

Routes 96 & 318 Rural Corridor Study

Ontario & Seneca Counties, New York



REPORT #1: Existing Conditions & Build-out Analysis

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Existing Conditions & Build-out Analysis

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I. Land Use

EXISTING LAND USE (Map 1)

The Routes 96 and 318 Rural Corridor Study area includes the Towns of Manchester and Phelps and the Villages of Manchester, Shortsville, Clifton Springs, and Phelps in Ontario County, as well as the Towns of Junius, Tyre, and Seneca Falls in Seneca County. Land use is described utilizing the New York State Office of Real Property Services uniform classification system. This simple system of classification consists of three-digit numeric codes in nine categories. Categories are composed of divisions, the second digit, and subdivisions, the third digit (see Table I-1).

All parcels adjacent to or within 1,000 feet of Routes 96 and 318 are considered part of the study area. Within this 24-mile corridor, there are 1,237 parcels on 9,866 acres (slightly more than fifteen square miles), with classifications in all nine categories. The 96 and 318 corridor is predominantly a mixture of agricultural and rural-residential land uses along with a significant portion of vacant and commercial properties.

Land uses within the corridor are shown on Map 1.

Property Classifications

Code	Property Class	Parcels		Area	
	Category	Count	% of Total	Acreage	% of Total
100	Agricultural	73	5.9%	4077.03	41.3%
200	Residential	799	64.6%	2044.01	20.7%
300	Vacant	147	11.9%	1247.23	12.6%
400	Commercial	138	11.2%	788.18	8.0%
500	Recreation & Entertainment	8	0.6%	138.22	1.4%
600	Community Services	23	1.9%	524.68	5.3%
700	Industrial	20	1.6%	508.04	5.1%
800	Public Services	24	1.9%	329.20	3.3%
900	Wild, Conservation, Forest	3	0.2%	179.71	1.8%
0	Property Data Unavailable	2	0.2%	29.70	0.3%
Totals		1237	100.0%	9866.00	100.0%

Table I-1: Source: Ontario County & Seneca County

Agricultural

Agricultural land is defined as property used for the production of crops or livestock, and includes agricultural vacant land as part of an operating farm, as well as fish, game and wildlife preserves.

Within the study corridor, only 5.9 percent of the parcels are coded as Agricultural. However, Agricultural lands account for over 41 percent of the corridor’s acreage. As can be seen in Map 1, Existing Land Use, the largest tracts of Agricultural lands can be found west of the Village of Clifton Springs on the 96 corridor’s south side, east of the Village of Phelps in the Unionville area of 96, west of Junius Corners along 318 in the Town of Junius, and in the Nichols Corners portion of 318 in the Town of Tyre. In addition to these areas, several large and small parcels can be found throughout the corridor on both the north and south sides.

Residential

Residential land is defined as property used for human habitation, and includes year-round rural residences with 10 or more acres, seasonal residences and mobile homes. Hotels and apartments are classified under the Commercial category.

Within the study corridor, nearly 65 percent of the parcels are categorized as Residential, accounting for almost 21 percent of the corridor’s land area. As can be seen in Map 1, Residential land uses are distributed throughout the corridor, with the largest concentrations found along Route 96 between the Villages of Manchester and Clifton Springs, within the Village of Phelps, and between Junius Corners and Nichols Corners in Seneca County.

Vacant

Vacant land is defined as property that is not in use, is in temporary use, or lacks permanent improvement, and includes abandoned agricultural land and swamps, marshes, rocky areas and vegetated areas not associated with forest lands.

Within the study corridor, nearly 12 percent of the parcels are considered vacant, covering almost 13 percent of the land area. As seen in Map 1, the greatest concentrations of Vacant lands are located adjacent to primary transportation corridor interchanges such as Thruway exits 43, 42 and 41, and urbanized areas such as the Villages of Phelps and Clifton Springs.

Commercial

Commercial land is defined as property utilized for the sale of goods and/or services, and includes living accommodations such as apartments and hotels, along with multipurpose buildings that either include, or have been converted from, a residence.

Within the study corridor, Commercial land uses account for roughly 11 percent of total parcels, and eight percent of total land area. Much like Vacant land uses, Commercial land uses within the study corridor are concentrated adjacent to transportation interchanges and urbanized areas, with nearly all parcels having frontage on Routes 96 and 318.

Recreation and Entertainment

This classification is defined as property used by groups for recreation, amusement or entertainment, and includes theaters, clubs, fairgrounds, racetracks, camping facilities, parks and picnic grounds, regardless of ownership.

There are eight parcels on 138 acres within the study corridor classified as Recreation and Entertainment, ranging in use from an American Legion Lodge, a Sportsman's Club, an RV park, and a public park.

Community Services

Community Services properties are classified as those being used for the well being of the community, and include libraries, churches, government buildings, cemeteries and some roadways.

There are 23 parcels categorized as Community Services, covering over 524 acres of land. The large amount of land coverage is due to the 324 acres of wetlands and open space around Junius Ponds.

Industrial

Industrial lands are categorized as properties used for the production and fabrication of durable and nondurable man-made goods, and includes offices associated with an adjacent industrial activity, mining and quarrying, and pipelines utilized by non-utility companies.

There are twenty parcels categorized as Industrial covering more than 500 acres of land within the study corridor. The largest of these is the 346 acre Hanson Aggregates sand and gravel quarry located just west of Five Points Junction at Routes 96 and 14, and the 75 acre sand and gravel quarry operated along Townline Road in Ontario County.

Public Service

Public Services lands are defined as property used to provide services to the general public, and include public and private utilities, bus and train stations, and railroads.

The study corridor contains approximately 330 acres of Public Services lands distributed among 24 parcels. The largest being the large parcel located adjacent to Phelps Junction, which accounts for 124 acres, or 38 percent of the Public Services lands within the corridor. The remaining properties are distributed throughout the corridor.

Conservation & Parks

This classification includes reforested lands, preserves, private hunting and fishing clubs, and includes state, county and local parks. There are three parcels classified in this category, totaling nearly 180 acres. Conservation and Parks constitutes the smallest category by type, and covers the second least amount of area within the corridor, behind only Recreation and Entertainment.

ZONING (Map 2)

With the exception of the Town of Junius, which only has a site plan review ordinance, each of the municipalities in the study area has zoning laws in place. Generally speaking, residential and commercial zones tend to be located around the villages and at important intersections, while much of the land between the villages is zoned agricultural. A complete summary of all land use regulations in the corridor is found in Appendix A.

II. Natural and Community Resources

TOPOGRAPHY (Map 3)

The study corridor is located south of the New York State Thruway, in a region shaped by glacial action. The northern retreat of these glaciers left large deposits of sand, gravel and other till materials in large drumlin formations. These drumlins are linear hills, with the longest axis running in a north-south direction. The southern extent of these drumlin fields extends to approximately the New York State Thruway, with the area south of the Thruway having a less hilly, and more rolling topography as the geography begins to flatten prior to approaching the Finger Lakes Region. The overall topography drains from the Finger Lakes in the south towards Lake Ontario to the north via the Oswego River.

