AGENDA
PLANNING COMMITTEE & FINANCE COMMITTEE
Tuesday, March 3, 2020
7:00 PM
Council Chambers- The Hurley Building

Planning Committee: Steve Uebbing, Chair
Jim Terwilliger
Nick Cutri
Dan Unrath

1. **Comprehensive Plan Committee Public Hearing**
The Comprehensive Plan Committee has completed its review and has recommended changes. This item is dual purpose. It is a formal duly noticed public hearing of the Committee and presentation to City Council and the community. Thomas Lyon, Chair of the Comprehensive Plan Committee will present the recommended changes.

2. **Easement for Town of Canandaigua Water Booster Station and Water Main**
The Town of Canandaigua has requested a permanent easement on City property located at 3772 County Road 16, Town of Canandaigua, also known as the Water Treatment Plant, beginning at the intersection of the existing southwesterly boundary corner of attached Tax Map Parcel 112.02-1-18.100 with the existing southeasterly boundary corner of Tax Map Parcel 112.02-1-88.100. The easement will allow the Town to construct, reconstruct, operate, maintain, and/or improve an underground line or lines, main or mains, and/or services and/or laterals with all associated fixtures and/or appurtenances, with free ingress and egress for the all of the enumerated purposes, including the right to trim and/or remove trees, shrubs and/or other obstructions, and to store, pile, and/or remove material, and/or fill, in and over the parcel of land, described and/or as otherwise illustrated on any attached maps, other illustrations, and/or legal descriptions. Jim Sprague will be at the meeting to discuss the request and answer questions for Council.

3. **DRI Discussion**
For the last four years, the City of Canandaigua has submitted applications for the Downtown Revitalization initiative (DRI) in an effort to secure $10,000,000 from New York State to fund various projects Downtown. Despite being a finalist each of those years, the City's application was not selected and the funding was awarded to other municipalities. Last Year, the City contracted with MRB Group to submit work with staff to continue to improve our application, however it was not selected for award. Since that time, however, the City has made substantial progress on several projects and Staff believe this would strengthen our application substantially should we choose to submit. This item was added to the agenda for further discussion.

Finance Committee: Jim Terwilliger, Chair
Nick Cutri
Steve Uebbing
Erich Dittmar

1. **Hurley Building Roof**
The 2020 Capital Budget included $120,000 to complete the next phase of the Hurley Building Roofing Project. Bids for that project opened on Thursday, February 27th, with the only response coming from Elmer W. Davis, Inc. Roofing, located at 1217 Clifford Avenue in Rochester, NY, for a cost not to exceed $159,649. While this is higher than originally budgeted for, the Fuel Tank Replacement Project has the additional funding needed to cover this overage. In addition, Staff has faith in the ability of Elmer W. Davis, Inc. Roofing to complete the project as they completed the work on the first phase of the roofing project. Jim Sprague will be at the meeting to discuss the project and answer questions for Council.

2. **Capital Projects Update**
   Per the request of Mayor Palumbo, Staff will provide an update on the ongoing and upcoming Capital Projects scheduled for the Budget Year 2020.

3. **2019 Year End Review**
   The unaudited financials for Fiscal Year 2019 will be distributed at the meeting. The Clerk/Treasurer and City Manager will provide a brief overview. As in year's past, the review of the financials will continue in subsequent meetings so Staff can answer any questions that City Council may have after reviewing and for the annual presentation from the City's independent auditors.

Next Meeting: April 7, 2020

CITY OF CANANDAIGUA

COMPREHENSIVE PLAN

2020~~13~~ UPDATE

Adopted ~~December 5, 2013~~ XXXXXX

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1. INTRODUCTION

1.1 PLANNING FOUNDATION

The City of Canandaigua has a solid history of comprehensive planning, with at least six ~~four~~ plans on record, each completed at roughly ten-year intervals.

1958: City of Canandaigua Master Plan, Isadore Candeub & Associates.
1970: City of Canandaigua Master Plan, Herbert H. Smith Associates.
1981: City of Canandaigua Comprehensive Master Plan, City of Canandaigua
1993: City of Canandaigua Comprehensive Plan, Nutter Associates.
2002: City of Canandaigua Comprehensive Plan, City of Canandaigua
2013: City of Canandaigua Comprehensive Plan, City of Canandaigua

The latest Comprehensive Plan was adopted in ~~2002~~ 2013. That plan serves as the foundation for this update. An ad hoc committee appointed by the City Council developed this plan over a one-year period. ~~That plan serves as the foundation for this update.~~

1.2 CURRENT PLANNING PROCESS

In ~~May of 2012~~ February 2019 the City Council appointed a Comprehensive Plan Review Committee with a charge to "review all aspects of the plan adopted in ~~2002~~ 2013 utilizing current data and initiatives underway in the community". The committee members were:

Thomas Lyon - Chair
Maggie Bringewatt – Resident
Sean Buck- Resident
Eric Cooper- Town Planner/Resident
Jamie Hitchcock-ZBA
Chris Glattly- Resident
Robert O'Brian- City Council
Terri Silverman- Resident
Stanley Taylor- Planning Commission
Ryan Wilmer- Resident

Richard Brown, ~~Staff Support~~ Director of Development and Planning, City of Canandaigua

Former Members:
Jeremy Steele-Perkins- Resident
Lindsey Pennise- Planning Commission
Cindy Wade- Resident

The review committee met several times over the course of one year, including ~~a number of~~ many focus groups and a public hearing, before delivering a draft to the City Council in ~~July of 2103~~ March 2020.

The City Council made edits and amendments to the document over four months, held two public hearings, and completed the required environmental review. See Appendix A.11 and A.12

1.3 PERIODIC REVIEW

It is important that a Comprehensive Plan provide an accurate description of the physical, social and economic conditions of the community as well as providing an accurate reflection of the community's current planning goals and objectives. Therefore, this plan should be reviewed within a period of five years from the date of adoption to ensure the accuracy and relevancy of the plan.

Demographic and economic data for this review is from the US Census American Community Survey. The 2020 Census will be publically available by the next review of the Comprehensive Plan, which should provide detail needed for long-range planning.

1.4 Implementation

To address the goals, vision and concerns of this comprehensive plan it is important to engage residents, staff, elected officials, and service partners in continuous efforts to prioritize and review this and subsequent planning documents. To that end the City should:

1. Establish a Comprehensive Plan Implementation Committee to provide ongoing strategic input.
2. Conduct a comprehensive review and revision of zoning throughout the City.
3. Conduct a Community Survey before next full comprehensive review.

2. OVERVIEW

2.1 LOCATION

The City of Canandaigua lies ~~near the geographic center of New York State,~~ about 25 miles south of the City of Rochester at the northern head of Canandaigua Lake, in Ontario County.

2.2 HISTORY

The name Canandaigua is derived from the Native American word "Kanandarque", which means "chosen spot". It was the site of the principal village of the Seneca Indians and is the legendary birthplace of these "People of the Hills".

In 1788, following the Revolutionary War, Oliver Phelps and Nathaniel Gorham acquired six million acres of land extending from Seneca Lake to the Genesee River, and later extended to Lake Erie and from Lake Ontario to the Pennsylvania border. Phelps and Gorham then established the first land office in Canandaigua to sell homestead parcels to settlers from the east. The office was operated by William Walker, who is credited for constructing the first house in Canandaigua. On January 27, 1789, Canandaigua became the seat for Ontario County, which then encompassed the entire Phelps-Gorham Purchase, an area that eventually became 13 counties.

Oliver Phelps is credited with laying out the city plan that exists today, a wide, tree-lined Main Street with elegant homes set behind deep front yards. A central public square was retained with the first courthouse located on the site of the

current Ontario County Court House. The second courthouse, constructed in 1824, is the current City Hall.

Originally organized as a district, Canandaigua became a township in 1791. The village of Canandaigua was incorporated within the town in 1815 and then became a city by act of the New York State Legislature in 1913. The City is currently bordered by the township of Canandaigua on the east, west, and north, and by Canandaigua Lake to the south.

2.3 GOVERNMENT

By City Charter adopted in 1966, The City of Canandaigua operates under the "Council-Manager" form of government. The legislative body is the City Council, composed of a mayor and eight council members who are elected by the people each serving ~~two~~ four-year terms. Four council members are elected as representatives of their respective wards, while the other four and the mayor are elected at large on alternating odd years. The administration of the City government is the responsibility of the City Manager, who is appointed by and reports to the City Council.

2.4 DEMOGRAPHICS

Demographics, US Census	City of Canandaigua			Town of Canandaigua			Ontario County			New York State		
	2010	2017 est	**Difference**	2010	2017 est	Difference	2010	2017 est	Difference	2010	2017 est	Difference
Total Population, 2017 estimate	10,545	10,402	**-143**	10,020	10,733	**713**		109,491	**109,491**		19,798,228	**19,798,228**
Land Area (sq/mi)	4.6	4.6	**NA**	56.9	56.9	**NA**	644	644	**NA**	47,214	47,214	**NA**
Median Age	42.5	42.6	**0**	45.1	47.3	**2.2**	42.1	43.4	**1.3**	38	38.4	**0.4**
< 5 yrs	4.9%	5.0%	**0.1%**	5.1%	3.7%	**-1.4%**	5.4%	5.1%	**-0.3%**	6.0%	5.9%	**-0.1%**
< 18 yrs	20.2%	19.7%	**-0.5%**	22.0%	18.9%	**-3.1%**	22.5%	20.8%	**-1.7%**	22.3%	21.2%	**-1.1%**
> 65 yrs	19.1%	21.1%	**2.0%**	17.5%	21.5%	**4.0%**	15.4%	18.2%	**2.8%**	13.5%	15.2%	**1.7%**
% White	95.1%	94.0%	**-1.1%**	96.1%	95.4%	**-0.7%**	93.7%	92.7%	**-1.0%**	65.7%	63.8%	**-1.9%**
% Male, > 18 Yrs	47.0%	46.0%	**-1.0%**	48.9%	45.0%	**-3.9%**	48.9%	48.4%	**-0.5%**	48.4%	47.8%	**-0.6%**
Average Household Size	2.14	2.13	**-0.01**	2.44	2.229	**-0.21**	2.43	2.39	**-0.04**	2.61	2.63	**0.02**
% Family w/ No Husband Present	11.2%	9.9%	**-1.3%**	7.2%	12.6%	**5.4%**	9.1%	10.2%	**1.1%**	14.8%	14.3%	**-0.5%**
% High School Graduation	92.5%	95.2%	**2.7%**	93.7%	95.8%	**2.1%**	89.7%	93.2%	**3.5%**	84.9%	86.1%	**1.2%**
% Bachelors or higher	34.4%	39.5%	**5.1%**	42.5%	41.0%	**-1.5%**	32.3%	33.7%	**1.4%**	32.6%	35.3%	**2.7%**
College Inc. Associates	47.5%	54.2%	**6.7%**	53.6%	54.9%	**1.3%**	43.0%	47.3%	**4.3%**	40.8%	44.0%	**3.2%**
Median Household income	$43,776	$46,424	**$2,648**	$62,581	$68,004	**$5,423**	$53,567	$61,710	**$8,143**	$54,148	$62,765	**$8,617**
Median Family Income	$66,659	$70,172	**$3,513**	$74,779	$91,843	**$17,064**	$65,350	$78,750	**$13,400**	$65,897	$77,141	**$11,244**
% Below Poverty	13.5%	14.7%	**1.2%**	7.8%	8.5%	**0.7%**	9.9%	9.7%	**-0.2%**	14.9%	15.1%	**0.2%**

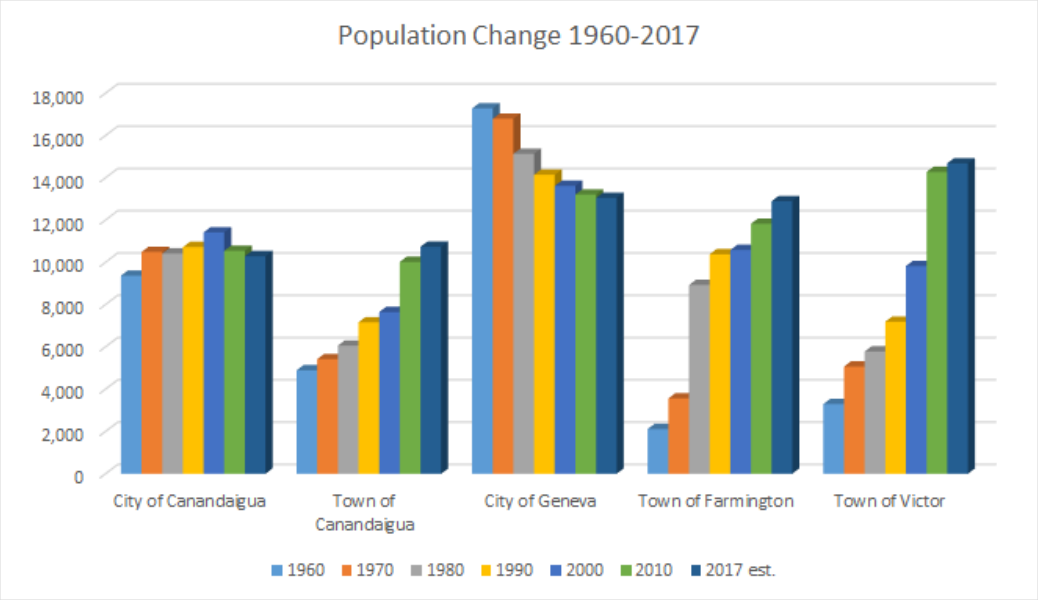
Source: US Census American Fact Finder v2017

POPULATION	1960	1970	1980	1990	2000	2010	2017 est.
City of Canandaigua	**9,370**	**10,488**	**10,419**	**10,725**	**11,418**	**10,545**	**10,289**
Town of Canandaigua	4,894	5,419	6,060	7,160	7,649	10,020	10,733
City of Geneva	17.286	16,793	15,133	14143	13,617	13,207	13.048
Town of Farmington	2,114	3,565	8,933	10,381	10,585	11,825	12,891
Victor Town & Village	3,295	5,071	5,784	7,191	9,23	14,275	14,681
Manchester (incl Villages)	6,242	7,840	9,002	9,351	9,258	9,395	9,369
Town of Gorham	2,505	2,839	3,450	3,296	3,776	4,247	4,262
Town of Hopewell	1,822	2,347	2,509	3,016	3,346	3,747	3,736
East Bloomfield (Town & Village)	2297	3151	3327	3258	3,361	3,634	3,602
Town of Bristol	1,002	1,307	1,802	2,071	2,421	2,315	2,172
Ontario County	**68,070**	**78,849**	**88,909**	**95,101**	**100,224**	**107,931**	**109,899**

Source: US Census Fact Finder v2017

% POPULATION CHANGE	1960	1970	1980	1990	2000	2010	2017 Est.
City of Canandaigua	NA	**11.9%**	**-0.7%**	**2.9%**	**6.5%**	**-7.6%**	**-2.4%**
Town of Canandaigua	NA	10.7%	11.8%	18.2%	6.8%	31.0%	7.1%
City of Geneva	NA	-2.9%	-9.9%	-6.5%	-3.7%	-3.0%	-1.2%
Town of Farmington	NA	68.6%	150.6%	16.2%	2.0%	11.7%	9.0%
Victor (Town & Village)	NA	53.9%	14.1%	24.3%	36.6%	45.3%	2.8%
Town of Manchester	NA	25.6%	14.8%	3.9%	-1.0%	1.5%	-0.3%
Town of Gorham	NA	13.3%	21.5%	-4.5%	14.6%	12.5%	0.4%
Town of Hopewell	NA	28.8%	6.9%	20.2%	10.9%	12.0%	-0.3%
East Bloomfield (Town & Village)	NA	37.2%	5.6%	-2.1%	3.2%	8.1%	-0.9%
Town of Bristol	NA	30.4%	37.9%	14.9%	16.9%	-4.4%	-6.2%
Ontario County	**NA**	**15.8%**	**12.8%**	**7.0%**	**5.4%**	**7.7%**	**1.8%**

Source: US Census Fact Finder v2017



Source: US Census Fact Finder v2017

2.5 LAND USE & ZONING

Over half the land area in the City is devoted to residential use, the large majority of that being detached single-family homes.

