the Village Square, as well as many other public spaces. Our city streets display a wide variety of well-managed trees, with an increasingly diverse mixture of young and old trees of varying species, planted and cared for under the direction of professional arborists and skilled technicians. Our urban forest is a defining characteristic of life in Canandaigua. Its protection and enhancement is a major objective of the 2013 Canandaigua Comprehensive Plan.

In order to protect this legacy, Mayor Ellen Polimeni appointed the first Tree Advisory Board in early 2011 to solidify our standing as a Tree City USA. In 2019, Canandaigua celebrated its 27th year as a Tree City USA, and has been recognized with Tree City Growth Awards for demonstrating environmental improvement and a higher level of tree care.

The Tree Advisory Board quickly integrated its activities and findings on many City initiatives, most notably in the preparation of an updated Comprehensive Plan in late 2012 and 2013. The Comprehensive Planning process requires careful attention to the establishment of goals and objectives for each of the City's primary vision elements. It quickly became clear that in order to protect and enhance our urban forest for many generations, the development of an Urban Forest Master Plan was essential.

This document captures the present state of our urban forest in 2019, highlights objectives and needs for this important resource, and presents a proposed plan of action and budget guidelines to execute this plan.

We appreciate the opportunity to provide input for such a significant and lasting asset.

Vision and Goals

1. The City of Canandaigua will maintain and enhance its status as a Tree City USA.
2. The City will continue to employ a Certified Arborist (the “City Arborist”) to manage the urban forest and execute the Urban Forest Master Plan.
3. Our urban forest will be well planned and expertly managed to maintain and enhance the character and attractiveness of our historic community.
4. Tree species and planting locations must be selected to maintain visual compatibility with our historic neighborhoods and surroundings, and with adjacent trees.
5. The protection and enhancement of the urban forest will be a primary consideration in planning and executing infrastructure projects.
6. The City Arborist and Tree Advisory Board will maintain strong relationships with local utilities to protect our urban forest assets.
7. Planning and response to natural and societal threats will be timely and thoughtful, as the result of formal project planning and problem solving processes.
8. The City will educate and encourage residents to protect and maintain the urban forest on both public and private property.

Benefits of Urban Trees

We benefit from the presence of trees in many ways.

1. Privacy
2. Screen unsightly areas
3. Protect pedestrians from vehicular traffic
4. Improve air quality
5. Remove particulate matter from the air
6. Remove harmful gases such as carbon dioxide, carbon monoxide, sulfur dioxide and ozone
7. Give off oxygen
8. Roots capture storm-water runoff
9. Leaves attenuate storm-water runoff
10. Provide homes for wildlife
11. Save on fuel and air-conditioning costs
12. Increase property values by 5 to 20%
13. Beautify the city
14. Reduce noise pollution
15. Enhance outdoor urban spaces which, in turn, helps to build stronger communities

For more about the benefits of trees, visit the International Society of Arboriculture at www.treesaregood.org

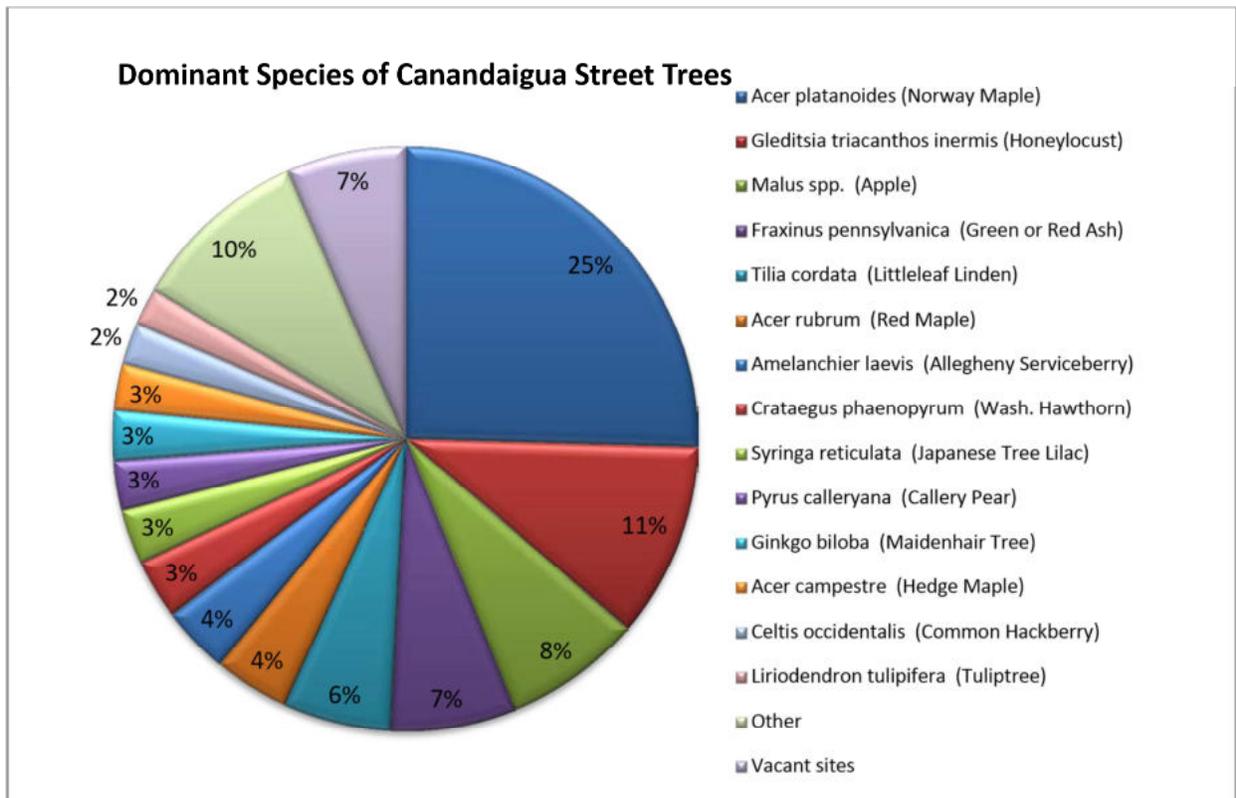
Specific financial benefits of trees can be calculated at <https://mytree.itreetools.org/#/>

City of Canandaigua Tree Inventory

The City of Canandaigua manages over 5,000 trees in municipal parks, common areas, and city rights of way. About 4,500 of these are Street Trees. Species Distribution of Canandaigua Street Trees

Current:

This graph shows the information from 2013. An updated 2019 graph is being prepared.