This rolling topography typifies the study corridor. Beginning on the western end of the corridor at the Manchester-Farmington town line, the topography is at an elevation of approximately 580 feet above sea level. This elevation is relatively constant as the corridor travels east through the Village of Clifton Springs. In Ontario County, the corridor reaches an elevation maximum of approximately 630 feet above sea level just east of the Village of Clifton Springs, and a minimum elevation of approximately 450 feet above sea level near the Five Points Junction with Route 14. Entering Seneca County, the topography begins to undulate, with rises and dips of 10 to 30 feet that deviate from the near constant elevation of 500 feet above sea level. As the corridor approaches its terminus at Routes 5&20, the elevation begins to recede to 450 feet above sea level.

Overall, the study corridor has an elevation difference of approximately 180-200 feet, which taken over the course of the 24-mile study area provides a relatively constant elevation. The terrain cannot be considered flat or level due to the consistently undulating glacial formations, yet there are no dramatic rises or drops that define particular areas of the study corridor. Very few locations in the corridor have slopes greater than 15 percent. Slopes of this magnitude tend to be problematic for development, and as intensive erosion controls are necessary. Of the few areas that have steep slopes, none have a direct impact on the roadway itself.

WATERBODIES (Map 4)

Streams and Creeks

There are numerous streams and creeks within the study corridor, with many of the smaller being unnamed. The primary streams and creeks include the Canandaigua Outlet, Rocky Run, Flint Creek, Dublin Brook, Pond Brook, Flint Brook, Black Brook and the Seneca River. Each of these has multiple tributaries reaching far to the south to form their headwaters. The largest of these watercourses, the Canandaigua Outlet and the Seneca River, form the backbone of the study corridor's watershed system, collecting the largest portion of the immediate region's surface water flows.

Watersheds

The study corridor is made up of five subwatersheds, which are part of the Finger Lakes Watershed, ultimately draining into Lake Ontario via the Oswego River. These subwatersheds form a network of brooks, creeks, streams and rivers that collect storm water runoff and groundwater outflows from the Finger Lakes region. Precipitation and surface water flows within the study corridor collect in the five subwatersheds, ultimately flowing from west to east into the Seneca River, which then meets with the Oneida River to form the Oswego River. Further complicating the watershed system is the Erie Canal, which receives and delivers surface flows at multiple points throughout its journey across the state.

However, being north and downstream of the study corridor, the influence Erie Canal is not of substantial concern to the study.

The regional watershed system is dominated by three of the five present within the corridor. The Canandaigua Outlet subwatershed stretches across seven municipalities, and covers an approximate 87,000 acres, or roughly 136 square miles. The second largest, the Pond Brook/Black Brook subwatershed covers approximately 54,000 acres, or roughly 84 square miles. Prior to entering the Oswego River, this watershed drains into a massive series of wetlands in the Montezuma Wildlife Refuge. The presence of this natural resource, which has both regional and continental significance in terms of wildlife migration, should be a major factor when considering appropriate land use planning in the corridor. The Canandaigua Outlet subwatershed is predominate in the Ontario County portions of the study area, while the Pond Brook/Black Broom subwatershed is primary in Seneca County portions.

As a result of the myriad of land uses and the strong agricultural component to the corridor, issues of water quality may have dramatic and compounded impacts on downstream neighbors. This is further enhanced by the significant number of communities and distance of travel for surface waters from the study corridor to its final outfall into Lake Ontario.

Lakes and Ponds

There are numerous small ponds throughout the study area due to the topography and underlying geology. The largest and most prominent of these are the Junius Ponds located in the Town of Junius near its border with Ontario County. Recently, the New York State Department of Environmental Conservation (NYSDEC) purchased some of the lands surrounding Junius Ponds for conservation and recreational purposes. While not within the study area, Canandaigua, Seneca and Cayuga lakes are the dominant waterbodies within the region, located 7, 5.5 and 1.2 miles from the study corridor, respectively.

Floodplains

Currently available floodplain data depicts the primary floodplain of concern to be that associated with the Canandaigua Outlet. The Outlet's floodplain crosses the corridor at three points within Ontario County. In addition, with the Outlet paralleling the study corridor to the north throughout Ontario County, its associated floodplain encroaches within the 1,000 foot-corridor offset significantly in two locations: between the Villages of Manchester and Clifton Springs, and east of the Village of Phelps. The presence of this floodplain may impact potential land uses within these areas, and should be considered in further land use analysis.

Wetlands

For the same reasons there are multiple small ponds throughout the study area, topography and geology play an important role into the numerous wetlands complexes found throughout the corridor. NYSDEC regulated wetlands are found throughout the corridor, with the largest impacts found in Ontario County south of Route 96 in the Town of Manchester. A large wetland complex is found in Seneca County that stretches across the study corridor, although current mapping does not place a large percentage of this within the study boundaries. However, there is a large complex of wetlands at Montezuma which is immediately east of the study area.

TRANSPORTATION (Map 5)

Roadways

The study region has two primary east-west transportation corridors and four primary north-south corridors. The east-west corridors are the NYS Thruway, and the study corridor composed of Routes 96 and 318. The north-south corridors are Routes 21, 88/488, 14 and 414, connecting the corridor to urban centers in Wayne County to the north, and Finger Lakes cities to the south.

Map 5 shows the Average Annual Daily Traffic, or AADT, for the major road segments in the corridor. It also notes the Level of Service, or LOS, of these segments. Level of Service is a letter grade system that identifies the performance of an intersection or road segment. A LOS of “A” is performing very efficiently, with little or no notable congestion or delays. A LOS of “F” is considered to be failing, with high congestion and/or delays. The segment with the highest volumes on the corridor is Route 96 between Routes 488 and 88 (12,260 vehicles). All segments in the corridor have either a C or a D LOS.

Major traffic generators within the study area include Clifton Springs Plaza, Midlakes Schools, Hanson Aggregates, the Sugar Creek Travel Plaza, the Waterloo Premium Outlets, the Petro Truck Stop and the Seneca Meadows Landfill. These traffic-generating land uses are in addition to the three Thruway exits which collect and distribute traffic throughout the study corridor.

In addition to capacity analysis, a planning-level screening was performed of available accident data in the corridor. The complete results of this analysis can be found in Appendix C. Analysis of this data determined that, with the exception of the short segment of Route 14 that is part of the study area, the corridor in general has a lower accident rate than the statewide average for similar roadways. The Route 96 portion of the corridor has a rate that is closer to the statewide average when compared to the accident rate on Route 318.

Railroads

There are two primary rail lines within the study area along with a secondary spur that terminates westward in the Village of Victor. The Finger Lakes Railroad Canandaigua Line travels approximately 25 miles from the City of Canandaigua and parallels the study corridor to the south, traveling through the villages of Shortsville, Clifton Springs and Phelps before turning southward along Route 14 into the City of Geneva. According to the website ‘Greater Rochester Railfan Page’ (<http://www.rochester-railfan.net>) the Canandaigua Line has thirteen on-line customers, with two of those in the Village of Clifton Springs, and two in Phelps.