The city's industrial land is primarily limited to two large districts. An industrial district in Ward IV, in the northwest quadrant, covers approximately 150 acres and includes Canandaigua Winery and AJay Glass. In Ward II, in the southeast quadrant of the city, is an industrial district that covers approximately 250 acres. This area is made up of a number of older manufacturing businesses and structures largely underutilized.

The City has almost 300 acres of parks, recreation and open space. Most of this is found in Ward II, in the southeast quadrant of the city and is associated with Canandaigua Lake and Muar Lake.

There are three primary commercial districts in the City: the historic downtown central business district, the Eastern Boulevard commercial strip, and the lakefront commercial area along Lakeshore Drive.

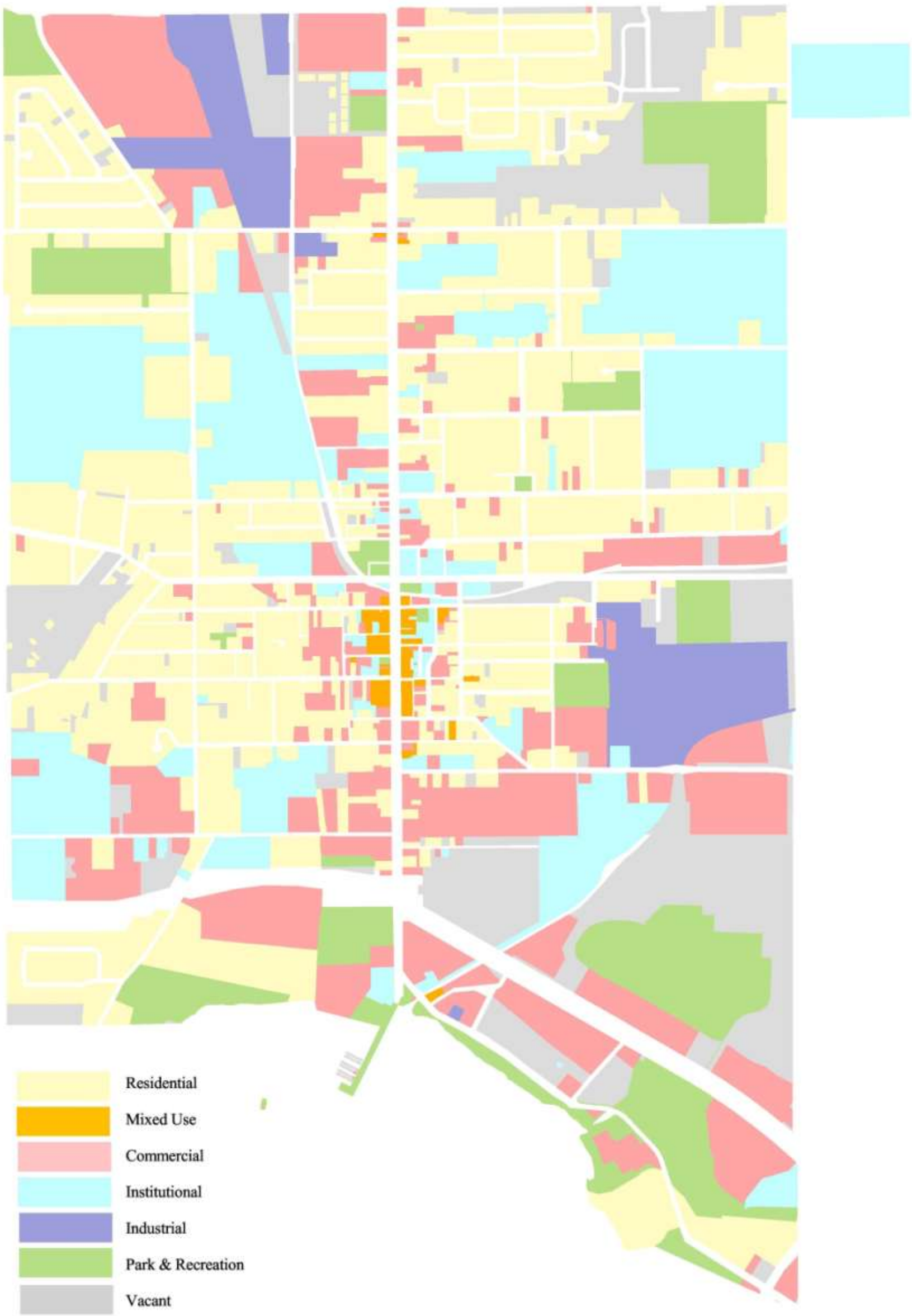
The downtown core is surrounded by districts that allow a mix of uses. North of downtown is a "Residential-Institutional" district, the home of City Hall, the County Court House and Office Building, the YMCA, Wood Library, ~~a number of~~ numerous churches, and several homes that have been converted into professional offices. South of downtown is a district that includes a mix of heavy commercial, office, and residential use. The 110-acre Rosepark Planned Unit Development is a planned, mixed-use development on the lakefront.

With zoning changes in 1994, the city created a district restricted to health-related uses. The Thompson Health Care campus containing the hospital and nursing home occupies the majority of this. The district also includes a number of adjacent medical offices ~~not~~ directly and indirectly associated with the hospital, or providing independent health and wellness services.

Active redevelopment of the Lakeshore Drive corridor began in the early 2010's, primarily consisting of two larger mixed-use developments at Pinnacle North and the Canandaigua Finger Lakes Resort, as well as remodeling and redevelopment of other existing anchor projects.

LAND USE	AREA	Percentage
Residential	1,800 Acres	58 %
Industrial	400 Acres	13 %
Parks & Recreation	300 Acres	10 %
Commercial	300 Acres	10 %
Mixed Use	200 Acres	6 %
Health Related	100 Acres	3 %
TOTAL	**3,100 Acres**	**100 %**

Agricultural uses to the northwest and northeast and wetlands to the southeast provide a fairly continuous green belt along the city borders, providing a distinct edge to the urban center. The exception to this pattern is the development along NYS Rte 332 extending north and NYS Rtes 5 & 20 extending east, where the city-town line is less apparent.

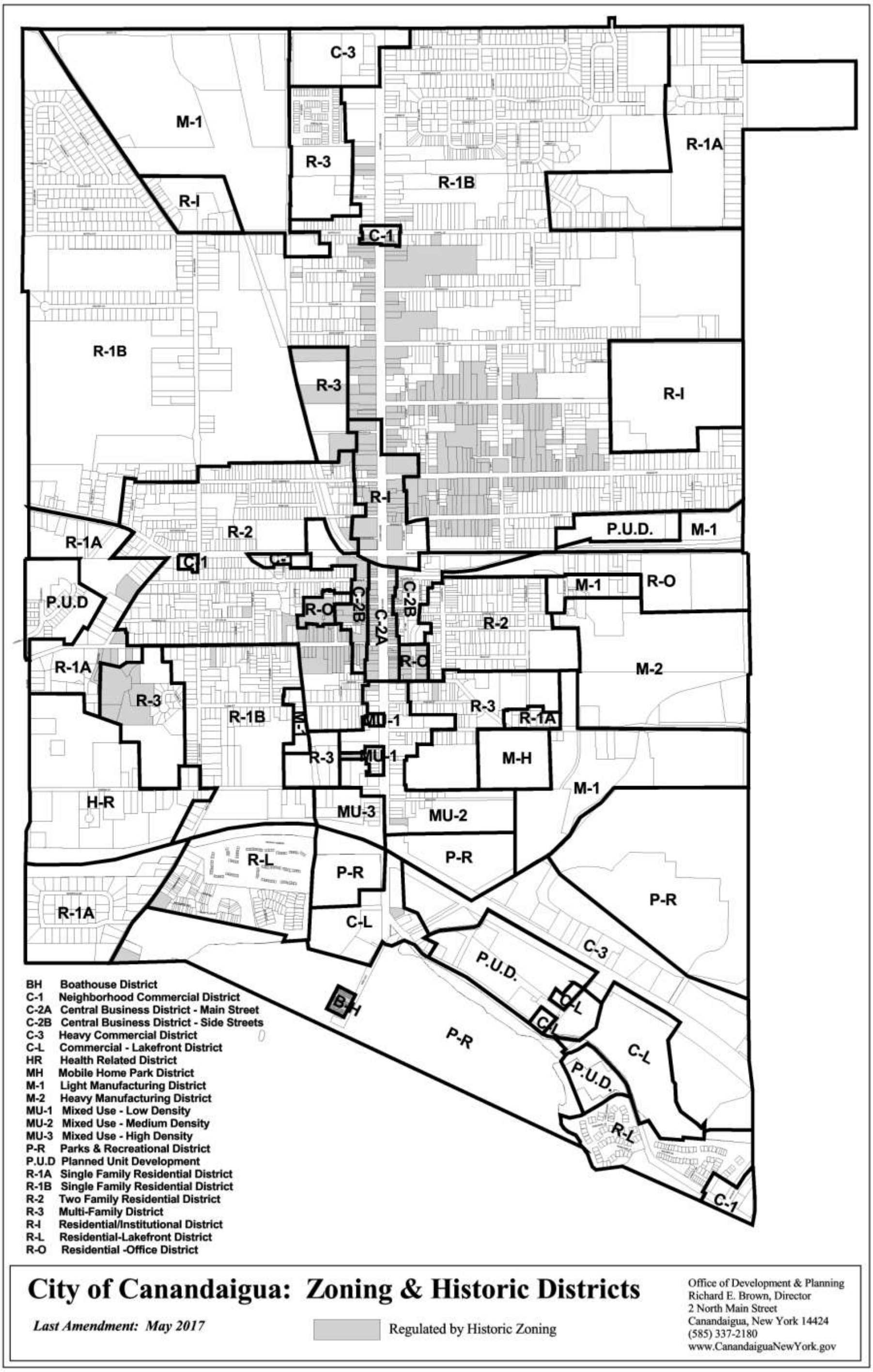


City of Canandaigua Comprehensive Plan

LAND USE

Not to scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director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C-L
P.U.D.
R-L
C-1
BH Boathouse District
C-1 Neighborhood Commercial District
C-2A Central Business District - Main Street
C-2B Central Business District - Side Streets
C-3 Heavy Commercial District
C-L Commercial - Lakefront District
HR Health Related District
MH Mobile Home Park District
M-1 Light Manufacturing District
M-2 Heavy Manufacturing District
MU-1 Mixed Use - Low Density
MU-2 Mixed Use - Medium Density
MU-3 Mixed Use - High Density
P-R Parks & Recreational District
P.U.D Planned Unit Development
R-1A Single Family Residential District
R-1B Single Family Residential District
R-2 Two Family Residential District
R-3 Multi-Family District
R-I Residential/Institutional District
R-L Residential-Lakefront District
R-O Residential -Office District
City of Canandaigua: Zoning & Historic Districts
Last Amendment: May 2017
Regulated by Historic Zoning
Office of Development & Planning
Richard E. Brown, Director
2 North Main Street
Canandaigua, New York 14424
(585) 337-2180
www.CanandaiguaNewYork.gov

3. VISION & MISSION

Vision Statement
Canandaigua is a beautiful, historic, full service, economically vibrant, safe, lakeside community leading in culture, commerce, governance, education, and healthcare.

Mission Statement
As residents, city staff and appointed & elected officials of the City of Canandaigua, our decisions and actions will be guided by these Core Values: Responsive, Participatory Governance; Caring & Respect; Integrity; Heritage; Stewardship; and Continuous Improvement.

--As adopted by Canandaigua City Council

4. GOALS

1. Transportation
~~Provide for an efficient private and public traffic flow on city streets in a multi-modal design, while protecting the safety of both drivers and pedestrians.~~

Provide for an efficient, safe, multi-modal private and public traffic flow on city streets, and encourage a shift from personal vehicles to other means of transportation

2. Housing
Provide opportunities for a variety of residential units, and price points that ~~will~~ integrate new development into existing neighborhoods by reflecting the architectural style and citing characteristics of those neighborhoods, as well as encourage development of higher density residential alternatives. In addition, the City should encourage rehabilitation of existing housing stock.

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

4. Economy
Promote economic development, mixed-use neighborhoods, capitalize on the unique characteristics of the city, like Downtown and Lakeshore, and develop a sound niche market in the regional economy in order to increase the property tax base, expand employment opportunities, and raise household income levels.

5. Historic Preservation
Promote the history of Canandaigua throughout the community and in the tourism economy, and continue to encourage the preservation and rehabilitation of designated historic structures ~~in the community~~ and neighborhoods.

6. Urban Forestry
Develop, protect and enhance the urban forest and the historic character of our streetscape.

7. Environment

~~Protect the natural environment to e~~Ensure the long-term health of the environment through local initiatives and participation in local, state, and national efforts.

8. Intermunicipal Opportunities

Identify and maximize opportunities to promote increased efficiencies, and provide a greater level of service for residents through shared revenues and resources, and sources of funding through multi-jurisdictional cooperation

9. Downtown

Invigorate downtown's role as a cultural, economic and social center of the greater community and promote downtown as a safe, inviting and vital area for community activity.

10. South Main Street

~~Develop~~ Encourage development of South Main Street as a high-density mixed-use neighborhood that links Downtown ~~and~~ to Lake~~front~~shore with an inviting pedestrian environment.

11. Lakefront

Promote the lakefront as a balanced, mixed-use area focusing on year-round public access to Canandaigua Lake with a streetscape design that is pedestrian ~~friendly~~ oriented, and has open areas with courtyards, patios and alleyways.

12. Eastern Boulevard

Eastern Boulevard should continue to provide a location for auto-oriented commerce that would be less appropriate in the historic districts of the city. However, ~~there should be some~~ the City should allow higher-density residential along with increased provisions for ~~the pedestrian and~~ multi-model use. Efforts should be made to improve the overall appearance of the district, especially within the street right-of way.

13. ~~Vacant Lands in the~~ Northeast Quadrant

Complete this area as a medium-density residential district with the characteristics of a traditional Canandaigua neighborhood.

14. ~~Vacant Lands in the~~ Southeast Quadrant

Develop this area as a mixed-use district with a blend of high-density residential properties ~~with contemporary industrial and commercial uses~~ adjacent to Jefferson Park ~~and contemporary industrial uses~~.