Desired:

Communities such as Ithaca often specify numerical targets for the composition of the urban forest, such as no more than 5% of any single tree species. Canandaigua's goal is not a specific percentage, but to strive for diversity.

Condition Assessment and Management Needs

The City of Canandaigua Tree Inventory identifies the condition of each tree, and guides the annual activities for tree removal, replacement, pruning, and other maintenance activities.

Urban Forest Management Recommendations to Meet the Vision and Goals:

In order to meet the Vision and Goals of this Urban Forest Master Plan, the following Management Recommendations are defined:

1. The City of Canandaigua shall maintain and enhance its status as a Tree City USA
 - a. The City shall follow the Four Standards of Tree City USA.
 - Tree Board or Department
 - Tree Care Ordinance
 - Community Forestry Program with an annual budget of at least \$2 per capita
 - Arbor Day Observance and Proclamation
 - b. The City will aspire to Sterling Tree City USA designation by earning Tree City Growth Awards for 10 years (www.arborday.org/programs/treecityusa/growthawards.cfm . Tree City Growth Awards are achieved by earning points in the areas of
 - Education and Public Relations
 - Partnerships
 - Planning and Management
 - Tree Planting and Maintenance
2. The City will employ or retain a Certified Arborist (the “City Arborist”) to manage the urban forest and execute the Urban Forest Master Plan.
3. Our urban forest will be well planned and expertly managed to maintain and enhance the character and attractiveness of our historic community.
 - a. The Tree Advisory Board and the City Arborist will identify historically or botanically significant areas of the urban forest for special protection. Guidelines and recommendations to provide this protection will be defined and revised as appropriate.
 - b. All work standards and specifications shall take into consideration nationally validated standards such as ANSI A300 (Tree Care) and ANSI Z133.1 (Line Clearance), among others.
 - c. The City of Canandaigua Arboricultural Specifications and Standards of Practice (<http://ecode360.com/documents/CA2661/CA2661-633a%20Arboricultural%20Specs.pdf>) will be reviewed annually by the Tree Advisory Board and City Arborist for effectiveness and compliance with best practices and industry standards. Standards will also be reviewed to ensure that guidelines are clearly defined for tree removal and replacement.

- d. The City Arborist shall prepare Annual Tree Removal and Pruning Plans based upon the City of Canandaigua Tree Inventory. These plans will be cooperatively reviewed each year with the Tree Advisory Board for advisory and communication purposes.
4. Tree species and planting locations must be selected to maintain compatibility with our historic neighborhoods and surroundings, and with adjacent trees.
 - a. Planning and design guidelines may be developed and applied in a cooperative manner between the City Arborist and the Tree Advisory Board.
 - b. The Tree Advisory Board will continue to be vigilant for updated information and best practices on this topic.
 5. The protection and enhancement of the urban forest will be a primary consideration in planning and executing infrastructure projects.
 - a. The protection of heritage trees shall be the initial assumption in conducting public works projects. Deviations from this assumption must be coordinated with the City Arborist and the Tree Advisory Board.
 - b. The Tree Advisory Board and the Department of Public Works will work together to develop, update, and follow procedures and specifications for street reconstruction projects to specifically protect and enhance heritage trees and streetscapes (as per presentation attached in Appendix).
 - c. Protection of living trees during construction and other activities shall consider ANSI A300 standards.
 - d. A preliminary Site Plan Review will be conducted by the City Arborist and the Tree Advisory Board to provide input to the City Planning Commission.
 - e. An “after-action” assessment shall be conducted by the Department of Public Works and the Tree Advisory Board after key projects to measure the success of these specifications, and revise as necessary.
 6. The City Arborist and Tree Advisory Board will maintain strong relationships with local utilities to protect our urban forest assets.
 - a. A Forester from the appropriate utility companies will be invited by the Tree Advisory Board to attend as appropriate.
 - b. The Tree Advisory Board and the City Arborist will coordinate with the utility companies to ensure historically or botanically significant areas of the urban forest receive special protection.

7. Planning and response to natural and societal threats will be timely and thoughtful, as the result of formal project planning and problem solving processes.
 - a. The City Arborist, with the support of the Tree Advisory Board, shall create and execute a best-in-class response plan to present and future emergent threats to our urban forest.

8. The City will educate and encourage residents to protect and maintain the urban forest on both public and private property.
 - a. The Tree Advisory Board and the City Arborist will develop strong partnerships with the Finger Lakes Community College (FLCC) as an educational resource. To strengthen this partnership, the Tree Advisory Board will include at least one member from the Finger Lakes Community College Department of Conservation and Horticulture.
 - b. The City Arborist will utilize the Tree Advisory Board to communicate urban forest maintenance and replacement plans to the public.
 - c. The City of Canandaigua website will include specific Tree Advisory Board educational topics.
 - d. The Tree Advisory Board, in coordination with the City Arborist and FLCC whenever possible, will develop and conduct educational programs and initiatives for trees and city landscapes.

9. The City Arborist will coordinate their drafts of annual budget requests with the Tree Advisory Board prior to their submission to the Director of Public Works. The minimum budget target for activities to support the urban forest shall be at least \$2 per capita, as outlined in Tree City USA guidelines.

A.10 National Citizen Survey



THE NCSTM
The National Citizen SurveyTM

Canandaigua, NY

Community Livability Report

2018



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The National Citizen Survey™
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The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About

The National Citizen Survey™ (The NCS) report is about the “livability” of Canandaigua. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

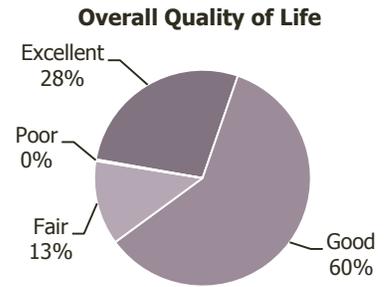
Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

The Community Livability Report provides the opinions of a representative sample of 465 residents of the City of Canandaigua. The margin of error around any reported percentage is 5% for all respondents. The full description of methods used to garner these opinions can be found in the *Technical Appendices* provided under separate cover.



Quality of Life in Canandaigua

A majority of residents rated the quality of life in Canandaigua as excellent or good. This rating was similar to the national benchmark (see Appendix B of the *Technical Appendices* provided under separate cover).