On the east side of Route 14 the Norfolk Southern Tier Line travels north from the City of Geneva, across the study area and into Wayne County. In the Village of Lyons, the line intersects with the CSX Chicago Line, which is the primary east-west line in New York State.

Transit Service

There are two regional bus/transit services operating within the study corridor. In Ontario County, the County Area Transit Service (CATS) Route 5 travels along Routes 21 and 96 through the Villages of Shortsville, Manchester, Clifton Springs and Phelps, connecting these communities via nine bus stops to points south along Route 21 and Pre Emption Road.

In Seneca County, the Seneca Transit System travels north on Route 414 from the County Complex to a bus stop at the Petro Truck Stop, west along Route 318 to a stop at the Waterloo Premium Outlets, and

south on Whiskey Hill Road back to Waterloo. There are no mid-line bus stops present within the study corridor.

Multi-Use Trails

Currently, the Ontario Pathways rail-trail from Stanley to Phelps is the only completed multi-use trail within the study area. This trail is along the east side of Route 488 along the former Penn Central line, and is part of the 23-mile Ontario Pathways network that connects Canandaigua, Stanley, Seneca Castle, Orleans and Phelps/Clifton Springs. The trail is open to the public year round for hiking, bicycling, horseback riding, and cross-country skiing. There are no motorized vehicles allowed and there is no charge for use of the trail. The Village of Phelps has plans to connect to this branch of the Ontario Pathways network, as well as to the branch that leads north to Arcadia in Wayne County. Additionally, the Village of Manchester is pursuing the development of the Manchester Gateway Trail, a multi-use trail that would run parallel to the Canandaigua Outlet from Route 96 to the Village's southern boundary.

Snowmobile Trails

There is a state-approved snowmobile trail that runs through the corridor near Clifton Springs. The trail, which is maintained by the Lehigh Valley Snow Riders, parallels Route 96 from the railroad crossing east of the village to the intersection of Kendall Street/CR 25. The trail then splits north along CR 25 and west towards the Village of Shortsville, ultimately entering the City of Canandaigua.

AGRICULTURE (Map 6)

According to Real Property Classifications for Ontario and Seneca Counties, there are 82 parcels within the study area utilized for active agricultural purposes such as crops, fruits, vegetables and livestock. Of these 82, 38 are located within Ontario County, and 44 in Seneca. Eighty-two percent of the active agricultural parcels within the study area are also located with an agricultural district. Large portions of the agricultural lands within Ontario County are considered prime agricultural soils. In Seneca County, approximately 40 percent of lands in agricultural districts contain prime agricultural soils, including a large concentration near Grange Hall Road. According to the United States Department of Agriculture, prime farmland is defined as the land best suited to food, feed, forage, fiber, and oilseed crops. Prime farmland produces the highest yields with minimal inputs of energy and economic resources, and farming it results in the least damage to the environment. Nearly all parcels currently undergoing agricultural productivity contain some amount of prime agricultural soils.

WATER AND SEWER SERVICE (Map 7)

The presence or absence of municipally supplied infrastructure such as water and sanitary sewer services greatly impacts the land use potential within a given area. The presence of water and sewer together lessens the requirements for overall acreage involved in a development. However, the greatest impact on land use from a lack of water and sanitary sewer is felt in residential development. State health code requirements regarding the locations of potable well water supplies and sanitary leach fields dictate that large areas of land must be provided for adequate separation. Map 7 depicts currently available data regarding water and sanitary sewer service within the study corridor. At this time, water and sanitary sewer records were not available for the Villages of Manchester or Shortsville.

The Town of Manchester provides water service on Route 96 from the Farmington town line east to the intersection with County Road 7. Water is also provided on Route 21 from Route 96 north towards Palmyra. There is no sewer service in the town. The Village of Clifton Springs provides sanitary sewer service to all village streets. That system extends into the Town of Manchester on West Main Street, Silver Street, and Pearl Street. Water service records were not available for Clifton Springs. The Village

of Phelps provides water and sanitary sewer service to all properties within the village limits, extending to Route 488 along Route 96.

Within the Town of Junius, water service is supplied along Burgess Road, Strong Road and Route 318, heading west to the Waterloo Premium Outlets, where water and sewer service is provided. As part of the same system that serves portions of Junius, the Town of Tyre has water service on Route 318 from the western town line to Anderson Road and on Route 414 from Route 318 to Strong Road. This system then loops down Strong Road into Junius and back up to Route 318 via Burgess Road. Sanitary sewer service is available to commercial properties only on Route 414 from Exit 41 south towards Seneca Falls. It is anticipated that this sewer line will eventually be part of a town district with full access for all land uses by 2010.

III. Demographics and Community Profile

The demographic and community profile for the Routes 96 and 318 Corridor Study highlights key demographic data for the study area, as well as for the individual communities located along the corridor. The evaluation of demographic data is an important factor in determining future policies and decisions regarding land use, growth and development, infrastructure, and community services. The demographic analysis is important to gain an understanding of the growth or decline of the region to better allocate future resources.

POPULATION

Ontario County experienced a population growth of 47% between 1960 and 2000, making it the largest percentage increase in population of any County in the Genesee / Finger Lakes Region. By 2040 Ontario County is expected to have a population of 108,248, representing an 8% growth rate between 2000 and 2040. On the contrary, while Seneca County saw limited growth between 1960 and 2000, the population is expected to decrease between 2000 and 2040. Between 1960 and 2000 Seneca County experienced a 4.2% increase as the population changed from 31,984 to 33,342. By 2040 the population is expected to be 32,827, a decrease of 1.5% from 2000.

The population of all municipalities in the study area in 2000 was 18,536, a 1.16% increase from the 1990 population of 18,324. Modest growth is expected for the study area through 2040 at which time the population is projected to be 19,318. This represents a growth rate of approximately 4.2% over the forty year period. Figure III-1 shows population changes for the various municipalities located along the corridor in 20-year increments from 1980 through 2040.

Population Change, by municipality, 1980-2040

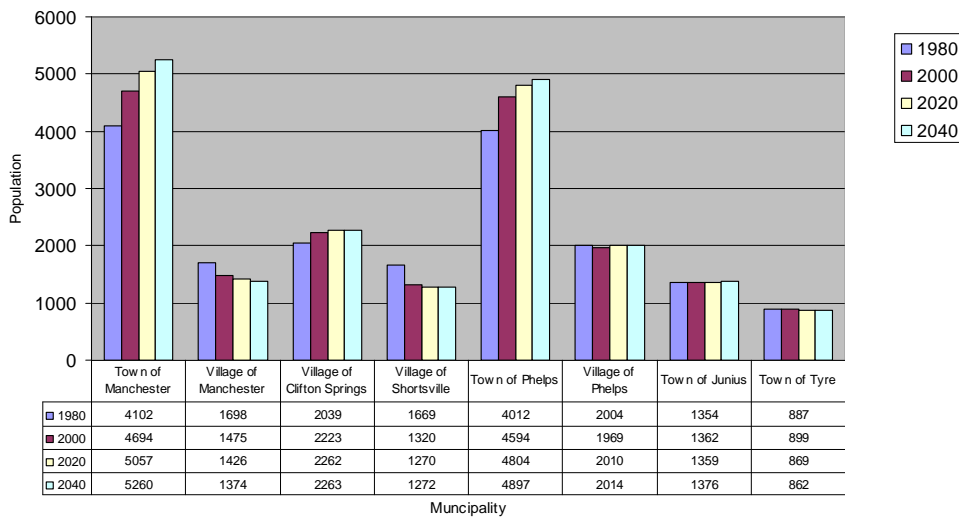


Figure III-1: Source, US Bureau of the Census

According to the US Census, the Towns of Manchester and Phelps are expected to see modest growth over the next thirty years. The Village of Manchester is expected to see a slight decline, while the remaining municipalities will likely see little change.