15. Health Related District

Continue to develop the area as a more unified healthcare campus

5. CITYWIDE CONCERNS

5.1 Transportation

5.2 Housing

5.3 Parks and Recreation

5.4 Economy

5.5 Historic Preservation

5.6 Urban Forestry

5.7 Environment

5.8 Intermunicipal Opportunities

5.1 TRANSPORTATION

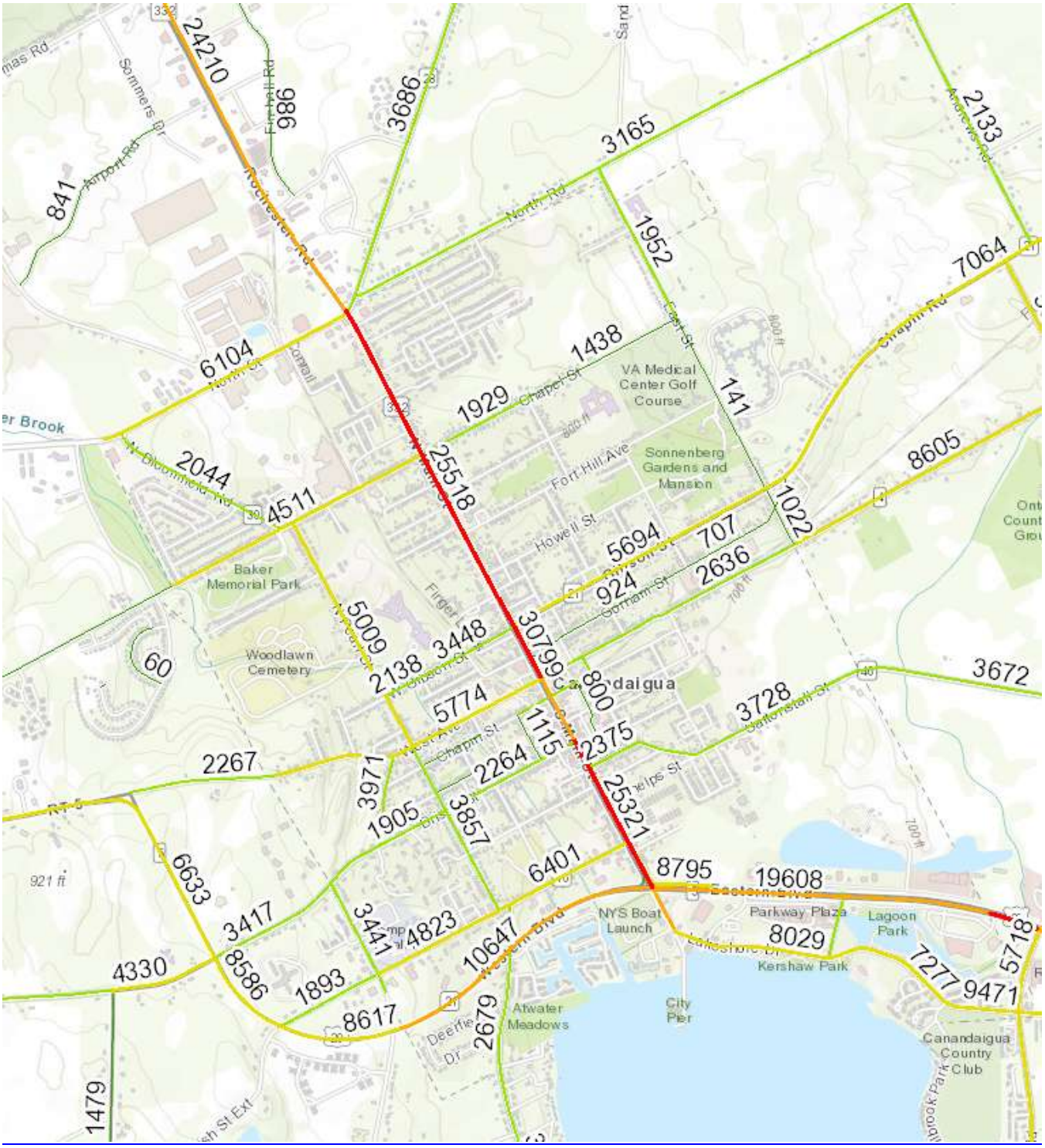
5.1.1 Existing Conditions

The City of Canandaigua road network is a traditional urban grid with a strong north-south axis along Main Street (NYS Rte 332), that divides the city into equal halves. Pearl Street provides a secondary north-south collector on the city's west side. There is no clear north-south collector on the city's east side. East-west collectors include Buffalo Street and Chapel Street, Gibson Street and West Gibson Street, Bristol Street, and Parrish Street. Eastern and Western Boulevard (NYS Rtes 5 & 20), a limited access highway, divides the city from its lakefront.

~~Traffic Counts from the 2006 "Canandaigua Regional Transportation Plan" indicate the following peak hour volumes on the busiest Canandaigua streets.~~

Traffic Counts from the NYSDOT Traffic Data Viewer v.2015 indicate the following daily volumes on the busiest Canandaigua streets.

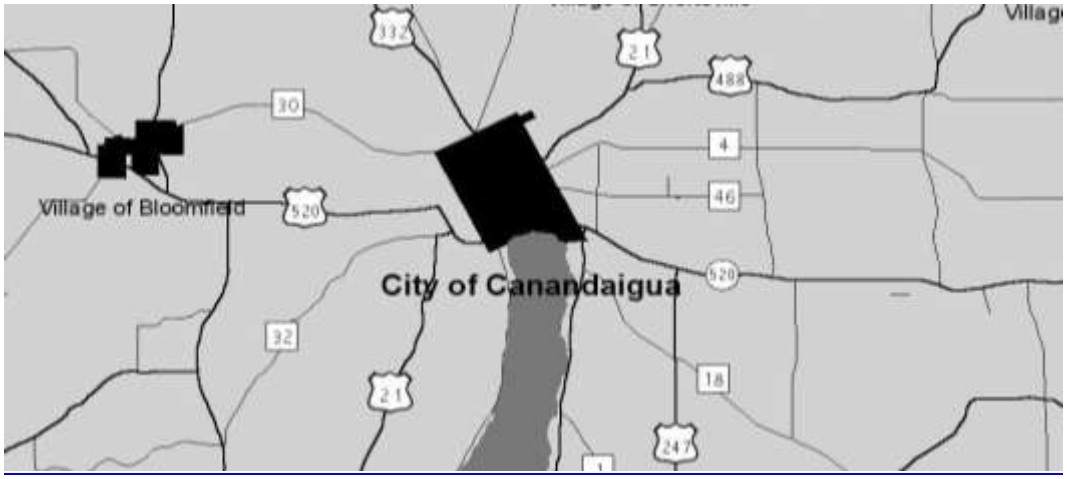
Street	Vehicles Per Day
Downtown	30,799
North Main Street (Rt 332)	25,518
South Main Street (Rt 332)	25,321
Eastern Blvd (5/20)	19,608
Western Blvd (5/20)	10,647
Parrish Street	6,401
North Street	6,104
West Avenue	5,774
Gibson St	5,694
North Pearl Street	5,009
Buffalo Street	4,511
South Pearl Street	3,857
Saltonstall	3,728
North Road	3,165
Ontario Street	2,636



Source NYDOT Traffic Data Viewer v2015

The local grid network, with few closed loops or cul-de-sacs, aids traffic distribution and provides a distinct urban character.

The ~~regional~~ Ontario County road network radiates outward from the city and therefore funnels the majority of regional trips through the City of Canandaigua. While the city's growth has been fairly stable for decades, the more dynamic development in the surrounding communities has resulted in ~~increased~~ high traffic ~~congestion~~ within the city.



~~Ontario County's~~ ~~*Canandaigua Area Transit Service*~~ (CATS) The Regional Transit Service (RTS) bus service provides a public transportation alternative to the greater Rochester area with routes passing through the City and a transportation hub located near the center of the City on West Ave. Generally, these stops are serviced every hour except on weekends and when service stops between the hours of 7pm and 5am.

In 2008 a volunteer group, Canandaigua Walkers & Cyclists (CWC) prepared an extensive **Active Transportation Plan**. In 2013 City Council adopted the Active Transportation Plan in its entirety (Resolution 2013-056). See Appendix A.3.

In 2013, City Council adopted a **Complete Streets Policy** (Resolution 2013-46)

The City of Canandaigua is generally considered accessible to walkers, though there are areas that lack sidewalks to connect to amenities like schools, parks, hospitals and shopping. Additionally, crossings on 332 and 5&20 are difficult in some areas.

5.1.2 Goal

~~Provide for an efficient private and public traffic flow on city streets in a multi-modal design, while protecting the safety of both drivers and pedestrians.~~

Provide for an efficient, safe, multi-modal private and public traffic flow on city streets, and encourage a shift from personal vehicles to other means of transportation.

5.1.3 Recommendations

1. **Update and incorporate projects identified in the Active Transportation Plan(ATP) into the Ten-Year Capital Plan. This is included as Appendix A.3.**

2. **Consider recommendations from the 2018 "Blue Zone" initiative report. This is included as Appendix A.6.**

3. **~~Develop~~ Expand a citywide network of bicycle trails and pedestrian pathways that link neighborhoods to activity centers in the city, as well as a regional system that links to other communities.**

4. **Where possible, work to reduce block lengths and limit dead end streets to promote walkable districts, particularly near the historic downtown.**

5. **Review traffic study for the intersections of West Lake Dr and South Pearl with Parrish Street, consider modification or removal of one or more traffic control devices.**

6. **Ensure that public sidewalks are clear of snow, vehicles and debris.**

7. **Work with the Canandaigua Watershed Council to encourage boating best practices.**

8. **Work with Regional, County, and Local municipalities to review the recommendations from the 2006 "Canandaigua Regional Transportation Plan".** ~~In 2006, a committee of representatives from state, regional, county, and local municipalities conducted an extensive evaluation of transportation needs in the Canandaigua Region.~~ This study included analysis of Main Street "bypass" alternatives, intersection improvements to Rte 332 & Rtes 5&20, and "segment improvements" to Main Street within downtown Canandaigua to improve pedestrian access. See Appendix A.5.

9. **Study the feasibility of diverting undesirable truck traffic off Main Street via a truck route or alternate route.**

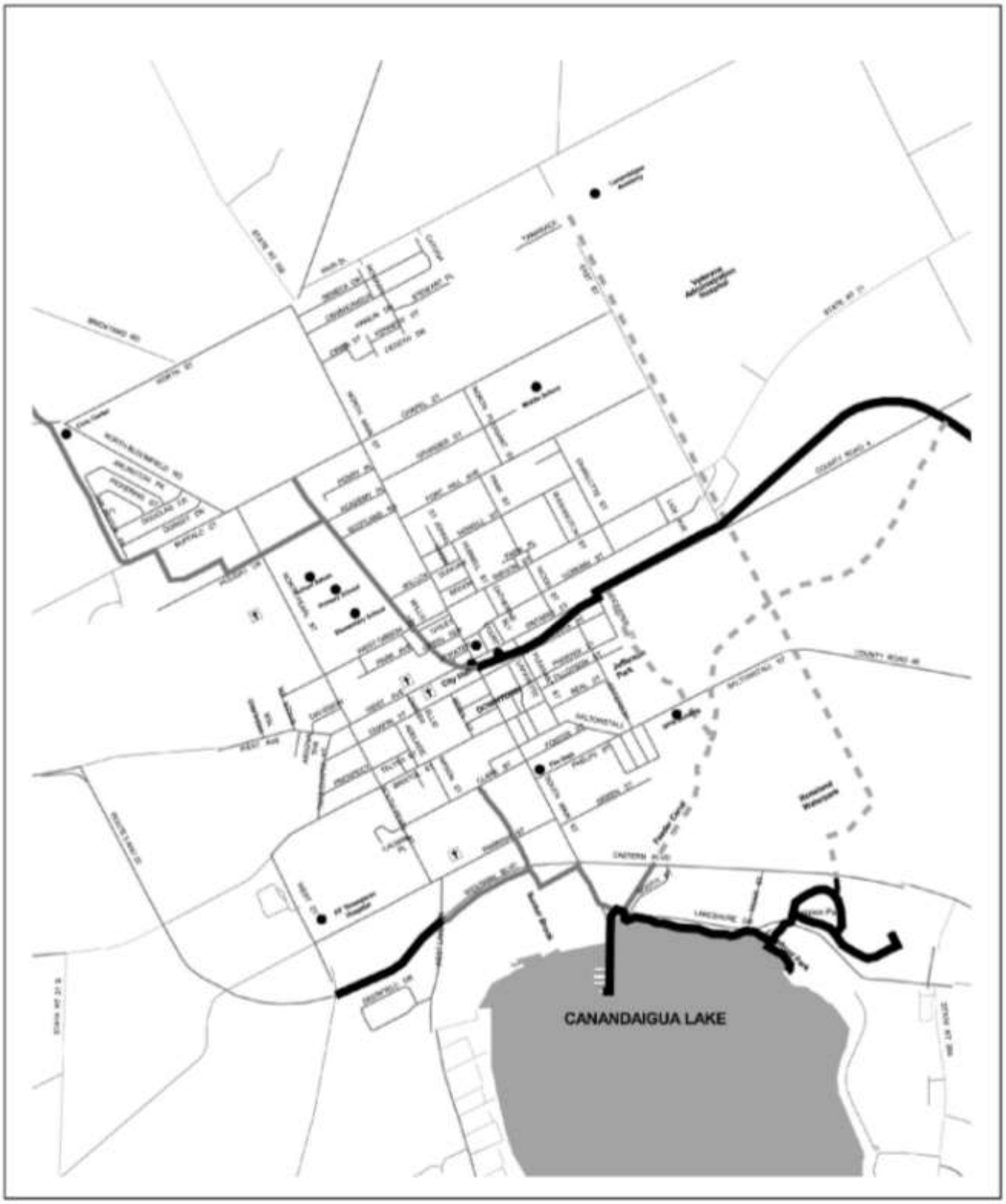
10. **Work with NYS DOT to install traffic calming measures to reduce vehicular speed and improve pedestrian crossings on Main Street and Eastern Boulevard.**

~~Study the feasibility of providing convenient public transportation to link the Downtown to the Lakefront.~~

~~9.~~11. **Study the transit needs of the community and work with the providers to better meet those needs**

~~10.~~12. **Increase safety for bike and pedestrian access to the Lakeshore.**

~~Periodically review routes provided by Ontario County Area Transit System (CATS).~~



City of Canandaigua Comprehensive Plan

TRAILS PLAN

Existing Trails
Short Term (3-5 years)
Potential Long Term Routes

Not to Scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director

5.2 HOUSING

5.2.1 Existing Conditions

HOUSING SUMMARY	City of Canandaigua	Town of Canandaigua	City of Geneva	Town of Victor	Town of Farmington	Ontario County
Total Housing Units	5,223	5,103	5,300	5,987	5,350	50,074
Built Before 1939	45.7%	13.8%	64.6%	11.4%	6.0%	30.2%
Built After 2014	1.3%	3.0%	0.0%	3.4%	1.3%	1.2%
Owner Occupancy	56.3%	68.4%	49.1%	81.7%	72.4%	73.2%
Vacant Units	8.3%	11.2%	10.2%	4.9%	1.9%	11.6%
Cost of Home ownership >30% household income	10.6%	17.1%	22.8%	17.0%	15.3%	13.7%
Cost of Rent > 30% household income	42.6%	60.1%	51.8%	49.4%	54.8%	49.6%
Median Value of Owner-Occupied Units	$161,300	$225,900	$93,700	$258.200	$158,800	$156,500

Source US Census American Fact Finder v2017

The housing stock in the City of Canandaigua is relatively old with nearly half the units constructed before 1939 and hundreds of 19th Century homes. The oldest homes are found on North Main Street as well as tree-lined, side-streets including Howell Street, Gibson Street, and Gorham Street.

There was a later wave of residential construction in the late 1960s and early 1970s with the construction of Holiday Lane, Dorset Drive, Douglas Drive, and Arlington Park in Ward 4; Seneca Drive, Canandaigua Avenue, Mohawk Lane and Cayuga Road in Ward 1 and Deerfield Drive in Ward 3. While these subdivisions retained a street grid similar to the city's historic development pattern, the street construction and homes themselves are more suburban in appearance. The roads are wider, without curbing and there are no sidewalks. The homes tend to be built with their longer axis parallel to the street as opposed to 19th Century homes that were built perpendicular to the street on deeper and narrower lots.