Shown below are the eight facets of community. The color of each community facet summarizes how residents rated it across the three sections of the survey that represent the pillars of a community – Community Characteristics, Governance and Participation. When most ratings across the three pillars were higher than the benchmark, the color for that facet is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

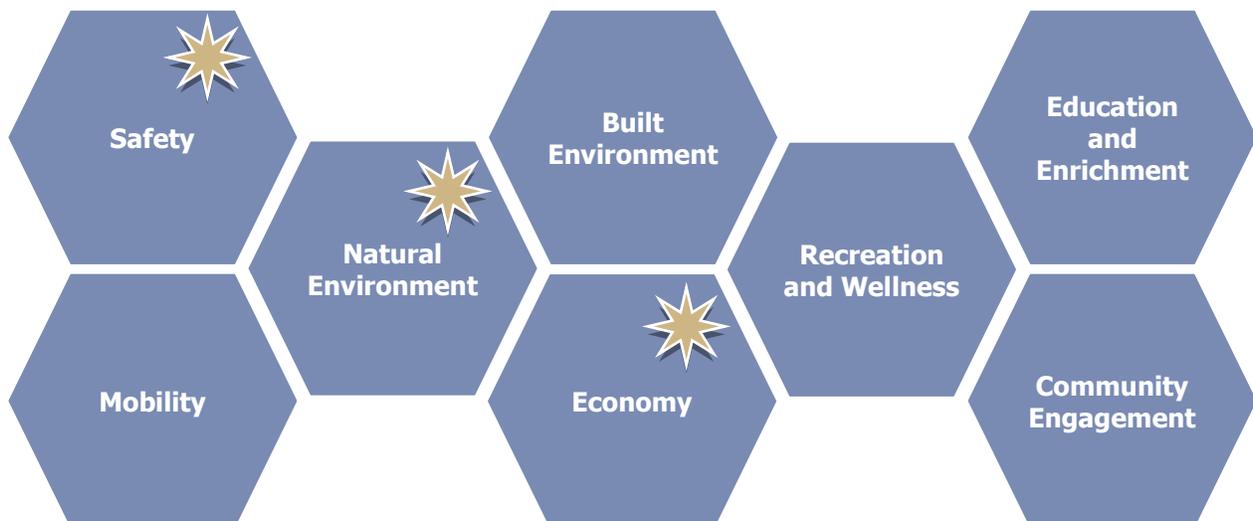
In addition to a summary of ratings, the image below includes one or more stars to indicate which community facets were the most important focus areas for the community. Residents identified Safety, Natural Environment and Economy as priorities for the Canandaigua community in the coming two years. Ratings for all facets tended to be positive and similar to ratings in comparison communities. This overview of the key aspects of community quality provides a quick summary of where residents see exceptionally strong performance and where performance offers the greatest opportunity for improvement. Linking quality to importance offers community members and leaders a view into the characteristics of the community that matter most and that seem to be working best.

Details that support these findings are contained in the remainder of this Livability Report, starting with the ratings for Community Characteristics, Governance and Participation and ending with results for Canandaigua’s unique questions.

Legend

- Higher than national benchmark
- Similar to national benchmark
- Lower than national benchmark

- Most important



Community Characteristics

What makes a community livable, attractive and a place where people want to be?

Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Canandaigua, 91% rated the City as an excellent or good place to live. Respondents' ratings of Canandaigua as a place to live were similar to ratings in other communities across the nation.

In addition to rating the City as a place to live, respondents rated several aspects of community quality including Canandaigua as a place to raise children and to retire, their neighborhood as a place to live, the overall image or reputation of Canandaigua and its overall appearance. More than 70% of respondents gave high marks to each aspect (sometimes much more, with 87% rating Canandaigua as an excellent or good place to raise children). All of these ratings were similar to the national averages.

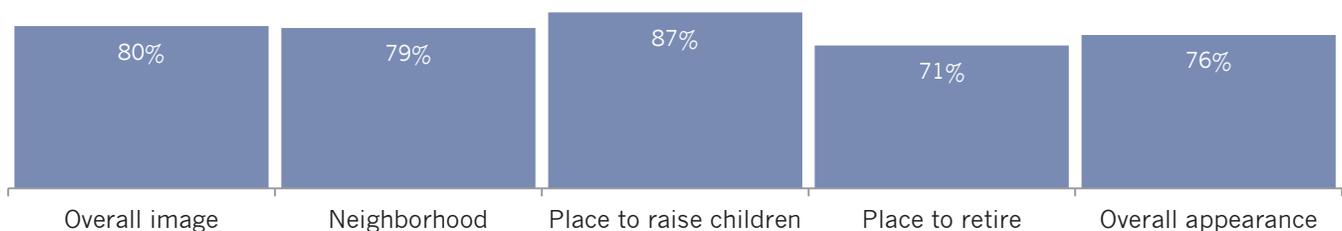
Delving deeper into Community Characteristics, survey respondents rated over 40 features of the community within the eight facets of Community Livability. Almost all aspects were similar to the benchmark. Residents gave notably higher ratings to the ease of walking in Canandaigua and to the city as a place to visit. All aspects of Safety, Natural Environment, Recreation and Wellness, Education and Enrichment and Community Engagement received excellent or good ratings from a majority of respondents.



Percent rating positively (e.g., excellent/good)