Population in the Town of Manchester was 4,694 in 2000 and is expected to consistently increase every decade through 2040 when the population is projected to reach 5,260, an increase of approximately 12 percent.

The population of the Village of Clifton Springs has been growing since 1960 when the population was 1,953 persons. By 2000 the population had increased to 2,223. As most of the Village is built out, very modest growth is expected through 2040, when the population is projected to reach 2,263. This equates to a growth of 40 people, or a 1.8 percent increase in population over the forty year period between 2000 and 2040.

The Town of Phelps had a population of 4,300 in 1990 and 4,594 in 2000. The Town is expected to continue to grow, with a projected population of 4,897 by 2040. Growth is projected to be steady, with about 100 new residents each decade. The population of the Village of Phelps is also expected to increase from a population of 1,969 in 2000 to a population of 2,014 in 2040, representing a growth rate of approximately 2.2 percent.

Between 1960 and 2000 the Town of Junius grew substantially, equal to a rate of 56.4 percent. The growth projected for the Town of Junius between 2000 and 2040 is slower, with only 14 new residents projected to be added during that time period. The population of the Town was 1,362 in 2000 and is projected to be 1,376 in 2040.

The Town of Tyre is projected to see minimal decreases in its population in the coming years. The 2000 population for the Town was 899. By 2010 the population is projected to decrease to 874, resulting in a loss of 25 people, or 2.8 percent of the total population of the Town. By 2040 the population is projected to be 862 people.

HOUSEHOLDS

The number of households along the corridor has increased from 6,731 in 1990 to 7,076 in 2000, representing a 5.13 percent increase. Estimated projections for the current year identify 7,272 households along the corridor; this number is expected to increase an additional 1.4 percent by 2012. The modest increase in household numbers along the corridor is consistent with modest increases to the overall population.

The rate of growth in households along the corridor is occurring at a slower rate than in the United States as a whole; the US experienced a 7.8 percent increase in the number of households between 2000 and 2007. The rate of household growth nationwide is expected to increase an additional 4.9 percent between 2007 and 2012. The average household size along the corridor is 2.58 persons, which is similar to the national average household size of 2.59.

AGE

The age of residents within a community or project study area is important because it provides an additional level of information that should be factored into decisions regarding land use and transportation issues. The potential land use needs and objectives of a young population may be markedly different than those associated with a large senior citizen population.

According to 2000 census data, 6.8 percent of the population in communities along the corridor is under the age of 5, with approximately one quarter of the total population aged 17 and under. Approximately 12.4 percent of the population is over the age of 65, with those between the ages of 18 and 64 accounting for 61.9 percent of the population.

The median age for persons living along the corridor is 39.9 years; this figure is projected to increase to 41.6 years by 2012. The population along the corridor is slightly older than the population of the US as a whole. The median age for the United States is 36.5 years and is expected to increase to 37.6 by 2012.

This data suggests that the percentage of middle-aged and elderly populations is growing. As the population ages, communities need to be mindful of issues such as traffic safety, availability of transportation choices, and public health. Studies have shown that different types of development patterns, i.e. village, suburban, or rural, have a direct impact on the amount of physical activity of their respective residents.

EDUCATION

The level of educational attainment in a community is an important characteristic to consider. Education statistics may be used by a business as an indicator of the age and skills of the workforce. Since 1960, the percentage of New York State residents receiving a degree from a four-year college has doubled to approximately twenty percent.

Approximately 84.4 percent of residents along the corridor, aged 25 and older, have received their high school diploma. This figure is slightly higher than the national average of 80.4 percent for the same population group. Figure III-2 compares the percent of high school graduates for each community along the corridor.

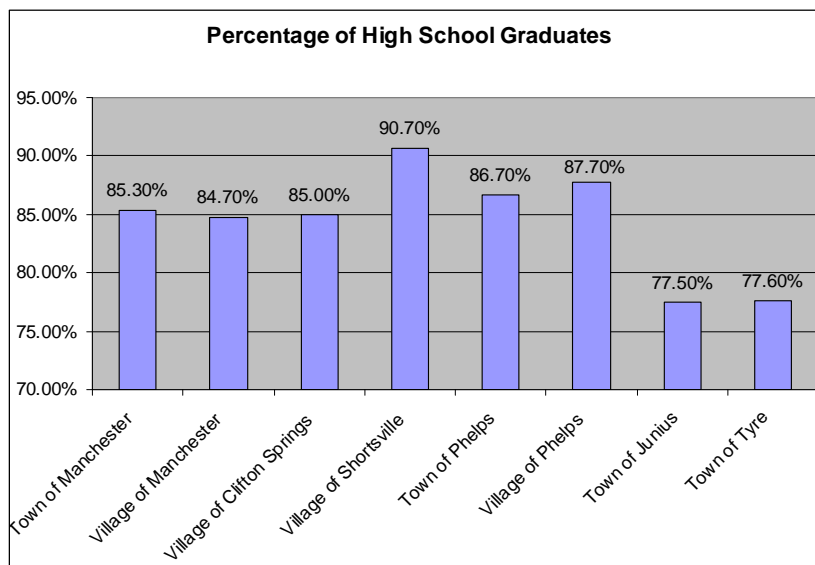


Figure III-2: Source, US Bureau of the Census

It is estimated that 6 percent of the population residing along the corridor, over the age of 25, has earned a Master’s, Professional, or Doctorate Degree, while 9.7 percent have earned a Bachelor’s Degree. These figures are notably lower than the United States as whole. Current year estimates for the United States indicate that 8.9 percent of the population over age 25 has earned a Master’s, Professional, or Doctorate Degree, while 15.7 percent have earned a Bachelor’s Degree.

EMPLOYMENT

Employment is a key economic indicator within a community or group of communities. Employment creates wealth for both workers and the community as a whole, contributes to stable communities,

increases the percentage of home ownership within a community, and influences social progress. Employment changes along the corridor are similar to those from throughout the nation and New York State as employment trends show a shift from manufacturing-based jobs to service-based jobs.

Within the United States, 47.1 percent of the population is estimated to be over the age of 16 and employed. Within the communities along the corridor, between 48.1 percent and 58.8 percent of the population is estimated to be employed and over the age of 16. The highest percentage of employees are white collar workers employed in the occupational category defined as “Sales and Office” (22.9 percent). This is followed by occupations associated with “Production, Transportation, and Material Moving” (20.4 percent). Only 1.1 percent of employed persons along the corridor are employed in the occupational category of “Farming, Fishing, and Forestry”. The figure below identifies the percentage breakdown of all occupational categories for employed persons residing within the corridor study area.