NEW HOUSING STARTS: 2012-2019			
	Detached	Attached	Total
2012	4	0	4
2013	7	0	7
2014	9	0	9
2015	6	0	6
2016	11	0	11
2017	10	135	145
2018	6	0	6
2019	8	0	8
Totals	61	135	196

During the 1990s there were four major subdivisions approved in the city resulting in more than 300 building lots, with nearly half these being townhouse projects, indicating a strong demand for this type of housing within the city. By 2008, the last of these projects had been completed.

Between 2012 and 2019 there have been 196 housing starts in the city, of which 135 were attached homes, more than double the number of detached homes. Additionally between 2015 and 2019 four additional multifamily and condo developments have been approved (Canandaigua Finger Lakes

Resort, former Labelon, Phase 2 Pinnacle North, Factory 243) putting an additional 342 housing units in the queue, which is more units than the past 10 years combined.

About half of the dwelling units in the city are owner-occupied, while the other half are rented. This rate of owner-occupancy is much lower than surrounding communities, indicating that the city fills much of the regional need for rental housing. The high percentage of rental housing has been seen as a concern as rented units are at times not as well maintained by absentee landlords. To address this issue the city has developed a Minimum Housing Inspection program where all rental units are inspected once every three years.

Residential districts are largely built out, with the exception of a portion of the North East of the City that has been subdivided but undeveloped. This leaves few opportunities for new single family development, with the exception of infill, replacement of derelict properties, or development of property with environmental or physical constraints concerns (floodplain, brownfield, land locked).

In the City of Canandaigua, there has been a slow demand for detached single-family homes since before the 2008 great recession. This is reflective of the demand for attached homes and apartment development in Canandaigua Classics in the City, which hosts a mixture of detached and attached single family, duplexes, and townhome development.

It is important to note that housing costs in excess of 30% are a widely used and accepted measure for housing affordability used by state and federal agencies to determine if a household is "burdened" by cost of living. This metric evolved from the United States National Housing Act of 1937. While roughly one-in-ten homeowners pay more than 30% of household income on housing costs, more than two-fifths of renters pay more than 30% for housing. And while, this level of burden on residents of the City is lower than surrounding communities, 30% of household income is a simplified rule of thumb for policy and funding decision making that may not fully measure individual resident struggles. The City should therefore, continue to focus resources to assisting low and moderate-income families.

There are about 2,500 rental units in the city; nearly half of these are located in large complexes, with the balance located in structures containing four or fewer units.

Apartment Complex	Address	Units
Camelot Square Apartments	374 North Main Street	310
Reserve Pointe Apartments	190 Parrish Street	153
80 Parrish Street	80 Parrish Street	131
Wilcox Lane Senior Apts.	40 Wilcox Lane	120
Lakeside Village	275 Jefferson Avenue	64
Fort Hill Apartments	235 North Main	57
Jefferson Square Apts.	348 Jefferson Ave	55
Canandaigua Garden Apts.	223 Bristol Street	44
Thompson Apartments	120 North Main	42
Olde English Manor	427 North Main	36
Chosen Place	125 North Bloomfield	36
The Pines	145 Buffalo Street	32
Pinnacle North (Phase I)	20 Ellen Polimeni Blvd	135
TOTAL		**1,280**

5.2.2 Goal

Provide opportunities for a variety of residential units, and price points that ~~will~~ integrate new development into existing neighborhoods by reflecting the architectural style and citing characteristics of those neighborhoods, as well as encourage development of higher density residential alternatives. In addition, the City should encourage rehabilitation of existing housing stock.

5.2.3 Recommendations

1. ~~Develop~~ Support higher quality rental housing.

In the National Community Survey, only half of respondents felt positive about the variety of housing options, and only 30% believed there was an adequate supply of available, affordable, quality units. In other ~~several focus groups and interviews over the last 10 years~~, agencies, businesses and individuals have expressed a desire for higher quality rental housing within the City of Canandaigua. ~~There have been no new rental projects built in the city in more than 30 years and~~ Pinnacle North has recently added some new rental units, but at a price point higher than the median rental rate for the area. More than half the rental units in the city are within older homes that lack many modern amenities.

2. ~~Increase~~ Permit higher density in the remainder of the undeveloped residential districts, and close to downtown.

There is less than 100 acres of available residential land remaining in the city. To maximize the potential of this land, and create traditional urban neighborhoods, an increase in residential density should be considered when subdividing this vacant land. While lots developed over the last 30 years have averaged 10,000 square feet older neighborhoods in the city have been very attractively built with ~~6~~5,000-8,000 square foot lots. Higher density can be achieved by zero lot-line, and attached homes, and accessory dwelling units to encourage activity in the urban core.

3. ~~Create~~ Encourage more affordable housing.

While the price of the average home in the City of Canandaigua is ~~$145,400~~, $161,300 the price of newly constructed homes exceeds $250,000. Efforts should be made to create housing in the city that is more affordable to a wider segment of the population.

In addition, new affordable rental housing for both the elderly and families across a wide income band is encouraged, sourcing the many affordable housing funding streams, including CDBG and HOME funds.

4. Support the redevelopment of aging housing stock

With nearly half the dwelling units in the city being older than 80 years, the condition of this housing stock is becoming problematic.

Given the age of the existing housing stock, enhanced code enforcement, with inspection reduced from 3 to 2 years or at change of ownership, coupled with an active City effort to seek housing rehabilitation funds is recommended. The latter effort could be done in partnership with non-profit organizations who have access to rehabilitation funding streams.

5. Develop a Comprehensive Housing Affordability Strategy (CHAS).

HUD uses CHAS data to demonstrate the extent of housing need and/or housing problems, particularly with low-income houses. This data will help to secure housing

grants, through state and federal agencies

~~5.~~6. **Encourage a variety of housing types.**
Meet resident demand for additional attached housing, duplex, rowhouse, and multiplex residential design as infill, adaptive reuse, and mixed-use development

5.3 PARKS AND RECREATION

5.3.1 Existing Conditions

The City of Canandaigua owns and maintains a number of public parks:

City Parks	Area (acres)	Location
Atwater Meadows	18	Ward 3
Canandaigua Canine Campus	2	Ward 4
City Pier	4	Ward 3
Frank Baker Park	23	Ward 4
Gibson Street Park	1	Ward 1
Jefferson Park	8	Ward 2
Kershaw & Lakefront Park	9	Ward 2
Lagoon Park	30	Ward 2
Northeast Park	38	Ward 1
Sonnenberg Park	8	Ward 1
Telyea Tot Lot	1	Ward 3
The Commons	0.1	Ward 3
Triangle Park	0.19	Ward 3

Atwater Meadows is a 18-acre wetland site on Canandaigua Lake off West Lake Road, while designated as parkland, it is left mainly in a natural state, with public parking as the sole public amenity. ~~not currently developed for public use~~. This site provides some limited fishing access but has little development potential due to the topography and poor access to the site.

Canandaigua Canine Campus(CCC) is a membership dog park opened in 2019, owned and managed by the City. The approximately two acre off-leash park is a safe and friendly fenced space for healthy socialized dogs and their owners to gather. CCC features secure access gates, separate fenced play yards for small and large dogs, water stations, paw wash station, benches, parking area, bike rack and a pet memorial rock garden, the centerpiece of an outdoor lobby

City Pier located off Lake Shore Drive provides a view of Canandaigua Lake, fishing, seasonal restrooms and parking. The City Pier serves as a home to a concentration of historic boathouses.

Frank Baker Park consists of 23 acres of parkland and facilities on Buffalo Street. Features of the park include a jogging path, various game fields and courts, play equipment, space available to cross country ski, a covered pavilion, seasonal restrooms and parking. ~~New playground equipment was added in 2005 and the tennis courts were reconstructed in 2008.~~ 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. During the winter months, hills of Baker Park are used for snow sledding.

Gibson Street Park is located at the intersection of Gibson Street and Park Street. Although the park is fairly small, it is used by the St. Mary's School during recess and

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

Jefferson Park is situated on Jefferson Avenue and includes 8 acres of parkland and facilities. Features of the park include an enclosed pavilion with a multi-purpose room that is heated during the winter, a lighted game field, play equipment, seasonal restrooms and parking. New playground equipment was added in 2007 and in 2010 a skateboard park was constructed.

Kershaw Park & Lakefront Park feature over 9 acres of parkland on the north shore of Canandaigua Lake. Redeveloped in 1996-1997, the park includes lakefront walkways and benches, picnic areas and grills, five picnic pavilions, a gazebo, playground, fishing pier/outlook, 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, a small craft launch and a swim beach area with a bathhouse. A new public dock was donated to the city in 2012 and is equipped with a boat pump-out station. Kershaw Park connects to Lakefront Park via a walking bridge.

Lagoon Park consists of 34 acres of wetlands with walking trails, bridges, and overlooks along the Canandaigua Outlet. There is a small craft launch on south side of Lakeshore Drive. ~~It was completed in 2005~~ The park is also a wildlife preserve.

Northeast Park was developed as a collaborative effort between the City of Canandaigua, the Town of Canandaigua and the Canandaigua City School District. It opened in 2009 and consists of three soccer/lacrosse fields, along with a practice field and restrooms, used by the school district and local sports leagues. Future construction may include a playground, pavilion, and amenities for the playfields such as scoreboards, bleachers and lighting.

Sonnenberg Park features 8 acres of parkland and facilities on Howell Street. The facilities include an enclosed pavilion, a large athletic field, various courts, softball fields, play equipment, picnic area and seasonal restrooms. New playground equipment was donated in 2007 and a parking lot was constructed in 2012. In 2019 City Council approved converting some tennis courts into pickle-ball courts, as a response to community request

Telyea Tot Lot offers 1 acre of parkland and year round play equipment set in and away from the traffic on Telyea Street. New playground equipment was added in 2010.

The Commons provides a setting for special events in the downtown area. It features a donated performance stage and a decorative water feature recalling the significance of the site in the development of the idea for the Erie Canal.

Triangle Park This small park, located at the intersection of Lakeshore Drive, Main Street and the entrance of the City Pier, has a historical marker that commemorates the routes of the armies of General John Sullivan and General James Clinton.

Other recreational uses in the City of Canandaigua include:

The New York State Marine Launch is a state-owned facility where approximately half of all boats on Canandaigua Lake are launched**.** More than 10,000 boats are launched from the site each year.

Greater Canandaigua Civic Center is a multi-use facility that includes an ice-skating facility that hosts numerous hockey leagues and ice-skating programs. The City of Canandaigua owns the property but leases it to a not-for-profit organization.

Ontario Pathways is a private, non-profit organization that owns and maintains a 23-mile rails-to-trails project open to the public free of charge for hiking, bicycling, horseback riding, and cross-country skiing. The western trailhead is located on Ontario Street, near Leicester Street.

Canandaigua Lake is the greatest recreational asset in the Canandaigua area. This seventeen-mile lake is a regional draw for boating, fishing, and water sports. Of a total 36 miles in shoreline, less than three miles are held in public ownership. Combined, the City Pier, Kershaw Park and Lakefront Park make up almost one mile of public lake access.

5.3.2 Goal

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

5.3.3 Recommendations

1. ~~Expand~~ Encourage public programs offered in existing city parks.

2. ~~Expand~~ Encourage winter activities in the parks, specifically ice skating.

3. Explore the feasibility of improving drainage and usability of sports fields during wet seasons.

4. Explore the feasibility of ~~an intermunicipal sports complex~~ shared recreational services with area schools, and nonprofits, such as Finger lakes Community College, Greater Canandaigua Civic Center, Town of Canandaigua, State Parks, and Canandaigua City School District

5. Maintain the defining characteristics of the city's historic parks.

~~5.~~6. Implement Park requests and upgrades from the Parks Inventory and Master Plan 2016. See Appendix A.7

~~6.~~7. Explore methods to increase public access and encourage non-motorized boat usage on Canandaigua Lake.

~~7.~~8. Connect sidewalks and trail networks to parks.

5.4 ECONOMY

5.4.1 Existing Conditions

Historically the City of Canandaigua has been the economic center of the Finger Lakes region. While over the last 50 years significant development has taken place in the periphery, the city maintains a healthy economy that defines Canandaigua as a full-service community.

Employment by Sector

	City of Canandaigua		Ontario County	
Civilian employed population 16 years and over	5,062		54,398	
Educational services, health care, and social assistance	1,628	32.2%	15,320	28.2%
Entertainment, recreation, accommodation, food service	698	13.8%	5,214	9.6%
Retail trade	629	12.4%	6,809	12.5%
Manufacturing	485	9.6%	7,671	14.1%
Professional, scientific, and management…	322	6.4%	4,484	8.2%
Public administration	300	5.9%	2,171	4.0%
Construction	275	5.4%	2,976	5.5%
Other services, except public administration	225	4.4%	2,384	4.4%
Finance and insurance, real estate, rental and leasing	195	3.9%	2,519	4.6%
Transportation and warehousing, and utilities	104	2.0%	1,617	3.0%
Wholesale trade	83	1.6%	1,277	2.4%
Information	71	1.4%	1,037	1.9%
Agriculture, forestry, fishing and hunting, and mining	47	0.9%	919	1.7%

Source US Census American Fact Finder v2017

The economy in the City of Canandaigua is focused on institutional uses, specifically health care, education, and government. These uses occupy prominent facilities in the city and comprise several of the largest employers who provide hundreds of high wage, professional jobs. It is also these institutions that define the city within the region by providing important services to the greater Canandaigua area, bringing into the community thousands of people daily. Yet, while institutional uses provide excellent employment, these uses are often tax exempt and do not provide property tax revenues which are crucial to provide quality municipal services.

While manufacturing jobs have been decreasing nationwide, Ontario County has been very successful in maintaining and even increasing its manufacturing economy. In the City of Canandaigua, manufacturing provides high wage employment, including "blue collar" jobs that historically have been the lifeblood of middleclass America.

Tourism has played an important role in the local economy for more than 100 years. Tourism and retail also provide a great number of jobs locally, but many of these jobs tend to be low paying and seasonal.

The City of Canandaigua needs to maintain a balanced economy that provides varied employment, a wide range of services, and solid property tax revenues to continue to support a high quality of life for its residents.

~~Recent~~ Trends in the economy are placing a premium upon community character and quality of life. Companies are on the move and being drawn to communities that offer a good quality of life. They realize that their workers want to live in communities that offer reasonable commutes, a vibrant social life, environmental amenities, housing and transportation choices. To retain and attract their employees, companies must locate in such environments.

The emphasis on placemaking & quality of life presents enormous opportunities for communities to capitalize on their quality of life assets and to employ them as a tool for economic development. Canandaigua must think of quality of life as a commodity that can be cultivated and managed and make strategic decisions that improve rather than harm livability to make the city a more lucrative place for business and labor to locate.

The new economy values distinctive places that have the talent, technology and infrastructure to sustain competitive advantage. Talent is attracted to sociable communities—places with destinations, public and civic spaces, environmental amenities—where they can come together with colleagues and friends either through planned or chance encounters. It is no coincidence that these are many of the same elements that support what has already been identified as one of Canandaigua's most cherished commodities— small city character.

5.4.2 Goal

Promote economic development, mixed-use neighborhoods, capitalize on the unique characteristics of the city, like Downtown and Lakeshore, and develop a sound niche market in the regional economy in order to increase the property tax base, expand employment opportunities, and raise household income levels.