Comparison to national benchmark

■ Higher ■ Similar ■ Lower



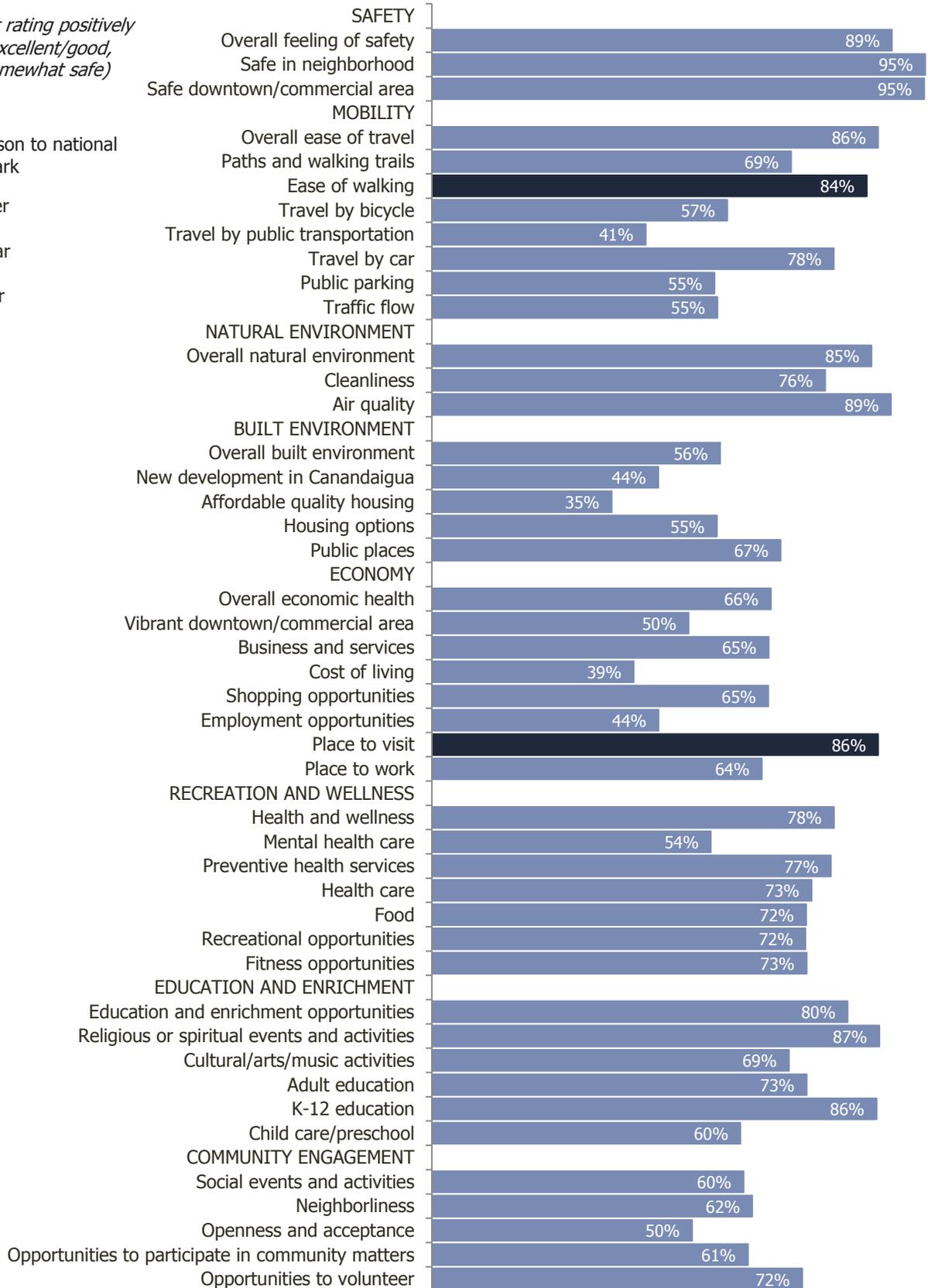
The National Citizen Survey™

Figure 1: Aspects of Community Characteristics

*Percent rating positively
(e.g., excellent/good,
very/somewhat safe)*

Comparison to national
benchmark

- Higher
- Similar
- Lower



Governance

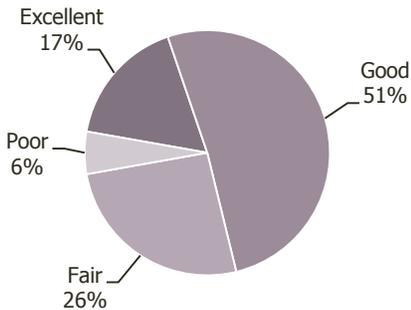
How well does the government of Canandaigua meet the needs and expectations of its residents?

The overall quality of the services provided by Canandaigua as well as the manner in which these services are provided is a key component of how residents rate their quality of life. About two-thirds of respondents gave excellent or good ratings to the overall quality of services provided by the City Government while about one-third gave excellent or good ratings to the overall quality of services provided by the Federal Government. Ratings for both levels of government were similar to ratings in comparison communities.

Survey respondents also rated various aspects of Canandaigua’s leadership and governance. While less than half of respondents gave positive ratings to many of these items, these ratings were similar to what has been observed on average in other communities across the nation. The overall quality of the customer service provided by Canandaigua employees received the highest ratings; about 8 in 10 respondents rated this as excellent or good.

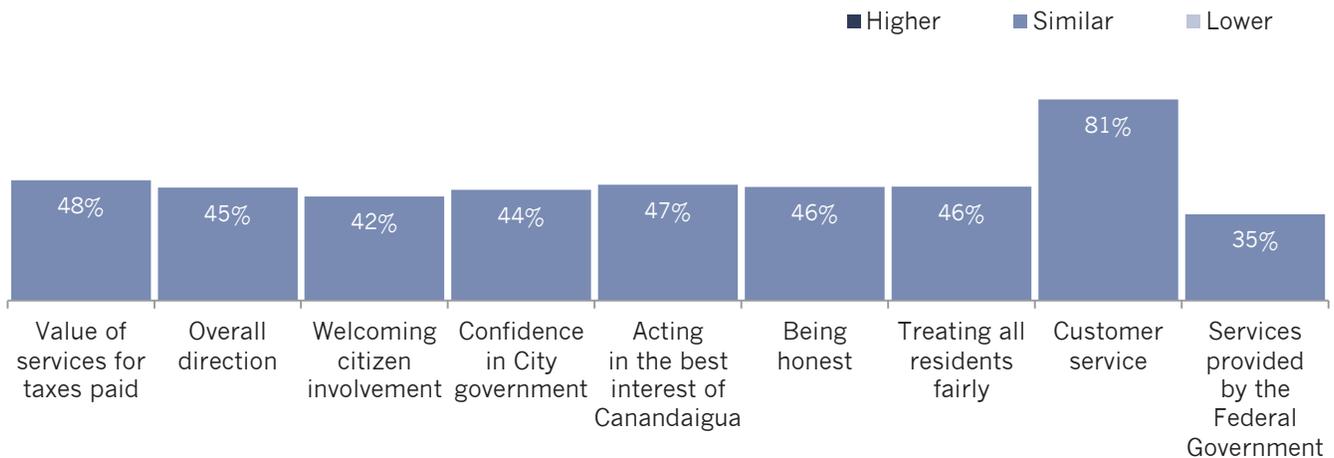
Respondents evaluated over 30 individual services and amenities available in Canandaigua. Most of these were rated positively by respondents in all facets and were similar to the national benchmarks. Two items received evaluations higher than the benchmark comparisons: street lighting and Canandaigua’s drinking water. While not higher than the national benchmarks, ratings of garbage collection and recycling were given high marks, with over 80% rating these positively. A few items were rated as excellent or good by fewer than half of respondents, but these items are also held in lower esteem in other communities as the ratings were similar to the benchmark comparisons. These items included street repair, sidewalk maintenance, economic development, land use, planning and zoning, code enforcement and cable television.