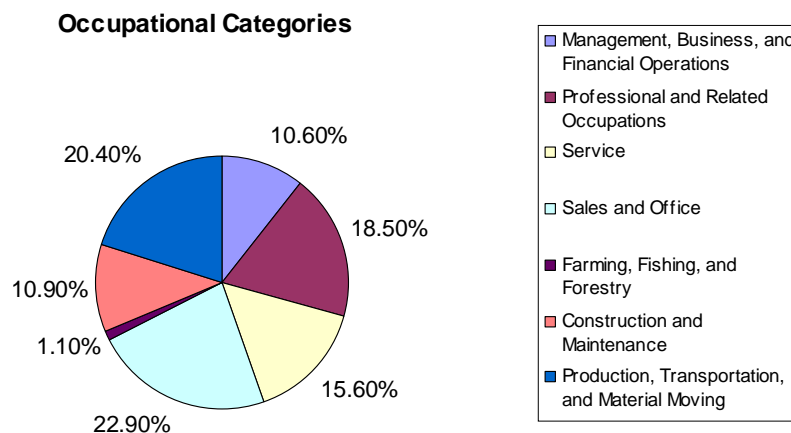


Figure III-3: Source, US Bureau of the Census

Within the United States, the occupational categories of “Sales and Office” (26.7 percent) and “Professional and Related Occupations” (20.3 percent) are the most popular employment sectors. Nationally, 0.7 percent of all employed persons are employed under the occupational category of “Farming, Fishing, and Forestry.”

UNEMPLOYMENT

Unemployment figures are an important component to the larger picture of the general economic health of a community. Unemployment will always exist, but a lower unemployment rate indicates a healthy economic atmosphere.

The Bureau of Labor Statistics provides unemployment data for areas with a population of 25,000 or more. Because none of the communities along the corridor meet that threshold, the unemployment rates for Ontario and Seneca Counties were reviewed and considered to gain a better sense of unemployment trends in the region and the overall economic health of the region.

In October 2007 the unemployment rate for New York State was 4.6 percent, which is consistent with the national October 2007 unemployment rate of 4.7 percent. Unemployment rates at the County level were only available through September 2007. In Ontario County the unemployment rate was down to 3.5 percent in September 2007, as compared to February 2007 when the unemployment rate hit a high of 5.3 percent. Unemployment rates in Seneca County have followed a trend similar to Ontario County. In Seneca County the highest rate of unemployment in 2007 also occurred in February with a rate of 5.6 percent. The unemployment rate for September is at a 2007 low of 3.7 percent. Both Counties have

current unemployment rates that are approximately one percent less than the state and national rates, indicating that the local economies of Ontario and Seneca Counties are fairly healthy and have a stable level of employment.

The table below shows the variations in the unemployment rates in Ontario and Seneca Counties from January to September 2007.

Table III-I – 2007 Unemployment Rates
Ontario and Seneca Counties

Month	Unemployment Rates	
	Ontario County	Seneca County
January 2007	5.2%	5.5%
February 2007	5.3%	5.6%
March 2007	4.6%	4.9%
April 2007	3.9%	4.1%
May 2007	3.7%	3.8%
June 2007	3.8%	3.9%
July 2007	3.9%	4.0%
August 2007	3.4%	3.7%
September 2007	3.5%	3.7%

Source: US Bureau of Labor Statistics and Real Estate Center at Texas A&M University

INCOME

There is a wide discrepancy in average household incomes along the corridor, ranging from a low of \$47,855 in the Village of Manchester to a high of \$62,411 in the Town of Phelps. The 2007 average household income for the entire corridor is \$56,500. All of the communities along the corridor have an average household income that is between 6 percent and 28 percent lower the national average household income of \$66,670. Figure III-4 shows the average household income for each municipality for 2007 as well as the 2012 estimate.

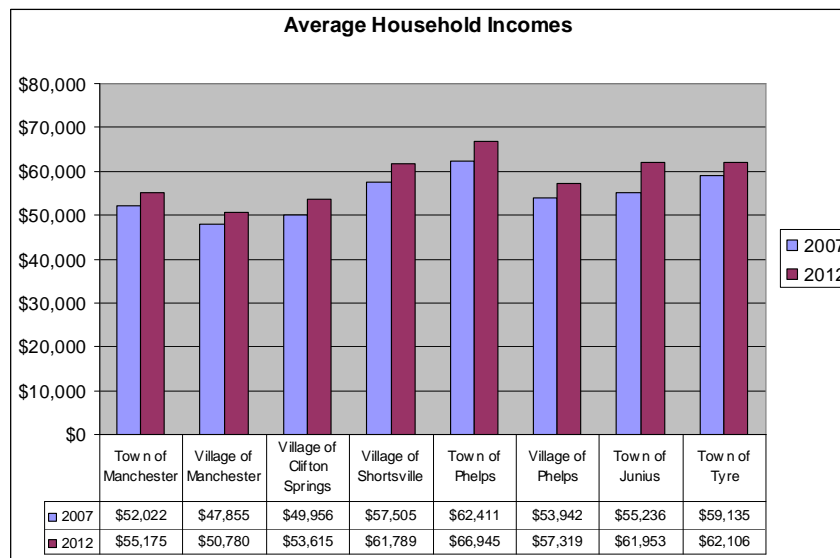


Figure III-4, Source – US Bureau of the Census

Average household incomes are projected to increase between 5 percent and 12.2 percent along the corridor between 2007 and 2012, with the smallest percentage increase in the Town of Tyre and the greatest percentage increase in the Town of Junius. On average, household income levels are projected to increase 7 percent along the entire corridor between 2007 and 2012. The United States is projected to have a 10.6 percent increase in average household income over the same period, increasing the national average household income to \$73,737.

Figure III-5 identifies the breakdown of income ranges for the entire corridor. Approximately a quarter (23.53 percent) of the households along the corridor have a household income that ranges from \$50,000 to \$74,999. Only six households, or 0.08 percent of the population, have household incomes greater than \$500,000.