5.4.3 Recommendations

1. Implement the Strategic Economic Development Plan

~~In April of 2012, the City of Canandaigua adopted a Strategic Economic Development Plan (Res 2012-017) following a year-long planning process led by economic development consultant Peter Fairweather. The implementation of this plan should be a high priority. See Appendix A.4 for a summary of the recommendations.~~

Following a joint concept mapping program in 2018, as well as earlier economic development strategies from 2012, and Ontario County's Economic Development Strategy from 2016, the City and Town of Canandaigua, along with the Canandaigua Chamber of Commerce in 2019 established the Canandaigua Local Development Corporation with representatives of each respective body, as well as resident inclusion.

2. Support workforce development

Many of the emerging jobs in health care, technology, and manufacturing are "middle skills" or "paraprofessionals". Low skill jobs are being eliminated. There is a need to train people for these emerging jobs. This is being done at Finger Lakes Workforce Development and through newly developed degree programs at Finger Lakes Community College.

3. **Create liaisons with major players**
The City's Economic Development efforts should build relationships with the large and emerging employers in the region, including UR Medicine Thompson Hospital, VA Medical Center, Canandaigua Wine, Pactiv, Wegmans, and AJay Glass

4. **~~Expand~~ Conduct a needs assessment and market analysis of the Tourism Economy including the following:**
   a. Need for lodging in the City
   b. Market support for conference facilities (capacity of 350+)
   c. Restaurants
   d. Demand for niche markets
   e. Tourist destinations (e.g., recreation, history, art, music, culinary)
   f. Tourism in all seasons to tourism destinations
   g. Transportation (e.g. car rental, ride share),
   h. Linking Lakefront and Downtown area

5. **Capitalize on the expansion of local heath care institutions, such as the recent growth at the Canandaigua VA Medical Center and Thompson Health's affiliation with the University of Rochester Medical Center.**
   - Encourage workforce development to fill the demand for new jobs locally
   - Explore related opportunities
   - Respond to impacts of
     - Housing
     - Traffic
     - Available real estate

~~Identify opportunities and challenges of the airport expansion.~~

6. **Take advantage of ~~fiber optic ring~~ emerging technologies**
Communities that prosper in the future must be "digital ready" for the future growth of the technology and telecommunication revolution.

~~Consider higher and better uses for vacant and underutilized properties that would provide appropriate economic development and contribute to the improved character of the community and the surrounding properties.~~

7. **Promote an FLCC satellite campus downtown and/or other mutually beneficial connections with FLCC.**

8. **The use of public funds, such as grants should be used only to support projects that clearly advance the goals of the Comprehensive Plan.**

5.5 Historic Preservation

5.5.1 Existing Conditions

Canandaigua has a rich history. Many of the structures that provided the setting for this history are in current use today:

1790	Pioneer Cemetery is mentioned in village minutes dating back to 1790 as the original "burying yard" for the settlers including Captain Caleb Walker, the first recorded death in Canandaigua.
1795	Canandaigua Academy is established as a private school, later becoming the public high school. The Academy building at North Main Street and Fort Hill Avenue was constructed in 1905.
1812	First Congregational Church constructed on North Main Street.
1814	The Granger Homestead is built on North Main Street as the home of Gideon Granger who served as the Postmaster General under Thomas Jefferson.
1824	The second County Court House is constructed on the southwest corner of the public square (now used as City Hall)

1847	City Pier is constructed as a steamboat dock for produce and later tourists traveling Canandaigua Lake. Soon after, a rail line was extended down Main Street and out onto the pier.
1854	Bemis Block is constructed downtown. Many of the current downtown structures date to this period.
1855	Brigham Hall was established off Bristol Street as a hospital for mental and nervous disorders.
1857	Current Ontario County Court House constructed on the northeast corner of the public square.
1887	Sonnenberg Mansion completed, gardens are finished over the next ten years.
1890	N.Y. Central R.R. Depot built by the Vanderbilt's near the intersection of Niagara & Pleasant Streets as a favor to Mary Clark Thompson.
1903	Methodist Church built on North Main Street.
1904	Original F.F. Thompson Hospital built at 120 North Main Street.
1905	Saint Mary's Church completed.

Other historic structures in Canandaigua that are still in use include:

Saltonstall Street School

Adelaide Avenue School

McKecknie House – now Elm Manor

Lisk Manufacturing Company

Abner Barlow House – Dailey Avenue

Red Jacket bldg. – corner of Main & Gorham

In 1975, following an extensive survey process, the City of Canandaigua designated a number of historically significant structures, as well as establishing several historic preservation districts that included over 300 properties. These districts were later added to the National Register of Historic Places in 1984.

Properties designated locally are subject to a Historic Preservation Ordinance. The purpose of this ordinance is to "safeguard the heritage of the City of Canandaigua by preserving districts and buildings in the City which reflect elements of its cultural, social, economic, political and architectural heritage".

This ordinance is intended to:

- Stabilize and improve property values.
- Foster civic pride.
- Strengthen the local economy.
- Promote the use of historic districts, buildings and structures for the education, pleasure and welfare of the citizens of the City.

The historic zoning requires that all new construction or alterations to existing structures on subject properties be approved as "historically appropriate" by the City Planning Commission when such alterations are visible from a public street or right-of-way.

5.5.2 Goal

Promote the history of Canandaigua throughout the community and in the tourism economy, and continue to encourage the preservation and rehabilitation of designated historic structures ~~in the community~~ and neighborhoods.

5.5.3 Recommendations

1. Promote heritage tourism as a means of celebrating local history and rounding out the current tourism economy.

- Promote and package the community to visitors around themes such as historical events, places and personalities that define Canandaigua

2. Develop a series of plaques and historic markers throughout the community and publish self-guided walking tours of these sites utilizing technology where appropriate.

3. Continue to support historic zoning, work with local heritage and historic organizations to recognize quality structures and rehabilitation efforts.

4. Encourage or create incentives for the rehabilitation of historic structures.

Maintaining a historic structure can be costly. To rehabilitate these structures in an appropriate manner that preserves and enhances the character of these structures can be even more costly. Property owners often cannot bear the full cost of this expense; yet the value of these structures is identified as a community resource. It is this finding that justifies the historic zoning that regulates these structures. Therefore, it is appropriate that the community identify incentives, especially monetary incentives that would make the appropriate rehabilitation of historic structures feasible and even beneficial for the owners.

~~**Continue to support historic zoning**~~

~~3.~~5. Enhance property maintenance enforcement within the historic districts in conjunction with incentives.

~~4.~~6. Create more contiguous districts by including adjacent side streets, such as Dungan Street, Hubbell Street, Park Street, Catherine Street, and Wood Street.

5.6 URBAN FORESTRY

5.6.1 Existing Conditions

As a historic community, the City of Canandaigua is blessed with many streets lined with large, old trees. Sidewalks are set back from the curb by ten to fifteen feet and on Main Street as much as thirty feet and stately homes are set behind lawns and framed with mature plantings. Local zoning protects the structures in these historic districts, yet it is often the landscaping that has a larger role in defining the visual environment.

Landscaping within the municipal right-of-way is also vital in creating an inviting public realm. Street trees and lawn between the curb and sidewalk, as well as plantings between the sidewalk and buildings, narrow the vehicular corridor and enclose a comfortable pedestrian environment on the sidewalk.

Since 1992, the City of Canandaigua has maintained the designation of being a "Tree City USA". The Tree City USA program is a national program that provides the framework for community forestry management for cities and towns across America. Communities achieve Tree City USA status by meeting of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least $2 per capita on urban forestry and celebrating Arbor Day.

5.6.2 Goal

Develop, protect and enhance the urban forest and the historic character of our streetscape.

5.6.3 Recommendations

1. ~~Consider expanding the~~ Maintain standards for landscaping within Site Plan Review.

The current Site Plan review regulations ~~only~~ require a landscape plan upon the request of the City Planning Commission ~~The city should consider expanding these standards to indicate when a landscape plan is necessary and the elements to be considered in developing a landscape plan. Requirements for landscaping~~ as well as within parking areas ~~should also be developed~~.

2. ~~Adopt the~~ Continue the Recommendations from the Tree Advisory Board. See Appendix A.6

In 2011 the City appointed a Tree Advisory Board to work with the parks division of the Department of Public Works, educate the community regarding issues related to the urban forest, and to develop and recommend a Public Tree Management Plan.

3. ~~Develop a~~ Enhance the park-like setting at the northeast corner of Routes 332 and 5/20.

4. Promote citywide tree maintenance, and continue city funded tree replacement in public parks and right-of-ways

5.7 ENVIRONMENT

5.7.1 Existing Conditions

Canandaigua enjoys a spectacular natural environment focused on Canandaigua Lake and surrounded by wooded hills and active farmland. Canandaigua Lake is invaluable to residents and visitors alike. Over 60,000 people depend on our clean water for drinking, nearly $100 million is generated from tourism and recreation, and the value of the lake-influenced tax base is approaching $1 billion.

Since its founding in 1996, the City of Canandaigua has been a member of the **Canandaigua Lake Watershed Council**, which consists of publicly elected representatives from each of the fourteen watershed and water purveying municipalities, and is the lead organization in the protection of the Canandaigua Lake watershed. The goal of the Watershed Council is to maintain and enhance the high water quality of the Canandaigua Lake watershed through education, research, restoration and regulation. The Canandaigua Lake Watershed Council employs a Watershed Program Manager to oversee the day-to-day operations of the organization.

In 2009, after extensive study, the City of Canandaigua adopted an **Integrated Pest Management** (IPM) Program, as recommended by New York State. Pests are managed using methods that minimize environmental, health, and economic risks. At this same time, the city passed a policy that largely eliminated the use of all phosphorus-containing fertilizers on City-maintained property.

In 2011 the city enacted a voluntary program to allow the use of larger **recycling** containers capable of being lifted by mechanical means with City equipment (i.e., "toters") (Res 2011-02)

In 2012, the City of Canandaigua received a "**green innovation"** grant from the State Environmental Facilities Corporation to install a series of bioretention beds within the downtown sidewalks. Stormwater from the roadway and sidewalks will flow into the beds, reducing and filtering the runoff. This green infrastructure improvement will help protect the water quality of Canandaigua Lake.

In 2012, the City Council enacted a moratorium of all activities related to **hydraulic fracturing** to allow time to consider possible legislation related to the topic. Several informational meetings were held throughout 2012 and 2013.

A level 2 charging station was opened in downtown Canandaigua in 2016, as part of a region wide Electric Vehicle charging network.

In June 2016, Canandaigua City Council passed Resolution 2016-037, establishing the City of Canandaigua Turf and Landscape Management Policy. This policy established an Integrated Pest Management (IPM) program to limit and/or ban pesticide use on City property, except in extreme cases.

In November 2017, the City was certified as a Clean Energy Community by the New York State Energy Research and Development Authority. This was followed in January 2019 with the formal establishment of a Climate Smart Communities Taskforce. On Earth Day 2019, the City of Canandaigua was honored with designation as a Climate Smart Bronze Community.

In May 2017, The City of Canandaigua opened a 20.5 acre solar array on City owned property at the corner of County Route 10 & County Route 46. This array provided 94% of energy used for City Facilities, and 82% of energy consumed through municipal operations(including streetlights). As further energy efficiency upgrades are completed, the array should cover almost all municipal electrical usage.

During 2018, Canandaigua formed a Composting Committee to leverage an Ontario County waste reduction grant to start a pilot composting program. By the end of 2018, the program was expanded City-wide as an opt in community waste reduction program.

In August 2019, the City began an LED conversion of City street lights, which is expected to reduce municipal energy consumption and help finance additional energy efficiency improvements, financed with long-term cost savings.

5.7.2 Goal

~~Protect the natural environment to e~~Ensure the long-term health of the environment through local initiatives and participation in local, state, and national efforts.

5.7.3 Recommendations

~~1.~~ Continue ongoing efforts to protect the water quality of Canandaigua Lake ~~through the Canandaigua Lake Watershed Council.~~

2. Promote ~~increased~~ enhanced recycling and composting.

~~1.~~3. Explore further ~~municipal~~ "green initiatives", including but not limited to:

- **a. Solar/Alternative Energy**
- **b. Electric vehicle charging stations**
- **c. Energy efficient fleet replacement planning**
- **d. LED streetlight conversion**
- **e. LEED or other green building guidelines**
- **f. Green House Gas(GHG) monitoring**
- **g. Support ordinance to limit the use of pesticides, and herbicides**
- **h. Support DPW policy for road salts**

4. Reduce dependence on fossil fuels.

5. Encourage denser development to reduce negative impacts on water quality and energy usage.

6. Allow for the development of community gardens

~~2.7. Prohibit all activities related to hydraulic fracturing including the exploration for, and the production or storage of, natural gas and petroleum within the City of Canandaigua.~~

5.8 INTERMUNICIPAL OPPORTUNITIES

5.8.1 Existing Conditions

The City of Canandaigua has explored and taken advantage of many opportunities to partner with nearby communities and organizations. In some situations this has been to address issues that do not recognize municipal boundaries like traffic or watersheds. One shining success of this was the formation of the Canandaigua Lake Watershed Council in which thirteen municipalities jointly plan for the protection of this regional water body. In other circumstances services can be provided at greater efficiencies when they are shared. As an example, the City of Canandaigua and the Town of Canandaigua work cooperatively through a joint parks and recreational committee.

5.8.2 Goal

Identify and maximize opportunities to promote increased efficiencies, and provide a greater level of service for residents through shared revenues and resources, and sources of funding through multi-jurisdictional cooperation

5.8.3 Recommendations

1. Explore state funding for intermunicipal cooperation and shared services.

2. Encourage regional planning for issues that span municipal boundaries:

- Transportation
- Economic Development
- Marketing and Tourism
- Watershed protection
- Open space
- Land use planning
- Hydrofracking issues (e.g., traffic, water, wastewater)
- Electricity provision

3. Explore opportunities to share resources and revenues:

- Parks and Recreation
- Code Enforcement
- Police Protection
- Fire Protection
- Emergency Preparedness
- Utilities: water, sewer, electricity, telecommunication
- Bulk waste and transfer facility

4. Explore creation of a regional fire service

City of Canandaigua Comprehensive Plan

FOCUS AREAS

Not to scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director

6. FOCUS AREAS

6.1 Downtown

6.2 South Main Street

6.3 Lakefront

6.4 Eastern Boulevard

6.5 ~~Vacant Land in~~ the Northeast Quadrant

6.6 ~~Vacant Land in~~ the South East Quadrant

6.7 Health Care District

City of Canandaigua Comprehensive Plan

DOWNTOWN

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Office of Development & Planning
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6.1 DOWNTOWN

6.1.1 Existing Conditions

From its earliest development in the late 1780's, downtown Canandaigua has been the commercial and civic center of a much larger community.

Historic images show the streetscape design largely as it is today: three story storefronts built along wide sidewalks. Features introduced with the reconstruction of Main Street in the 1970s include the creation of a second moving lane in each direction and parallel parking instead of diagonal parking. Street trees were also introduced at this point. Also, during this period Urban Renewal initiatives created public lots behind the Main Street storefronts. These lots currently provide 500 parking spaces. Another 100 spaces are provided in parallel parking on Main Street.

There are approximately 80 storefronts Downtown, about seven of these turn over every year, and a similar number remain vacant at any given time. This vacancy and turnover rate is not uncommon for similar traditional downtown districts.

Downtown consists of approximately 500,000 square feet of commercial space, with an average size of 3,000 square feet. About half of the uses are owner-occupied, while half rent space.

The majority of businesses are small, "homegrown" businesses. ~~Yet t~~ These businesses are unique and individualistic. This creates an eclectic character and identity for the Downtown business district, unlike what is found in malls or plazas.

In 2005, the city enlisted a consultant to complete a study of the municipal lots downtown. This study made numerous recommendations regarding lot configuration, parking duration, signage, and landscaping. These recommendations are being implemented as funds allow. In 2008, the Mill Street Lot was renovated and the Farmers' Market pavilion was added. In 2012, the Antis Street Lot was reconstructed.