Overall Quality of City Services



Percent rating positively (e.g., excellent/good)

Comparison to national benchmark



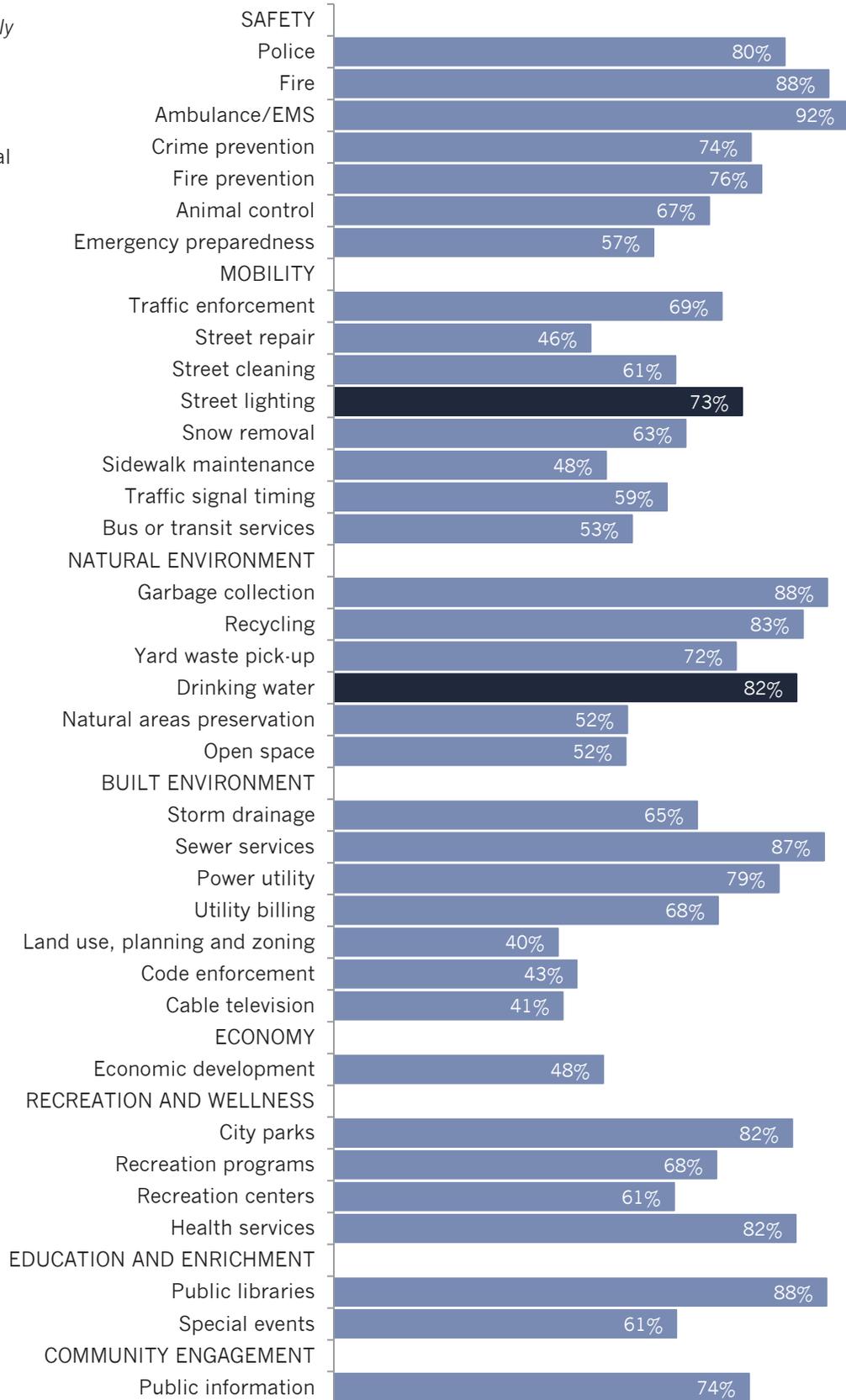
The National Citizen Survey™

Figure 2: Aspects of Governance

Percent rating positively
(e.g., excellent/good)

Comparison to national
benchmark

- Higher
- Similar
- Lower



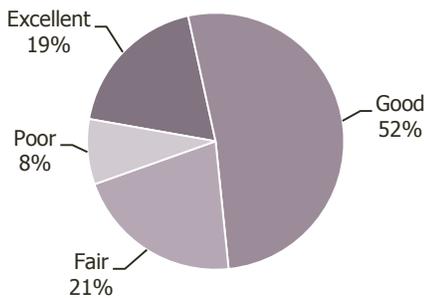
Participation

Are the residents of Canandaigua connected to the community and each other?

An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community, a shared sense of membership, belonging and history. About 7 in 10 respondents gave positive ratings to the sense of community in Canandaigua and this rating was similar to the national benchmark. When asked if they were likely to recommend living in Canandaigua or if they planned to remain in Canandaigua, about 9 in 10 residents indicated they were like to do both.

The survey included over 30 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. While reported rates of Participation varied widely in Canandaigua; almost all rates were similar to those reported in other communities across the nation. There were only two exceptions to this and both items had to do with Mobility. Fewer Canandaigua residents reported that they had used public transportation instead of driving and more reported that they had walked or biked instead of driving compared to residents in comparison communities.

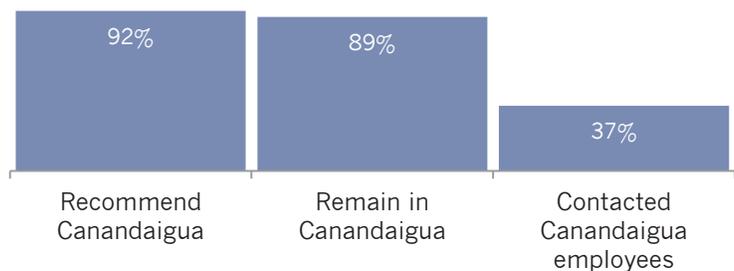
Sense of Community



Percent rating positively
(e.g., very/somewhat likely,
yes)