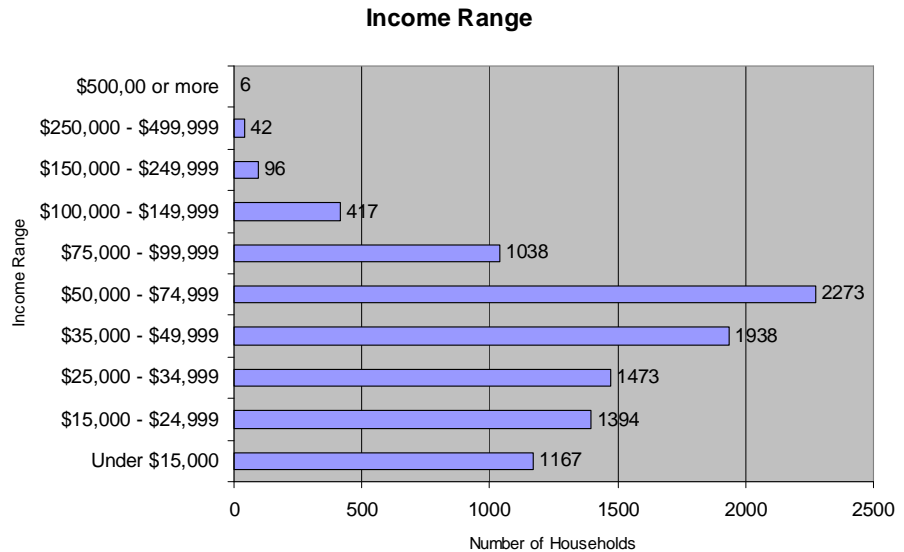


Figure III-5, Source – US Bureau of the Census

POVERTY

Poverty status is a measure of an individual’s ability to afford the basic minimum amount of goods and services. Poverty levels are based on overall household income, the number of people within a household, and the general cost of living in a given area. As indicated in the table below, the poverty rate for each of the communities along the corridor varies from a low of 4.3 percent to a high of 13.1 percent. According to 2000 Census data, the corridor-wide poverty rate is approximately 9.8 percent, which is below the national average of 12.4 percent.

Table III-2 – Poverty Status
Municipalities within Study Area

Municipality	Persons Below Poverty Level	Percent of Population
Town of Manchester	767	8.4%
Village of Manchester	105	7.2%
Village of Clifton Springs	275	13.1%
Village of Shortsville	59	4.3%
Town of Phelps	300	4.3%
Village of Phelps	118	6.1%
Town of Junius	106	7.9%
Town of Tyre	91	10.2%
TOTAL – Study Area Corridor	1,821	9.8%

Source: 2000 Census Data, US Bureau of the Census

Housing

Housing and home ownership are also important indicators of an area’s overall economic health and stability. High rates of home ownership typically translates into more stable neighborhoods as homeowners take pride in their residence and tend to participate in a greater level within the local community. In New York State less than 55 percent of the total population owns their residence, compared to the entire country which has a home ownership rate of 67 percent.

According to 2007 data, owner-occupied rates are considerably higher along than the corridor than in New York State or the United States as a whole. Exceptions along the corridor include the Village of Clifton Springs (58 percent) and Village of Phelps (69.7 percent). All other municipalities along the corridor have an owner-occupied rate between 78.8 percent (Town of Manchester) and 85.6 percent (Village of Shortsville). The corridor as a whole has an owner-occupancy rate of 80.4 percent. Figure III-6 shows home ownership rates for each community along the corridor for 2007.

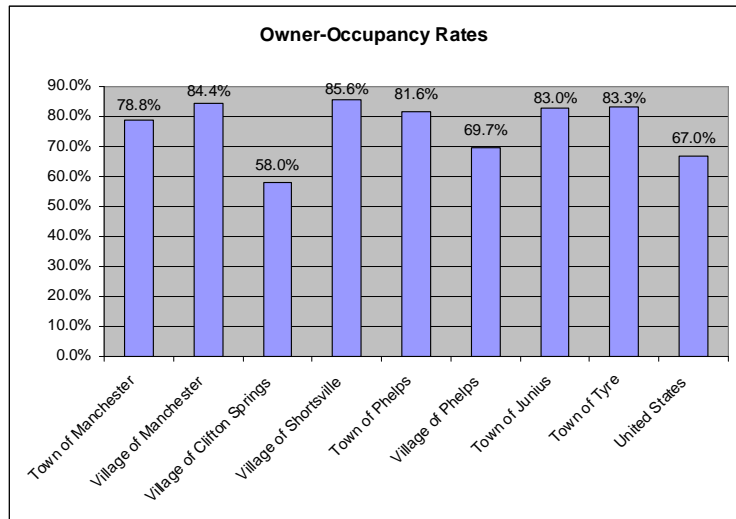


Figure III-6, Source – US Bureau of the Census

Along the corridor, the vacancy rate for housing units averages 6.06 percent. This is almost 3 percent lower than the national rate of 9 percent. However, there are variations along the corridor, from a low rate of 2.3 percent vacancy in the Village of Shortsville to a high vacancy rate of 9.8 percent in the Village of Phelps. Figure III-7 identifies the vacancy rates for each community along the corridor, as well as provides comparisons to the corridor and the United States.

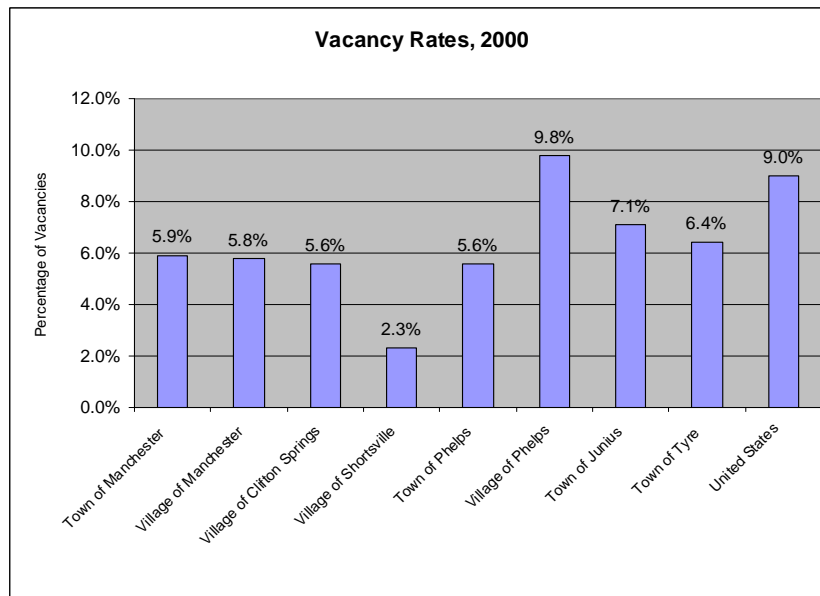


Figure III-7, Source – US Bureau of the Census

Approximately half of the houses along the corridor were constructed prior to 1939, and the majority of houses (64.4 percent) are estimated to be structures that are single unit, detached. According to 2000 Census data, the median value of a home in the United States was \$119,600. For the same period, the median value of a home along the corridor was \$78,787.

IV. Retail Market Analysis

When considering the potential for future growth and development along the corridor, it is important to identify scenarios that are rooted in reality. In order to identify what the future potential is for retail growth along the corridor, it is important to understand the existing demand for retail goods from residents within the Towns and Villages along the corridor, as well as the current supply for retail goods within the same area. This exercise will identify the square footage of various retail uses that could be supported along the Route 96 and 318 Corridor, as well as those uses that do not have a reasonable potential for success given that current supply is greater than existing demand.