Pedestrian safety was studied extensively from 2003-2008. Crosswalk improvements were installed in 2005 and in 2009, Main Street was restriped to narrow the moving lanes and create a lane between the moving lane and on-street parking. This lane is only 4 feet wide, one foot less than what is required for official bike lane designation. Mid-block pedestrian crossing is currently available with lighted signals and cautionary signs.

Street parking is limited in Downtown, though there is currently a mixture of 2-hour and all-day parking available behind Main Street in every lot, except between Chapin and Coy, which only has 2-hour parking.

In 2012, the Canandaigua City Council approved downtown streetscape improvements in association with a "Green Innovation Grant" that was awarded to the city. This project involves the installation of rain gardens and planting zones to assist in the collection and treatment of storm water runoff in this area along with beautifying the business improvement district.

6.1.2 Goal

Invigorate downtown's role as a cultural, economic and social center of the greater community and promote downtown as a safe, inviting and vital area for community activity.

6.1.3 Recommendations

1. Continue to provide a mix of specialty retail uses and convenience services Downtown.

Downtown cannot and should not attempt to compete with regional malls and large retail suburban development. Downtown should continue to seek a niche market in providing unique specialty products as well as providing convenience goods and services to the surrounding working and residential population**.** Recruit franchises that fit the character of the community.

2. Support 'buy local' and 'farm to table' initiatives

a. Support the local agriculture community through continued support of the downtown farmers market, as well as the use of local produce at downtown restaurants
b. Supporting downtown businesses carrying local producers and artisan wares
c. Encourage artisan spaces

3. Permit ~~no additional~~ offices only ~~on the first floor of downtown structures~~ on upper floors and side streets in downtown.

Mixes of retail, service, and office uses are desired downtown. Current zoning does not permit offices on the first floor of downtown structures; therefore, the mix of uses must be "vertical", with offices limited to the upper floors. There are a number of pre-existing, non-conforming office uses on the first floor of downtown structures. These uses have been "grandfathered" from previous zoning. The current mix of commercial uses is appropriate. ~~It is felt that if zoning were changed to permit offices on the first floor of downtown structures, offices would quickly displace a large percentage of retail storefronts. This~~ Additional first floor office space would have a negative impact on existing retail trade by reducing the "critical mass" that makes downtown a shopping destination.

4. Encourage more restaurants and gathering places downtown.

~~Instead of competing with larger providers of retail products in suburban plazas and regional shopping malls,~~ Downtown should focus on being a social center for the greater Canandaigua area, providing services, restaurants, and cultural attractions. Outdoor dining should be encouraged.

5. Redevelop quality upper floors of downtown structures.

A. Continue to provide incentives to rehabilitate downtown structures to provide access to upper floors.

B. Encourage high-tech and telecommunication offices.
Downtown does have access to high-speed Internet connections that are not available in outlying areas. These types of businesses, less dependent on location, might find Canandaigua attractive for the high quality of life.

C. Develop an incentive program to encourage relocation and support start-up businesses.

D. Promote the construction and use of shared elevators between adjacent buildings.

6. Improve Downtown Parking

A. Improve rear facades and entrances.
The majority of downtown parking is provided behind the Main Street structures, yet not all businesses are accessible from these rear lots. Many of the rear lots are not well maintained and have become unattractive. Where rear entrances are provided, they are often not well marked. Businesses should be encouraged to develop entrances from the rear lots and improve the appearance of these rear facades.

B. Improve the signage for downtown parking.
The need for more downtown parking may be more of a perception than a reality. While there is limited on-street parallel parking on Main Street, there is substantial off-street parking provided in municipal lots, behind downtown structures. However, these lots are not visible for the Main Street traveler. Clear signage should be developed that better identifies this parking.

C. Provide connections between parking lots.
The municipal lots on the east side of Main Street are linked by Mill Street that has become largely a travel lane between these lots. However, on the west side of Main Street the lots not linked, making through-traffic inconvenient. Easements should be acquired where possible to create better interconnections between these lots on the west side.

D. Allow for increased overnight parking.

E. Ensure on-street parking is kept clear of snow.

F. Study the need for additional municipal parking downtown.

7. Work with transit providers to provide greater access to downtown

8. Install Traffic Calming Measures.
Crossing Main Street is difficult and outdoor dining is not pleasant. The noise and safety concern created by the speed of traffic on Main Street has a significant adverse impact on the quality of the pedestrian experience Downtown. City officials need to actively work with the NYS Department of Transportation regarding ~~acceptable~~ methods of traffic calming.

9. Study the feasibility of diverting heavy truck traffic off Main Street via a truck route or an alternative route.
Heavy truck traffic is incompatible with the purpose of walkability and outdoor social gathering downtown, and should be discouraged when possible. The City should work with local, regional and state partners to implement alternative routes.

10. Develop a Distinct Downtown Character

Work with the BID and local business owners to encourage collaboration, such as cross promotion, specific store hours, customer service training, branding and signage. Downtown signs and wayfinding should include considerations of color, font, scrollwork, etc. that distinguishes Downtown Canandaigua as a destination.

11. Bury utilities as a part of street repairs and redevelopment throughout downtown

12. Support wider use of public spaces

a. Work with BID, Canandaigua City School District, Finger Lakes Community College and civic organizations to utilize downtown as a prime gathering place

b. Encourage festivals, concerts, and other gatherings that maximize assets like the Farmers Market Pavilion, Commons Park, and underutilized parking lots.

~~**13. Complete Streetscape Improvements**~~

~~In 2012, the Canandaigua City Council approved downtown streetscape improvements in association with a "Green Innovation Grant" that was awarded to the city. This project involves the installation of rain gardens and planting zones to assist in the collection and treatment of storm water runoff in this area along with beautifying the business improvement district.~~

~~**14. Improve Lighting Downtown**~~

~~A. Increase illumination on sidewalks.~~

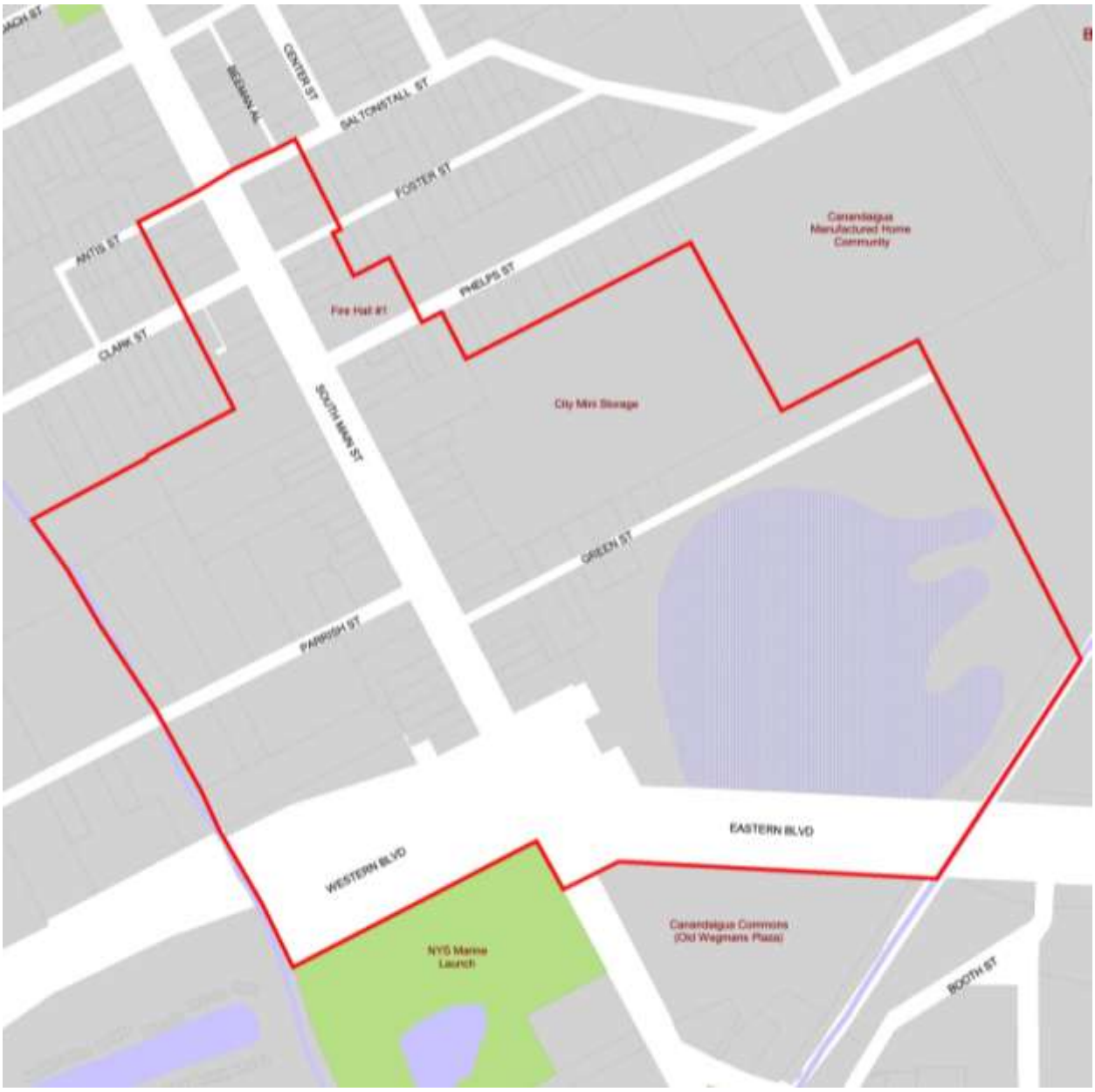
~~B. Install more attractive decorative pedestrian-friendly fixtures.~~

15. Improve Safety and Security Downtown

A. Increase police presence downtown with a foot or bicycle patrol.

B. Install more cameras in high-risk areas.

~~**16. Support recommendations from the Farmers' Market. See Appendix A.7.**~~



City of Canandaigua Comprehensive Plan

SOUTH MAIN STREET

Not to scale

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6.2 SOUTH MAIN STREET

6.2.1 Existing Conditions

"South Main Street" as a study area is defined as the portion of Main Street south of the Downtown district (Antis Street on the west and Saltonstall Street on the east) and extends to the south to NYS Rtes 5 & 20.

Historically, Main Street south of downtown was a residential district similar to North Main Street and while the homes were more modest, a number of notable residences were found here as well. Yet as downtown evolved into the twentieth century, it pushed against its southern boundaries, which ultimately led to a rezoning in the 1960s that permitted commercial construction on South Main Street. The community quickly realized the error in this decision as numerous homes were demolished to make way for simple commercial structures, many set back from the Main Street offering only parking lots to the streetscape. ~~The final blow may have been~~ A serious loss to the character of South Main Street occurred with the demolition of the Jasper Parrish Mansion, which made way for a gas station at the corner of Parrish Street. Soon after, the city conducted a historic needs survey and enacted a local Historic Preservation District. Unfortunately, it was too late for South Main Street, which didn't even retain enough character to fall into one of the city's several preservation districts.

Over the last twenty years, Canandaigua has done well to preserve its historic homes on and off North Main Street and has done a fair job of preserving its historic downtown. However, the same cannot be said for South Main Street, which unlike the rest of the city does not exhibit a cohesive identity. It is neither Downtown nor Lakefront and due to the rezoning, it is neither residential nor commercial. It is a mix of turn-of the century homes and 1970s commercial boxes, it has structures built to the street line ~~and structures~~ as well as set back, behind parking lots.

Significant changes have occurred to the transportation system that supports this area of the city. These transportation changes have influenced the patterns of development and the viability of different types of uses along South Main Street.

Where once pedestrians and even a trolley traveled down South Main Street between downtown and the working waterfront, today 25,000 vehicles per day (AADT) move through this area on their way to or from Routes 5 & 20. Eastern and Western Boulevards (Routes 5&20) have evolved into major highway arterials with little accommodation for pedestrians. Eastern Boulevard has also been developed as a highway commercial district, generating significant traffic in this area. While the lakefront has transitioned from a working waterfront to a wonderful recreational and tourism amenity, the level of traffic and the physical barrier created by the arterial have effectively separated the lakefront from South Main Street and Downtown for pedestrians.

Perceiving growth pressures in the late 1990s the city studied South Main Street extensively from 2000-2002. In 2001 *EDR P.C,* was commissioned to run a design charrette and Saratoga Associates was hired in 2002 to draft the original South Main Street chapter of the 2002 Comprehensive Plan.

In 2003, the majority of South Main Street was rezoned to encourage mixed use development while preserving the residential scale. However, since this time, there has

been no significant development in the district and the land use pattern remains largely unchanged from that of the 1980s.

6.2.2 Goal

~~Develop~~ Encourage development of South Main Street as a high-density mixed-use neighborhood that links Downtown ~~and~~ to Lake~~front~~shore with an inviting pedestrian environment.

6.2.3 Recommendations

1. Encourage Mixed Use

A wide range of mixed uses should be permitted. Ideally, active uses (retail and services) would occupy the ground floor and would help create an interesting and safe pedestrian environment linking the downtown and the lakefront districts.

Mixed use occurs in the first instance between different buildings and between different areas of the South Main Street Neighborhood. For example, along South Main Street a wide range of uses will be permitted. Behind South Main Street (to the east and west), uses will be limited to high density residential and office. Mixed uses occur in the second instance by allowing and encouraging mixed-uses within buildings (vertical integration of uses). For example, along South Main Street retail and service uses (active uses) will be encouraged on the ground floor of buildings and additional uses (residential and office) encouraged on the second and third floors.

Walkable connection is desired between Downtown and Lakeshore; as such, pedestrian improvements should be a priority. Drive-throughs should not be allowed due to negative impact on pedestrian and bike safety.

2. Encourage high-density residential

The South Main Neighborhood district should include a mix of high-density residential units that cater to persons and households who desire to live in close proximity to the activities of Downtown and the Lakefront. Lake views, small boating canals to the lake at the rear of this neighborhood, walkable streets, and neighborhood commercial services and activity will enhance the marketability of this new residential real estate product.

- Review current zoning requirements to allow for denser lots.

3. Develop a streetscape and architectural style, to unify the Downtown and Lakefront districts

In the South Main Street Neighborhood, building placement and design will reinforce the notion of a walkable community. Buildings will be located close to the sidewalk with a consistent build-to line on each block. Closer to downtown, the build-to line will be close to the sidewalk in a more formal arrangement, while toward the south end of the neighborhood the buildings should step back from the street allowing for small front yards, outdoor seating, or landscaped gardens. Commercial activity, especially retail and services at the ground level, will ensure that the streets in this neighborhood feel active, interesting to walk along, for the public.

Building height and scale should be compatible with the character of the community North of Routes 5 & 20. Developers requiring larger floor areas should be strongly encouraged to expand upward through the construction of a second or third story where upward expansion meets needs. All new construction should incorporate architectural design elements to improve character and break up long wall expanses in order to create the impression of a series of smaller buildings. Such buildings should have one or more primary entrances as well as windows on the front (street-facing) side of the structure. All new development should draw on the historic character of the community.

Large footprint retailers ("big boxes") are not appropriate for this neighborhood (most would not select this area anyway due to inadequate land area). Medium-size footprint buildings exceeding South Main Street scale may be considered South of Parrish and Green Streets. However, wetlands south of Green Street will likely limit the size of building footprints in this area.

Residential structures currently existing South of Antis Street and North of Parrish and Green Streets should be encouraged to be used for residential, office, and small business purposes. Commercial single purpose buildings that currently exist should be given some modest zoning incentives to re-develop those parcels in an architecturally enhanced manner.