Comparison to national
benchmark

■ Higher ■ Similar ■ Lower



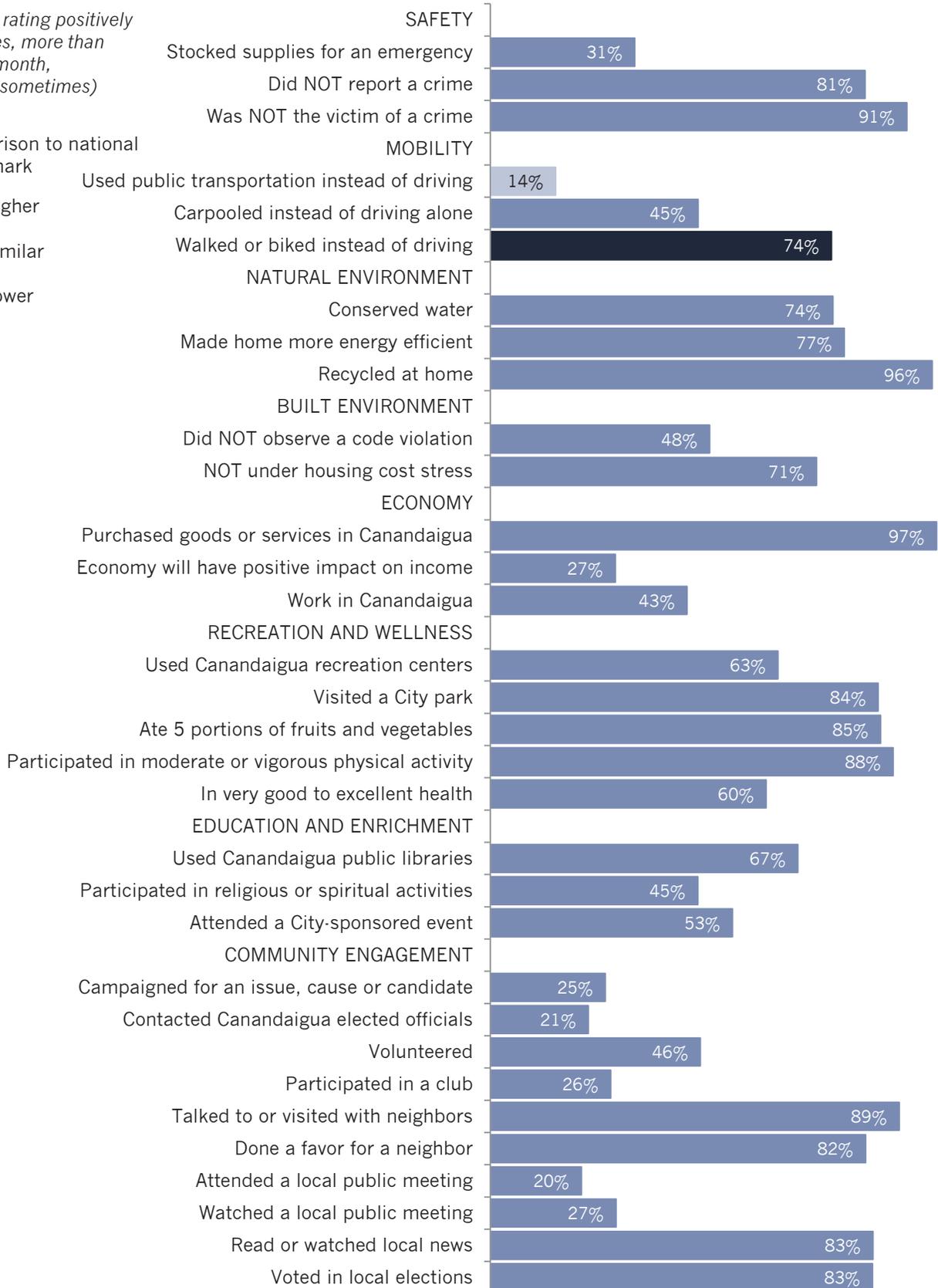
The National Citizen Survey™

Figure 3: Aspects of Participation

Percent rating positively
(e.g., yes, more than
once a month,
always/sometimes)

Comparison to national
benchmark

- Higher
- Similar
- Lower



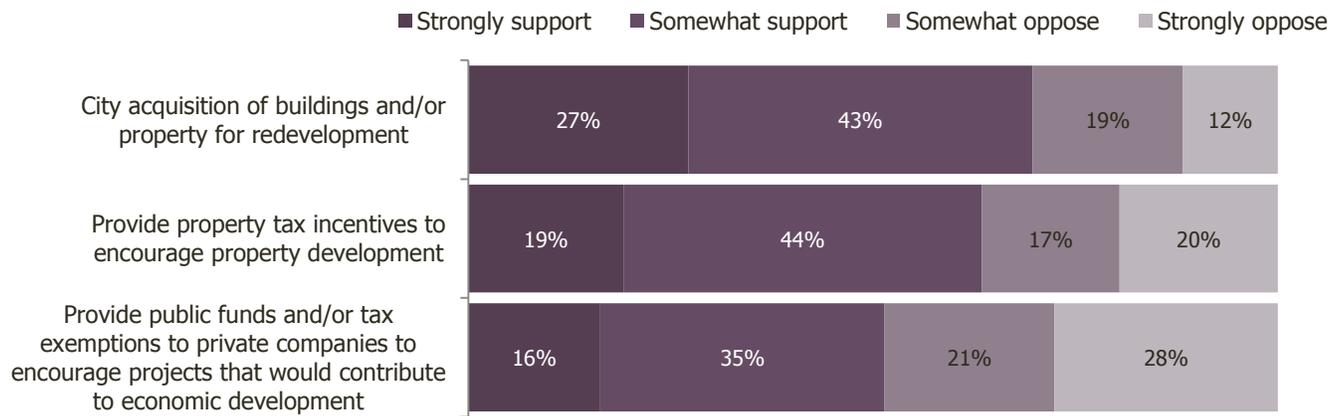
Special Topics

The City of Canandaigua included seven questions of special interest on The NCS. The questions covered a wide range of topics including potential development, questions about the police and fire departments, City policies and an open-ended question.

Resident support for or opposition to potential actions the City could take to encourage development and/or redevelopment was assessed. A majority of residents supported two of the three potential actions, with nearly 7 in 10 residents supporting City acquisition of buildings and/or property for redevelopment and just over 6 in 10 supporting providing property tax incentives to encourage property development. Respondents were split over the whether to provide public funds and/or tax exemptions to encourage projects that would contribute to economic development. About half supported and half opposed it, but 28% strongly opposed it compared to only 16% who strongly supported it.

Figure 4: Potential City Actions

Please indicate the extent to which you support or oppose each of the following potential actions the City of Canandaigua could take to encourage development (including redevelopment):



Respondents were asked to rate the quality of aspects of both the Canandaigua Police Department and the Fire Department. At least 7 in 10 residents rated each aspect of the Police Department as excellent or good (see Figure 5 below), while about 9 in 10 rated each aspect of the Fire Department as excellent or good (see Figure 6 on the next page).

Figure 5: Quality of Police Department

Please rate each of the following aspects of Canandaigua’s Police Department.