ASSUMPTIONS AND CONSIDERATIONS

The existing conditions along the corridor, as well as the demographic data presented for communities along the corridor, has an influence over how to best interpret the retail data and findings presented within this report. The following trends and considerations should be considered when reviewing and interpreting the retail market data presented below:

- Waterloo Premium Outlets is a large outlet mall located on Route 318 in the Town of Junius, home to over 100 stores. The outlet center primarily draws people from the Rochester, Syracuse, and Finger Lakes Region, but is also a popular destination for travelers from other states, Canada, and even overseas. The retail market analysis must take into account its unique market range relative to other retail entities in the corridor.
- Retail demand figures are based only on spending patterns associated with residents within the Towns of Manchester, Phelps, Tyre, and Junius and the Villages of Manchester, Shortsville, Phelps, and Clifton Springs. Retail demand figures generated by transient visitors to the Waterloo Premium Outlets are not reflected in the demand column.
- The retail supply figures do include retail sales data for all retailers currently located in the Waterloo Premium Outlets. Supply figures for retail categories represented in the outlet center, such as Clothing and Accessories, are notably higher than local demand figures. As a result, a substantial surplus of square footage is identified for those retail categories.
- The Waterloo Premium Outlets is a regional shopping destination that is not intended to be supported only by residents within the Town of Tyre and surrounding municipalities, such as those along Routes 96 and 318. *Surplus square footages identified within retail categories that have a presence at the Waterloo Premium Outlets, such as Clothing and Accessories, Furniture / Home Furnishings, and Limited Service Dining, do not signify that those retail categories are overrepresented along the corridor and should be decreased.* Waterloo Premium Outlets, as a regional and state-wide destination, must be considered as a unique characteristic of the local retail market.
- Similar to the outlet center, the presence of the New York State Thruway is a unique factor when analyzing the retail market. More specifically, the three interchanges in the corridor are natural locations for highway-related businesses such as gas stations, convenience stores, and fast food restaurants. These businesses have chosen these locations primarily because of the long-distance type traffic associated with the Thruway interchanges. This is demonstrated by the lack of these kinds of businesses at the other state road intersections in the corridor, namely Routes 488, 88, and 5 and 20. Therefore, the presence of these businesses is largely due to the proximity to the Thruway, as opposed to the population of just the study area. For example, it is not likely that the approximately 67,000 square feet of gas stations in the corridor would be supported by the spending patterns of only those who live in the study area. Given the regional and even national

nature of gas station sales, it is difficult to predict how many, if any, new gas stations would succeed in the corridor.

- There are additional regional draws adjacent to the corridor that have a significant outside influence on through traffic and thus retail sales. These include Hobart and William Smith Colleges in Geneva, Montezuma National Wildlife Refuge in Tyre, the Clifton Springs Hospital and Clinic, and the Finger Lakes Region in general.
- There is limited population growth projected for the study area over the course of the next three decades. Therefore, there will not be a significant amount of new retail potential, beyond what is identified below, unless the spending patterns of residents within the study area change significantly. Therefore, it can be assumed that any retail projections identified herein will remain applicable for the foreseeable future.
- The average household income within the subject area is \$10,000 lower than the average household income for the United States. This implies that residents within the immediate study area have less “buying power” for retail goods than the average American household.

The table below shows a breakdown of retail supply and demand by category within the study area. Categories highlighted in gray show a surplus of current retail sales over consumer expenditures in the area. The actual surplus figures are shown in bold. For example, an analysis of consumer spending patterns shows that people in the study area spend a combined \$10.5 million a year in the Furniture / Home Furnishing category. There are approximately \$12.3 million in Furniture / Home Furnishings sales in the study area per year. Therefore, there appears to be a surplus of \$1.8 million in Furniture / Home Furnishings products in the corridor. This is not to say that a new furniture store in Phelps would be unsuccessful, but the table gives a general sense of which categories already have a strong presence in the corridor. Overall, the table suggests that the corridor may be able to support an additional 365,102 square feet of new retail space.

Table IV-1 – Retail Potentials
Route 96 / 318 Corridors

RETAIL CATEGORIES	DEMAND (Consumer Expenditures)	SUPPLY (Current Retail Sales)	OPPORTUNITY GAP (+) / SURPLUS (-)	MEDIAN SALES (Per SF)	TRANSLATED TO SQUARE FOOTAGE
Gas Stations	\$47,683,512	\$91,203,416	- \$43,519,904	\$1,354.57	32,128 SF
Furniture / Home Furnishings	10,573,143	12,366,897	- 1,793,754	259.43	6,914 SF
Electronics and Appliances	9,372,395	1,613,679	+ 7,758,716	294.15	26,376 SF
Home and Garden Equipment	48,795,558	26,458,160	+ 22,337,398	261.00	85,583 SF
Grocery Stores	46,988,868	33,076,384	+ 13,912,484	349.41	39,817 SF
Convenience Stores	2,454,568	3,359,140	- 904,572	*	*
Wine and Liquor Stores	3,252,457	761,219	+ 2,491,238	363.50	6,853 SF
Health and Personal Care	19,516,517	18,230,302	+ 1,286,215	482.00	2,668 SF
Clothing and Accessories	17,629,588	114,305,315	- 96,675,727	255.79	377,949 SF
Sporting Goods and Hobby	5,228,665	2,326,634	+ 2,902,031	194.55	14,916 SF
Books and Music	2,011,677	1,458,853	+ 552,824	131.75	4,196 SF
General Merchandise (Dept.)	22,221,821	2,239,994	+ 19,981,827	170.50	117,195 SF
Warehouse Clubs (Costco, Sam's)	23,448,767	20,944,515	+ 2,504,252	655.00	3,823 SF
Office, Stationary, Gifts	4,482,461	2,284,599	+ 2,197,862	128.91	17,049 SF
Full-Service Restaurants	17,224,637	5,418,855	+ 11,805,782	253.20	46,626 SF
Limited-Service Dining	15,840,997	18,234,001	- 2,393,004	266.25	8,987 SF
TOTAL POTENTIAL ADDITIONAL RETAIL SQUARE FOOTAGE					365,102 SF**

Source: Claritas and ULI, Dollars and Cents of Shopping Centers, 2006, Median Sales Volume per Square Foot of GLA

* Median sales per square foot data unavailable for this retail category

** This is a sum of all categories that are showing a gap (+). Surplus (-) categories are not subtracted from the total as that would eliminate the recognition of a gap in specific categories.

KEY FINDINGS

The most important aspect of a retail market analysis is the translation of retail sales figures into actual retail square footages. Figure IV-1 identifies the amount of square footages that could be supported along the corridor, as well as the amount of surplus square footage that exists for certain retail categories, such as Clothing and Accessories. The square footages for retail categories that do not show a surplus could reasonably be supported along the corridor based on current consumer spending patterns.