Off-street parking requirements for individual uses in the South Main Street Neighborhood should be reduced. ~~Instead the~~ Emphasis should be on shared parking arrangements.

Multiple-story buildings with commercial uses on the ground floor and commercial, residential, and/or office uses on the upper floors should be strongly encouraged for all new development. Developers should be encouraged to design any new single story buildings to create the appearance of a multi-story building.

4. **Improve the pedestrian environment at the Eastern Boulevard intersection.**
   Work with the NYSDOT to rebuild the intersection of Eastern Boulevard (Rtes 5 & 20) with South Main Street. This intersection creates a physical barrier between the Lakefront and the South Main Street and Downtown areas.

   In the 1950s, an overly wide right-of-way was acquired for a potential overpass and several homes to the north and south of Eastern Boulevard were demolished. This void now adds to the divide between Downtown and the Lakefront.

   In 2008, the NYSDOT made improvements to the pedestrian crossings at this intersection and planted trees in the open space of the northwest corner. However, further improvements are needed.

   ~~The City has begun negotiations with the NYSDOT to "license" this northeast corner for semi-public uses. In 2013, a statue is to be installed here and more could be done to create a more park-like, pedestrian-friendly atmosphere.~~

5. **Consolidate MU-1, MU-2, MU-3 into a single mixed-use zoning district and review existing zoning standards.**

City of Canandaigua Comprehensive Plan

LAKESHORE

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City of Canandaigua Comprehensive Plan

EASTERN BOULEVARD

Not to scale

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6.3 LAKESHORE~~FRONT~~

6.3.1 Existing Conditions

"Lakeshore~~front~~" as a study area is defined as the properties along Lakeshore Drive from the intersection of South Main Street to East Lake Road (County Road 364). The Lakefront district extends approximately half the length north along both Booth Street and Muar Street towards NYS Rtes 5 & 20. This District includes more than 175 acres including 50 acres of public parks.

Currently the zoning of this sub-area is Commercial Lakefront (C-L), Parks and Recreation (P-R) and Planned Unit Development (PUD), some portions are zoned for Heavy Commercial (C-3).

While agriculture was the first industry of the Lakefront, tourism followed closely behind. Much of the Canandaigua Lake watershed wasn't settled until the early 1800s and by 1880, 80% of the watershed had been cleared for farming. In 1827, steamboats began carrying crops from the southern port at Woodville. Rail and trolley lines extended to this working lakefront to gather the produce. In 1847, these lines were extended over the lake itself with the completion of the City Pier.

Wealthy families built summer homes on the lake and by 1900, there were several hotels, restaurants, and summer camps for children dotting the lakeshore. Kershaw Park was built between 1920 and 1936 to not only accommodate residents but also attract tourists. By this time, the steamboats on Canandaigua Lake carried less produce and more sightseers.

Roseland Park, an amusement park, opened in 1925 and over its sixty-year history, shaped much of the Lakeshore~~front~~ area. Roseland Park closed in 1985. The property was sold to *Rosewil Associates*, a development corporation of Wilmorite. In 1989, the City of Canandaigua approved a redevelopment plan called "Rosepark", a 110 acre, mixed-use Planned Unit Development (P.U.D.). The Rosepark plan includes a number of activity centers that have been built more or less according to plan over the last decade.

Lagoon Park was completed in 2005 and the remaining un-built component of this P.U.D. is the hotel to be associated with the Steamboat Landing. In 2010, a Final Site Plan was approved for this project. Construction ~~is anticipated~~ began in 2013, and is anticipated to be complete in 2020.

In 2007, the New York Kitchen (formerly known as New York Wine & Culinary Center) was opened at the intersection of South Main Street and Lakeshore Drive. This facility serves as a gateway for agritourism throughout New York State, providing culinary courses, a wine tasting room, and a restaurant that features locally-sourced ingredients.

~~In 2009, the City Council issued a Sketch Plan Approval for a Planned Unit Development referred to as "The Canandaigua Lakefront Redevelopment Project". In 2013, a revised plan was submitted (attached). This~~ Pinnacle North is a 34-acre project includes most of the property between Booth Street and Muar Street and between Lakeshore Drive and Eastern Boulevard. The mixed-use plan ~~includes~~ proposes 450 dwelling units and 75,000 square feet of new commercial space, ~~in addition to the existing Parkway Plaza~~. ~~A Final Site Plan will need to be approved before the project can move to construction.~~ The first phase of this project has been completed with 135 dwellings and 30,000 square feet of commercial space.

In 2018, the Canandaigua Inn on the Lake began remodeling efforts changing from a single hotel and conference space into a resort facility, now called "the Lake House on Canandaigua" with 5

separate buildings including multiple restaurants and bars, 125 guest bedrooms, spa, pool, and permanent outdoor event space. The new facility is expected to open in 2020.

6.3.2 Goal

Promote the Lakeshore~~front~~ as a balanced, mixed-use area focusing on year-round public access to Canandaigua Lake with a streetscape design that is pedestrian friendly, has open areas with courtyards, patios and alleyways.

6.3.3 Recommendations

1. **Monitor the completion of ~~Steamboat Landing Hotel and Conference Center~~. Canandaigua Finger Lakes Resort.**

2. **Support the implementation of ~~the Lakefront Redevelopment P.U.D~~ the Pinnacle North Development, and consider integrating Parkway Plaza, Canandaigua Commons (commonly known as the Old Wegmans), and the south side of Eastern Blvd to Wegmans, into the Lakeshore~~front~~ district.**

   A. Encourage a fine blending of mixed uses that are open to the public. Restaurants, shopping, hotels and other tourist and culturally-related development should be located within close walking distance of one another to create a lively, synergistic combination of activities. One use should not dominate.

   B. Allow some retail-type offices typically used by the public (such as real estate offices) on Lakeshore Drive.

   C. The height of multi-story buildings should not exceed four (4) stores nor overwhelm the Lakeshore~~front~~ district.

   D. ~~Create additional parking behind the structures on the north side of Lakeshore Drive~~. Parking should be developed in association with the addition of new commercial development so that small lakefront properties can be maximized, and curb cuts will be minimized. Parking should be located behind or within buildings. Other parking options should be ~~evaluated~~ encouraged such as shared parking, off-site parking with seasonal shuttle service, and municipal parking.

3. **Evaluate the three-way intersection of South Main Street, Lake Shore Drive and the City Pier to accommodate increased development and ~~traffic flow~~ pedestrian access.**

4. **Expand year-round cultural, recreational, and social activities in the Lakeshore~~front~~ district.**

5. **Evaluate a pedestrian walkway connecting Lakeshore Drive to Eastern Blvd. along the Canandaigua Feeder Canal & Canandaigua Commons with retail and restaurants facing the walkway.**

6. **Ensure public spaces and accessibility throughout the district.**

7. **Recognize the local historical importance of Roseland Amusement Park.**

8. **Encourage greater connection from Lakeshore District with FLCC.**

9. **Greater utilization of the Pier as a unique asset of our community.**

10. **Develop pedestrian bridge from Holiday Harbor to State Marine Launch.**

6.4 EASTERN BOULEVARD

6.4.1 Existing Conditions

The "Eastern Boulevard" study area consists of about 25 properties located along one mile of Eastern Boulevard bounded by South Main Street on the west and the city-town boundary to the east.

The Eastern Boulevard roadway was constructed in the 1950's, and diverted NYS Routes 5 & 20 from Lakeshore Drive to this arterial thoroughfare. Prior to this construction, the area was marshlands and included the city landfill. The construction used soil from adjacent property to raise the elevation for the roadway, thereby creating the adjacent Muar Lake. New York State wetlands are identified at the northeast corner of Eastern Boulevard and South Main Street.

Since its inception, Eastern Boulevard has functioned as a commercial corridor, providing a location for auto-oriented commerce, distinct from the historic, pedestrian-oriented downtown. Currently, Eastern Boulevard includes about 500,000 square feet of retail space including Parkway Plaza, Wegmans Food Market and the ~~Chase-Pitkin home improvement store~~ Canandaigua Town Centre(tenants include PetCo, Bed Bath & Beyond, and Michaels). The district also includes ~~two hotels and~~ nine restaurants, many with drive-through service. In 1992, the U.S. Post Office relocated from its downtown location to Eastern Boulevard.

In 2000, Roseland Water Park opened as a 56-acre outdoor water adventure park with wave pool, water slides, and other attractions. In 2016, the Roseland Wake Park was added to the adjacent Muar Lake with cable driven water skiing and wakeboarding.

6.4.2 Goal

Eastern Boulevard should continue to provide a location for auto-oriented commerce that would be less appropriate in the historic districts of the city. However, ~~there should be some~~ the City should allow higher-density residential along with increased provisions for ~~the pedestrian and~~ multi-model use. Efforts should be made to improve the overall appearance of the district, especially within the street right-of way.

6.4.3 Recommendations

~~1. Seek improvements to during the upcoming reconstruction.These improvements should include:~~

- ~~Replace metal guardrail with a raised, curbed, and planted median.~~
- ~~Construct sidewalks on both the north and south sides.~~
- ~~Add street trees between the pavement edge and sidewalk.~~
- ~~Provide improved pedestrian crossings at Main Street, Booth Street and Muar Street.~~

1. **Engage NYS DOT and support from state representatives to redevelop the Eastern Boulevard right-of-way (Rte 5 & 20). Improvements should include***:*

- A "Road Diet" and consider returning any unused right-of-way to private ownership or public use
- Improved pedestrian and bicycle facilities
- Improved pedestrian crossings at Main Street, Booth Street, Muar Street, and Wegmans

- Improved landscaping and lighting

2. **Continue to apply Architectural Review and Site Plan Review for new construction and alterations to existing structures to ensure attractive and compatible construction, as well as a more traditional look:**
    - **Ground signs as opposed to pole signs**
    - **Extensive landscaping to minimize view of parking areas**

3. **Review lighting standards.**

4. **~~Review the list of permitted uses in the C-3 zone district.~~ Encourage a mix of uses, including high-density residential, in a traditional urban form.**

City of Canandaigua Comprehensive Plan

NORTHEAST QUADRANT

Not to scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director

6.5 ~~VACANT LAND IN THE~~ NORTHEAST QUADRANT

6.5.1 Existing Conditions

The area referred to as the "Northeast Quadrant" consists of approximately 240 acres, mostly north of Chapel Street and east of Moore Street. About half of the land in this area remains undeveloped. It includes one active subdivision and two mapped, but un-built subdivisions. It also includes the Northeast Park and the former VA Golf Course. There is a large, protected wetland central to the district.

	Acreage
Developed residential land	80
Northeast Park	40
"Covington Place" Subdivision (58 lots)	30
"Grand Meadows East" Subdivision (66 lots: un-built)	20
"Parkwood" Subdivision (20 lots: un-built)	10
VA Golf Course	40
Wetlands	20
TOTAL	**240**

Developed residential land includes single-family homes on Seneca Drive, Canandaigua Avenue, Chapel Street, East Street, and Tamarack Drive, as well as attached single-family dwellings on Stewart Place.

The "Covington Place" subdivision was approved in 2005. To date, 53 lots have been developed along Kennedy Street and Spencer Lane. Saxton Lane and Sibley Court have not yet been built, nor has the connection between Kennedy Street and Stewart Place. The subdivision also includes some wetlands and is slated to have a pedestrian trail leading to the Northeast Park.

The "Grand Meadows East" subdivision was approved in 2005 and was to consist of attached, single-family dwellings. Construction was never initiated.

The "Parkwood" subdivision was approved in the late 1980s but was never built. Provisions were made in the approval of the "Covington Place" subdivision to allow connection between these two projects.

During the planning in 2003-2005 efforts were made to establish interconnected streets between subdivisions in an effort to create a more traditional street network, improve traffic patterns, and provide access to Chapel Street as well as North Road. Currently, Stewart Place and the Covington Place subdivision is accessed primarily from Main Street via Cribb Street.

The Canandaigua VA Medical Center operated a private golf course on 40 acres west of East Street until the early 1990s. The federal government retains this land and as such, it is not subject to local zoning or plan review.

6.5.2 Goal

Complete this area as a medium-density residential district with the characteristics of a traditional Canandaigua neighborhood.

6.5.3 Recommendations

1. Support development with residential lot sizes of ~~6~~ 5,000 to 10,000 square feet to allow higher density residential.

~~1.~~2. **~~Consider~~ Allow alternative residential development patterns such as:**

- attached, single-family homes
- patio homes
- zero-lot line development
- duplex, triplex, and multiplex,

3. Build traditional streetscapes with narrow roadways with curbs, street trees, sidewalks, and homes built close to the road, as well as small, neighborhood oriented businesses.

4. Create a network of interconnected streets and pathways.

5. Provide pedestrian linkages to the Northeast Park and through to neighboring schools.

6. **Explore the possibility of developing the wetland area as a regional stormwater retention area and natural park space.**

~~3.~~7. **Actively work ~~with the VA~~ ~~to find compatible uses for~~ to acquire the former golf course from the VA**

City of Canandaigua Comprehensive Plan

SOUTHEAST QUADRANT

Not to scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director

6.6 ~~VACANT LAND IN THE~~ SOUTHEAST QUADRANT

6.6.1 Existing Conditions

The area referred to as the "Southeast Quadrant" consists of approximately 230 acres, mostly south of Ontario Street, north of Saltonstall Street, and east of Jefferson Avenue. This area includes a mix of high-density housing and older industrial properties, as well as Jefferson Memorial Park.

Over 200 dwelling units are contained on three properties near the intersection of Saltonstall Street and Jefferson Avenue between the Lakeside Village Apartments, Barrington Townhomes, and the Canandaigua Mobile Home Park.

Central to the district are three large, vacant properties that comprise more than 75 acres, although the easternmost of this is hindered by wetlands and the flood plain of the Canandaigua Lake Outlet. These properties are zoned for heavy industrial and manufacturing operations.

6.6.2 Goal

Develop this area as a mixed-use district with a blend of high-density residential properties ~~with contemporary industrial and commercial uses~~ adjacent to Jefferson Park ~~and contemporary industrial uses~~.

6.6.3 Recommendations

1. ~~Rezone portions of~~ Develop vacant property adjacent to Jefferson Memorial Park ~~to R-3 (Multi-family Residential)~~ as a residential district where appropriate. Allow alternative residential development patterns such as:

- attached, single-family homes
- patio homes
- zero-lot line development
- duplex, triplex, and multiplex,
- small, neighborhood oriented businesses

~~1.~~2. Explore the possibility of developing the wetland area as a regional stormwater retention area and natural park space

~~Develop the remainder as contemporary industrial uses and incubator space for technology, light manufacturing, and warehousing.~~

~~2.~~3. Leverage the Feeder Canal and Outlet as an asset to promote the water trail

~~3.~~4. Develop interconnected streetscapes with narrow roadways with curbs, street trees, sidewalks, throughout the district to promote use of underdeveloped property, for example:

a. "East Street Extension" from Ontario St to Eastern Blvd
b. "Oliver Street" from Ontario St to Saltonstall St
c. Niagara St or Tillitson Street

City of Canandaigua Comprehensive Plan

HEALTH CARE DISTRICT

Not to scale

City of Canandaigua
Office of Development & Planning
Richard E. Brown, AICP Director

6.7 HEALTH CARE DISTRICT

6.7.1 Existing Conditions

The "Health Care District" is primarily centered around FF. Thompson Hospital, a part of the University of Rochester Medicine, along with several diagnostics, primary care, physical therapy, mental therapy, dental, eye, hearing, and other medical and wellness specialties connected with Thompson or in private practice. There is also a 24-hour continuing care center, and private group living home in close proximity. The area is bordered by multiple apartments, townhomes, and single-family residences, which cater to health related staff, as well as the wider community.