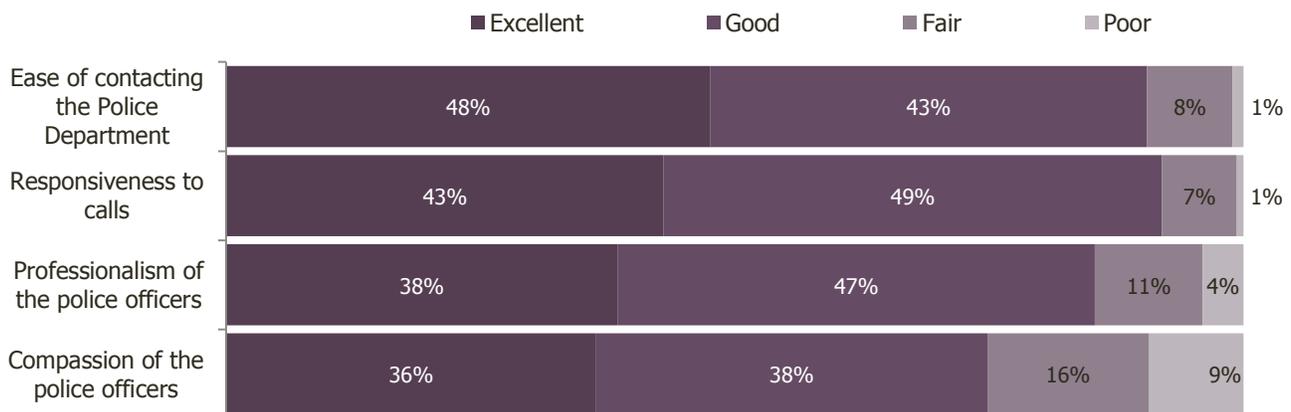
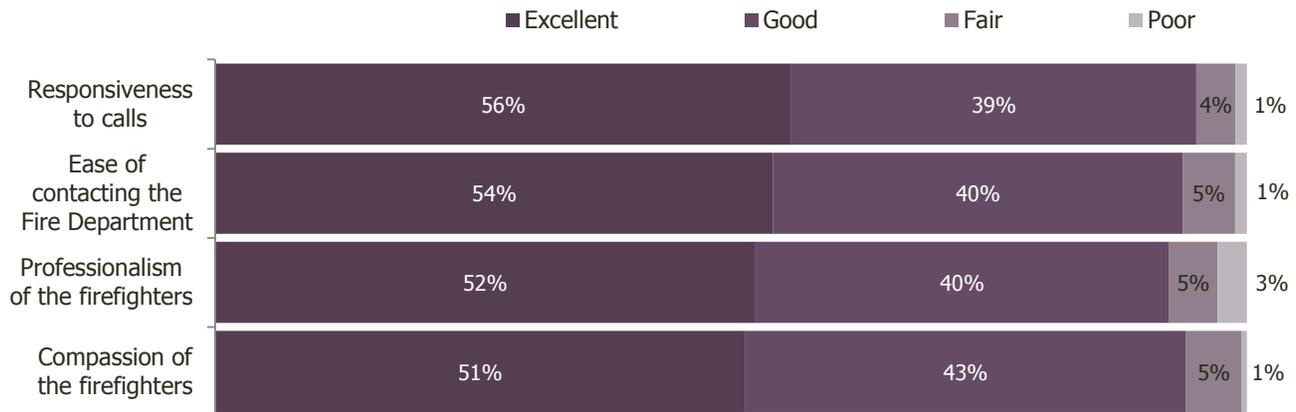


Figure 6: Quality of Fire Department

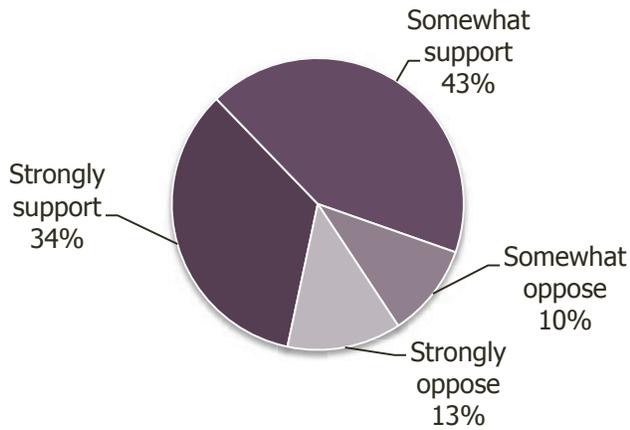
Please rate each of the following aspects of Canandaigua's Fire Department.



When asked if they would support or oppose a substantial property tax levy increase to fund increased staffing levels for the fire department, about three-quarters of respondents indicated that they would support it, with about a third saying they would “strongly” support it.

Figure 7: Property Tax Levy Increase to Fund Increased Fire Department Staffing

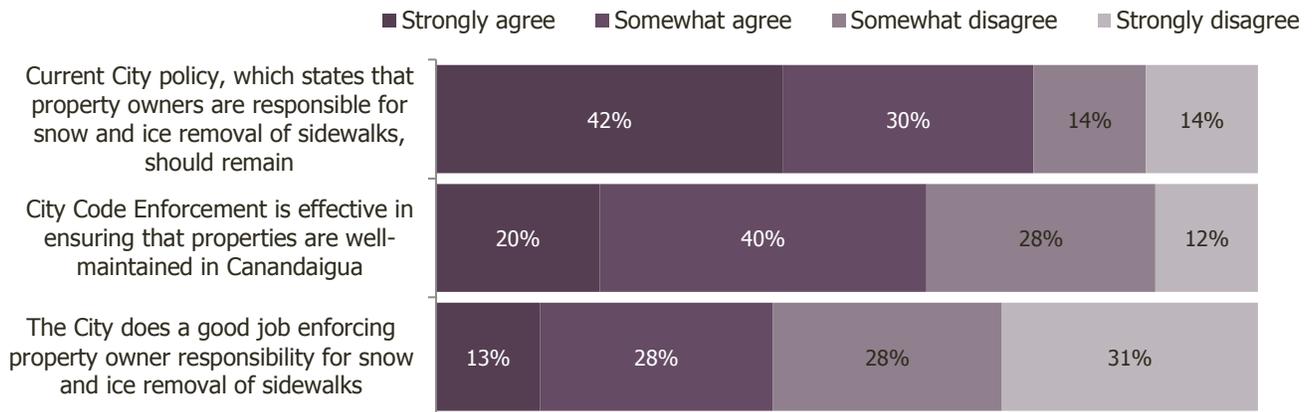
The City is considering hiring additional firefighters to increase staffing levels. How much would you support or oppose a substantial property tax levy increase to fund increased staffing levels for the fire department?



The City of Canandaigua garnered resident input on City Code Enforcement. About 7 in 10 residents agreed that current City policy that property owners are responsible for snow and ice removal of sidewalks should remain, however only about 4 in 10 agreed that the City was doing a good job enforcing this policy. About 6 in 10 agreed that City Code Enforcement is effective in ensuring that properties are well-maintained in Canandaigua.

Figure 8: City Code Enforcement

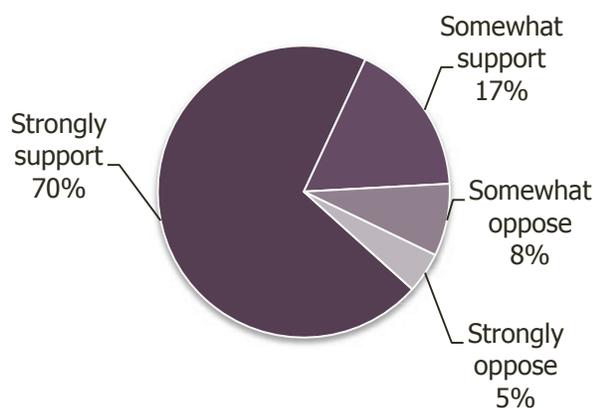
Please indicate the extent to which you agree or disagree with each of the following:



Feedback was sought about the City parks’ “Carry in- Carry out” policy in which visitors are supposed to take out of the park what they bring in, including their generated trash. At least 4 in 5 residents indicated that they supported the continuation of this policy.

Figure 9: City Parks Policy

City parks have a “Carry in – Carry out” policy, which means that all trash brought into the park should be taken with visitors when they leave. How much do you support or oppose the continuation of this policy in Canandaigua Parks?

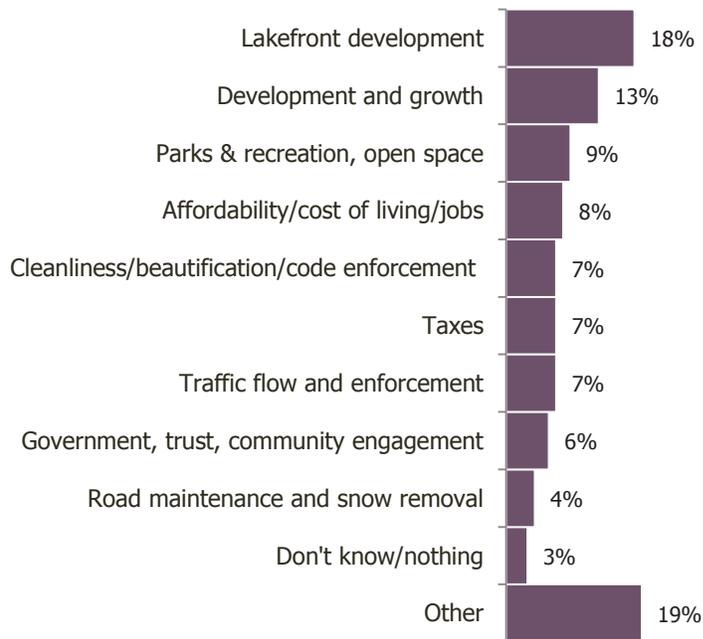


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Included on the survey was an open-ended question where residents could answer, in their own words what they felt was the most important thing the City of Canandaigua could do to improve the overall quality of life in the city. A total of 465 surveys were completed by Canandaigua residents; of these 331 respondents wrote in responses for this question. Survey respondents had a wide variety of ideas to improve the quality of life in Canandaigua. The most commonly cited themes included lakefront development and general development and growth. Residents also expressed desire to more recreational opportunities, employment opportunities, city beautification, lower taxes and improved traffic flow. (See the *Open-end Report* under separate cover for the full set of the responses as provided by respondents.)

Figure 10: Open-Ended Question

What is the most important thing the City of Canandaigua could do to improve the overall quality of life in the city?



Conclusions

Residents value the quality of life in Canandaigua and would recommend living in this community to someone who asked.

About 9 in 10 residents rated their overall quality of life as excellent or good and would be likely to remain in Canandaigua and recommend the community as a place to live. Positive ratings were given to Canandaigua as a place to live and their neighborhood as a place to live, the overall image of the City and to Canandaigua as a place to raise children; each of these ratings were similar to the national comparisons. About 7 in 10 respondents considered the sense of community in Canandaigua to be excellent or good, and about 6 in 10 respondents felt that social events and activities and the neighborliness of residents in Canandaigua were excellent or good. However, fewer rated as excellent or good the openness and acceptance of the community to people of diverse backgrounds. All of these ratings, though, were similar to the national benchmarks.

The Natural Environment in Canandaigua is an important attribute to the quality of life in the city and received high marks.

Nearly 9 in 10 residents (86%) identified Natural Environment as an essential or very important community focus area for the Canandaigua community in the next two years. Overall, residents' ratings for aspects of Natural Environment were similar to or higher than national comparisons. Reviews for the drinking water quality in Canandaigua were notably positive and higher than those reported elsewhere. Additionally, about 1 in 5 respondents who provided a response in their own words about the most important thing the City could do to improve overall quality of life cited the Lakefront area as an important area of the City to focus on (development, recreation opportunities, etc.).

Canandaigua is a safe community and residents want to keep it that way.

About 8 in 10 residents considered Safety a priority focus area for Canandaigua in the next two years. Almost all residents gave positive reviews to the overall feeling of safety in the city and about 9 in 10 favorably rated feelings of safety in their neighborhoods and in Canandaigua's downtown/commercial area. Further, at least 8 in 10 residents gave positive reviews to public safety services such as police, fire and ambulance/EMS.

Some of the specialized questions on the survey asked about specific aspects of the Police and Fire Departments. About 8 in 10 rated each aspect of the Canandaigua Police Department positively while about 9 in 10 rated each aspect of the Fire Department positively. Three-quarters of residents voiced support for a tax increase to fund additional fire fighters.

Residents support some development/redevelopment actions, but were divided about using public funds to encourage economic development projects

A majority of residents supported two of three potential actions about which their opinion was solicited, with nearly 7 in 10 residents supporting City acquisition of buildings and/or property for redevelopment and just over 6 in 10 supporting providing property tax incentives to encourage property development. Respondents were split over the whether to provide public funds and/or tax exemptions to encourage projects that would contribute to economic development. About half supported and half opposed it, but 28% strongly opposed it compared to only 16% who strongly supported it.

When asked in their own words, to name the most important thing the City could do to improve quality of life, development and redevelopment of the Lakefront and of downtown were the most commonly cited themes.

A.11 PUBLIC HEARING MINUTES

(To Be Added Upon Completion)

A.12 ENVIRONMENTAL REVIEW

(To Be Added Upon Completion)

A.13 RESOLUTION ADOPTING THE PLAN

(To Be Added Upon Completion)