6.7.2 Goal

Continue to develop the area as a more unified healthcare campus

6.7.3 Recommendations

1. Consolidate properties and driveways to improve vehicular and pedestrian safety

- Create shared access roads off Parrish.
- Lots fronting on Parrish with parking and access to buildings from rear.
- Reduce setback requirements for buildings onto Parrish Street.
- Allow high-density residential usage to create opportunities for shared parking.

~~1.~~2. Develop a more uniform design for landscaping, signage and architectural character

3. Permit multi-family residential.

~~2.~~4. Improve traffic control of the Parrish Street, Pearl Street, West Lake Drive intersections

5. Support the "Middle Cheshire Road and Health Care Corridor Active Transportation Plan" sponsored by the Town of Canandaigua

THE TOWN OF CANANDAIGUA
PERMANENT AND TEMPORARY UTILITY EASEMENT

The undersigned Owner ("Owner"), in consideration of $1.00 and other good and valuable consideration paid by the Town of Canandaigua, New York, the receipt whereof is acknowledged, hereby grants to the Town of Canandaigua, ("Town"), a municipal corporation maintaining offices at 5440 Routes 5 & 20 West, Canandaigua, New York 14424, within the County of Ontario, New York,

A **PERMANENT EASEMENT** to construct, reconstruct, operate, maintain, and/or improve an underground line or lines, main or mains, and/or services and/or laterals with all associated fixtures and/or appurtenances, with free ingress and egress for the all of the enumerated purposes, including the right to trim and/or remove trees, shrubs and/or other obstructions, and to store, pile, and/or remove material, and/or fill, in and over the parcel of land, described and/or as otherwise illustrated on any attached maps, other illustrations, and/or legal descriptions.

ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Canandaigua, County of Ontario and State of New York, as shown on a map entitled " Permanent Utility Easement To the Town of Canandaigua", designated as Map 2 and Map 2.1, Parcel 1, prepared by MRB/group and dated 1/2020, and bounded and described as follows:

Schedule A: Beginning at the intersection of the existing southwesterly boundary corner of Tax Map Parcel 112.02-1-18.100 with the existing southeasterly boundary corner of Tax Map Parcel 112.02-1-88.100; thence

1. Easterly, along the existing southerly property boundary of Tax Map Parcel 112.02-1-18.100, a distance of 1249.2'± to a point, said point being the existing northeasterly boundary corner of Tax Map Parcel 112.02-1-34.114; thence through the lands of Tax Map Parcel 112.02-1-18.100 the following (12) twelve courses and distances;

2. N0º43'40"E, a distance of 45.0' to a point; thence

3. N87º31'49"E, a distance of 803.8' to a point; thence

4. N48º26'18"E, a distance of 218.0' to a point; thence

5. N2º16'28"W, a distance of 111.0' to a point; thence

6. N90º00'00"E, a distance of 73.0' to a point; thence

7. N0º00'00"E, a distance of 106.0' to a point; thence

8. N90º00'00.0"W, a distance of 134.0' to a point; thence

9. S0º00'00"E, a distance of 90.0' to a point; thence

10. N90º00'00"E, a distance of 29.0' to a point; thence

11. S2º30'49"E, a distance of 114.8' to a point; thence

12. S48º27'29"W, a distance of 192.1' to a point; thence

13. S87º38'57"W, a distance of 821.3' to a point; thence

14. N89º23'17"W, through the lands of the last mentioned Tax Map Parcel, a distance of 1219.4' to a point on the existing common division line between Tax Map Parcel 112.02-1-18.100 and Tax Map Parcel 112.02-1-88.100; thence

15. Southerly, along the last mentioned existing common division line, a distance of 75.0'± to the point and place of beginning, containing 141,353.5 square feet of land, 3.25± acres, more or less.

Owner further grants to the Town a **5' TEMPORARY EASEMENT** immediately adjacent to the above described permanent easement, to construct, reconstruct, operate, maintain, and/or improve an underground utility line or lines, main or mains, and/or services and/or laterals with all associated fixtures and/or appurtenances, with free

ingress and egress for the all of the enumerated purposes, including the right to trim and/or remove trees, shrubs and/or other obstructions, and to store, pile, and/or remove material, and/or fill, in and over the parcel of land, described and/or as otherwise illustrated on any attached maps and/or illustrations.

The Temporary Easement shall expire one year after the completion of the installation.

The Town hereby agrees to restore and finish surface grade the easement area to a reasonable condition, including appropriate seeding weather permitting, upon completion of the installation, including restoring any asphalt driveway outside of the highway right-of-way to its original condition, including binder coat and finish coat.

Owner covenants with the Town that it is lawfully seized and possessed of the real property above described, that it has a good and lawful right to convey it, and any part thereof, including the rights conveyed by this instrument, and that it will forever warrant and defend the title thereto against the claims of any persons.

Owner hereby releases the Town from all claims for damage, from whatsoever cause, incidental to the exercise of any of the rights herein granted at any time hereafter.

IN WITNESS WHEREOF, the undersigned has caused this Easement to be duly executed on this ___ day of _____, 20__.

_____
Owner

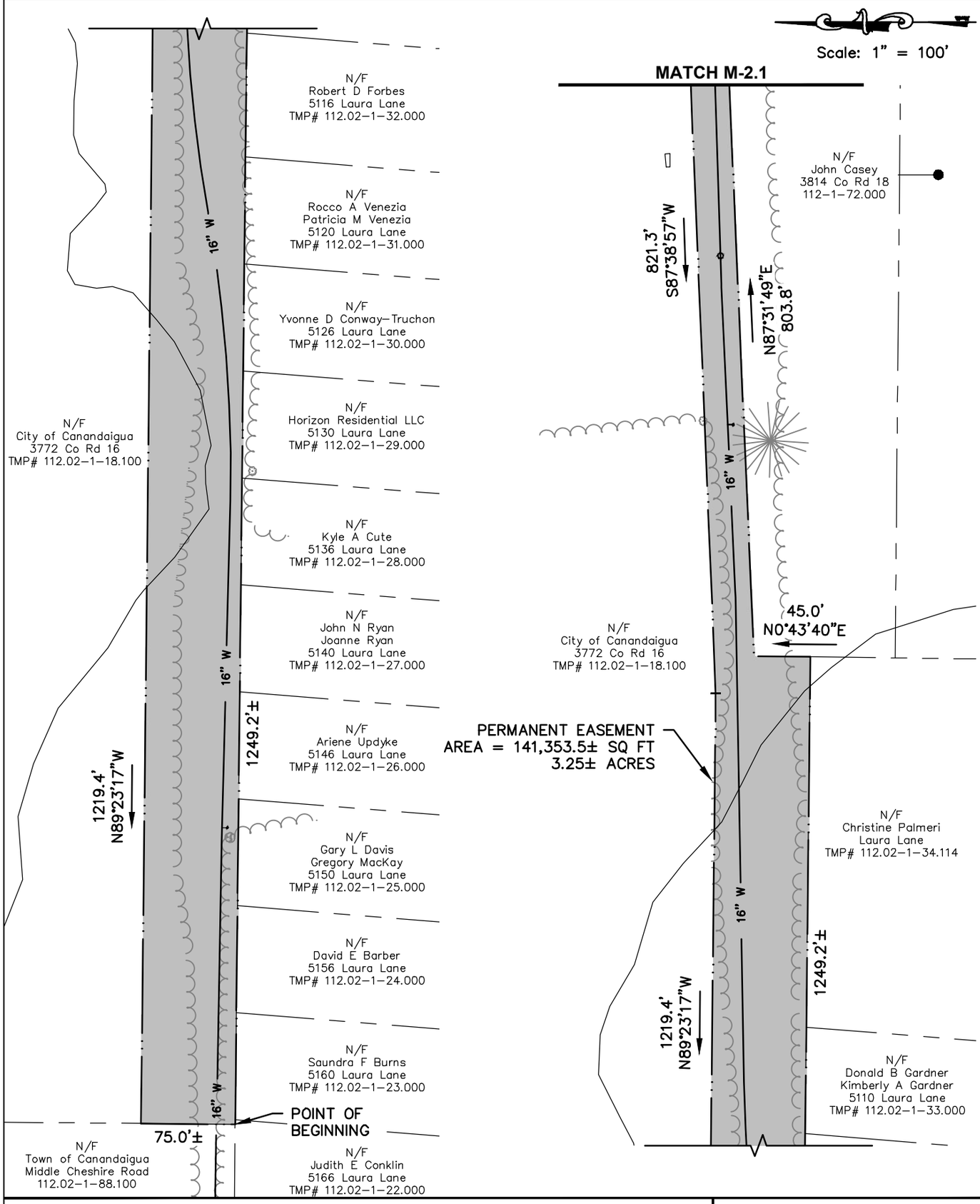
_____
Title

STATE OF NEW YORK)
COUNTY OF) ss.:

On the _____ day of _____, 20__, before me, the undersigned, a Notary Public in and for said State, personally appeared , known to me or proved to me on the basis of satisfactory evidence to be the same individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his /her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s) or the person upon behalf of which the individual(s) acted, executed the instrument.

_____
Notary Public

TAX MAP NUMBER	**112.00-1-18.100**	**MAP No.**	**M-2**
OWNER N/F	**CITY OF CANADAIGUA**	**PARCEL No.**	**P-1**
STREET ADDRESS	**3772 COUNTY ROAD 16**		



PERMANENT UTILITY EASEMENT TO THE TOWN OF CANANDAIGUA ONTARIO COUNTY, NY

Scale:	1" = 100'
Date:	1/2020
Project:	0300.18008

MRB group
Engineering, Architecture & Surveying, D.P.C.
The Culver Road Armory, 145 Culver Road, Suite 160, Rochester, New York 14620
Phone: 585-381-9250
www.mrbgroup.com

Unauthorized alteration or addition to a survey map bearing a Licensed Land Surveyor's seal is in violation of Article 145, Section 7209, Subdivision 2 of the New York State Education Law.

Copies from the original of this survey map not marked with an original of the licensed land surveyor's inked seal or his embossed seal shall not be considered to be a valid true copy.

Certifications shown hereon shall run only to the person for whom the survey is prepared and, on his behalf, to the Title Company, Government Agency, and Lending Institution listed hereon, and to the assignees of the Lending Institution. Certifications are not transferable to additional institutions or subsequent owners.

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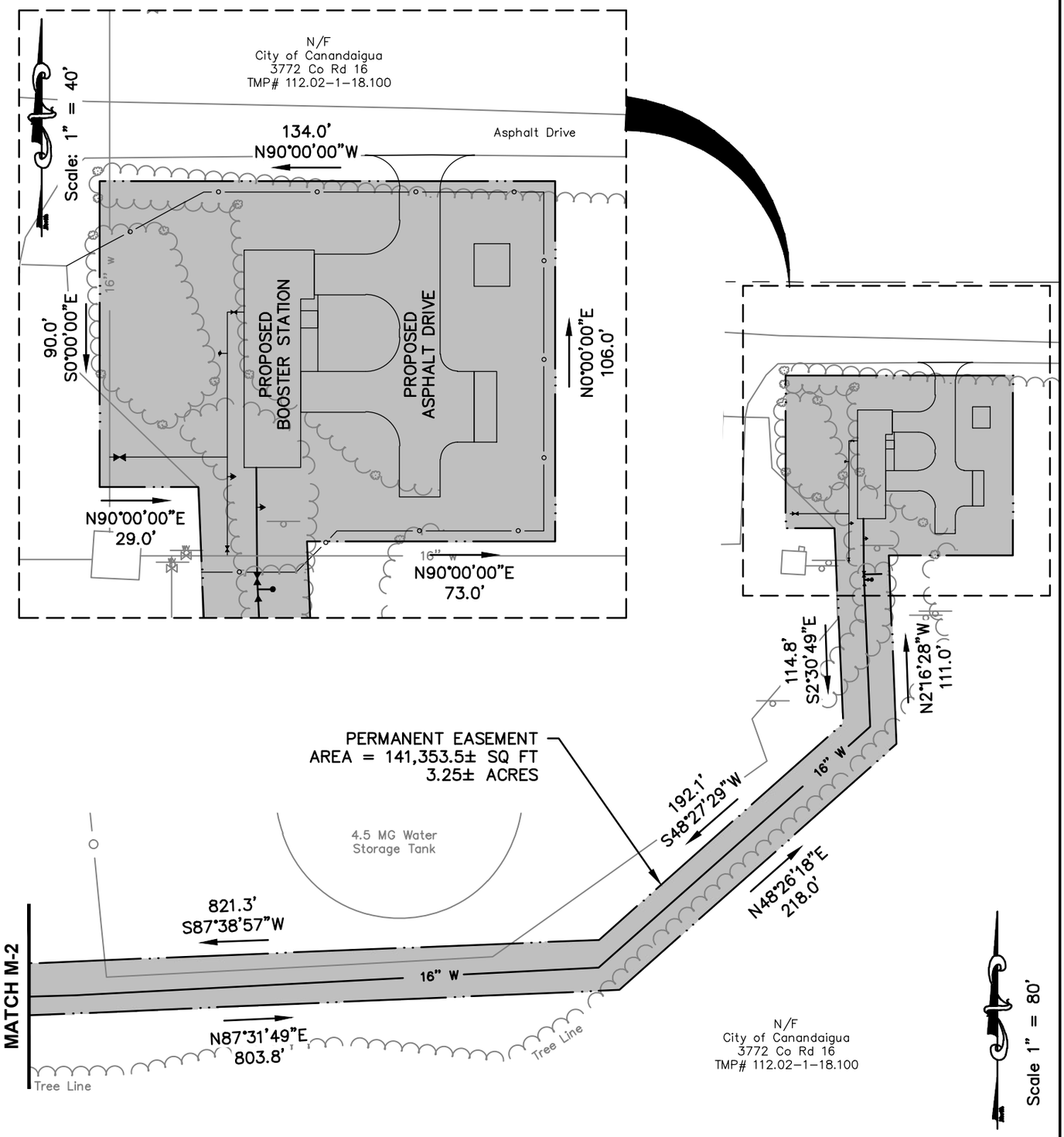
TAX MAP NUMBER	**112.00-1-18.100**	**MAP No.**	**M-2.1**
OWNER N/F	**CITY OF CANADAIGUA**	**PARCEL No.**	**P-1**
STREET ADDRESS	**3772 COUNTY ROAD 16**		



PERMANENT UTILITY EASEMENT TO THE TOWN OF CANANDAIGUA ONTARIO COUNTY, NY

Scale:	AS SHOWN
Date:	1/2020
Project:	0300.18008

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CITY OF CANANDAIGUA

BID TABULATION

Hurley Building Roof Replacement RFP

Bid Opening: Thursday, February 27, 2020 at 10:00 a.m.

BIDDER	Bid Amount
Elmer W. Davis, Inc. Roofing 1217 Clifford Avenue Rochester, NY 14621 585-546-2846 www.elmerdavis.com jeffdewd@aol.com awilliamson@elmerdavis.com	5% bid bond rec'd No exceptions $159.649.00
Harvey Strassner Contracting, LLC 3035 Ridgeway Avenue Rochester, NY 14606 585-270-8761 sales@harveystrassnercontracting.com harvey@harveystrassnercontracting.com	No Bid
JJ Construction 2075 Dewey Avenue Rochester, NY 14615 585-865-5428 officemanager@teamjjconstruction.com	No Bid
D.E. Miller Co. Roofing 34 Oak Street Seneca Falls, NY 13148 315-568-1949 www.demillerroofing.com dmiller11@rochester.rr.com	No Bid