General findings associated with the retail potentials for the Routes 96 and 318 Corridor are highlighted below:

- Based on current spending patterns, there is the potential for 365,102 square feet of new retail and restaurant uses along the corridor. Specifically, the findings indicate that 232,893 square feet of new retail use could be supported as well as 46,626 square feet of full-service restaurant uses. Given the infrastructure limitations and the location of a critical mass of similar uses, any potential retail growth is likely to occur around the outlet center or in and around the villages.
- The potential for additional retail and restaurants identified in Table IV-1 should be tempered by the presence of a major retail corridor to the south of the Study Area. Routes 5 and 20 between Geneva and Seneca Falls, particularly near the Route 414 intersection, contain many large stores that provide general merchandise, groceries, home and garden products, and other goods and services within a short distance of the 96 and 318 corridor. This retail corridor is not accounted for in the table and should be taken into consideration when planning for additional businesses in the Study Area.
- Retail categories represented in the Waterloo Premium Outlets – Clothing and Accessories, Furniture / Home Furnishings, and Limited Service Dining (Food Court) – show a surplus of square footage. This would indicate that they are not supportable by residents along the corridor alone. This is a reasonable finding given that the Waterloo Premium Outlets is intended to be a regional destination.
- Gas stations and convenience stores also have an identified surplus of supportable square footage. This is likely attributable to the development of these uses in association with the Thruway exits and an influx of regional visitors to the corridor as a gateway to the Waterloo Premium Outlets and the Finger Lakes Region.
- Typically, when calculating the square footage of new retail space that could reasonably be supported in a given area, surplus square footage is subtracted from potential new retail, to achieve an overall retail square footage figure. Surplus figures were not subtracted for this study area given the unique circumstances associated with the Waterloo Premium Outlet shopping center. All identified retail surplus is associated with the Waterloo Premium Outlets. As a regional destination supported by consumers outside of the study area, these figures are not applicable in determining local potentials as they would typically be when completing a retail analysis for a specified area.

Specific findings for each retail category, as defined in Figure IV-1, are summarized below:

- There is a 32,128 square foot surplus of gas stations along the corridor, which amounts to about six to ten gas stations. The surplus is likely related to additional transient visitors associated with the Waterloo Premium Outlet center and the New York State Thruway. Given that much of the

gas station sales are from visitors outside the region, it is difficult to project how many, if any, new stations could be supported. However, based solely on the existing population of the study area, there is an ample supply of gas stations.

- Based on current consumer spending patterns and existing supply, new Furniture or Home Furnishing stores may not have strong support in the study area. The surplus of 6,914 square feet is likely associated with stores that are located within the Waterloo Premium Outlets. However, given that a typical furniture store could be anywhere from 15,000 to 50,000 square feet, a 6,914 square foot surplus does not suggest a major oversupply of those types of products.
- Approximately 26,376 square feet of retail space could be supported specializing in household appliances, televisions, radios, computer and software, and cameras and photographic equipment. This is an appropriate square footage for a single multi-purpose electronic store. The potential retail figure is slightly lower than the typical size of a chain electronics dealer, such as Circuit City, which is typically around 30,000 square feet. A combination of smaller, locally-owned businesses could tap into this potential.
- According to the findings of the retail analysis, approximately 85,583 square feet of commercial space could be supported for home and garden equipment supplies. This retail category includes the types of items typically found in a home center, hardware store, paint and wallpaper store, lumberyard, nursery, or garden center. The square footage may take the form of a single, large-scale store, or may be divided up into several smaller stores that specialize in one or more of the areas listed above. For comparison purposes, a typical Ace Hardware store is 10-15,000 square feet and a typical Home Depot can range in size from 80,000 to 120,000 square feet.
- Consumer spending patterns indicate that an additional 39,817 square feet of grocery-related businesses could be supported within the study area. This is a reasonable square footage for a small- to mid-size grocery store.
- Although median sales per square foot data are not available for convenience stores, a surplus is identified through the analysis of supply and demand. The surplus is likely associated with the convenience stores at the Thruway interchanges that tap into regional and national traffic.
- An additional wine and liquor retailer could be supported along the corridor to serve the needs of local residents. Calculations identify an existing gap of approximately 6,853 square feet.
- Health and personal care categories include pharmacies, drug stores, cosmetics, beauty supplies, optical goods, and other personal health and care stores. Only 2,668 additional square feet of these types of retail goods could reasonably be supported along the corridor. This square footage would likely not be enough for a typical pharmacy, but may be appropriate for a personal care specialty store, such as lotions, beauty aids, or make-up.
- As anticipated in association with the presence of the Waterloo Premium Outlets, which is largely comprised of clothing, shoe, and accessory stores, there is a surplus of almost 400,000 square feet of these types of uses on the corridor. The spending patterns of those in the study area alone could not reasonably support additional uses of this type, outside of the outlet center. Although the surplus square footage is significant, the regional nature of the outlet center signifies that this surplus is acceptable because consumers from outside of the study area are utilizing the outlet center. The success and sustainability of the outlet center is not reliant on consumers within the study area.
- Sporting goods and hobby retailers typically sell sports equipment, hobby materials, games, musical instruments and supplies, and needlework and piece goods. There is the reasonable potential that an additional 14,916 square feet of retail space could be supported along the corridor that specializes in this type of merchandise. This could take the form of a single sporting good store, or could take the form of two smaller stores that specialize in a single area, such as musical instruments and needlework.

- Books and music stores are sufficiently represented along the corridor, with the potential for only 4,196 square feet of additional retail space for these categories. Identifying a specific local market, whether for new books, used books, or music would be warranted before developing a retail business within this category due to the limited square footage potential.
- General merchandise includes the variety of goods that would typically be found within a department store or general merchandiser, such as Target. Based on current data, the corridor could feasibly support an additional 117,195 square feet of a general merchandise use. Based on findings, it would be reasonable to state that the corridor could sustain the development of a department store or general merchandise store, such as Wal-Mart, Target, or K-Mart. Locally owned and operated general stores may also be developed and would fulfill the retail gap identified for this commercial category.
- The development of a warehouse club within the study area, such as Sam's or Costco, is not feasible. There is currently only a gap of 3,823 square feet within the study area which is less than 2% of the size of a typical warehouse club store.
- Additional office, stationary, and gift stores could be supported along the corridor. New retailers within this category would fill a gap of approximately 17,049 square feet. This could be a single store or a number of smaller stores that specialize in one aspect of this retail category. For comparison purposes, a typical Office Max store may range from 18,000 to 25,000 square feet.
- There is the opportunity for the development of almost 50,000 square feet of new, full-service restaurant space within the study area that could be supported by corridor residents based on current spending patterns. Additional full-service restaurant opportunities may also exist in association with transient visitors to the Waterloo Premium Outlets. An average full-service sit down restaurant usually occupies approximately 10,000 square feet. At this size, the corridor could reasonably accommodate up to five new restaurants.
- There is a surplus of limited service restaurants within the study area, attributable to development associated with the Waterloo Premium Outlet, including the food court at the mall.

V. Build-Out Estimations

OVERVIEW

Determining how the Routes 96 and 318 corridor will develop over time is difficult to project as many factors must be considered. While some factors can be controlled by the communities along the corridor, such as land use regulations, open space protection ordinances, and the availability of infrastructure, others cannot. Changes to the local, state, and federal economy can impact development trends and the changing ownership of private lands can also impact how the corridor will evolve.

Understanding the development potential for the corridor based on existing land use regulations will help to identify the associated traffic, infrastructure, safety, and community character impacts that may occur as a result of greater build-out over the next ten to twenty years.

A build-out analysis is a tool used by communities to get a sense of the potential for development to occur, usually in multiple scenarios. For the Routes 96 and 318 corridor, build-out scenarios were developed based on existing land uses, current zoning regulations, known environmental limitations, practical design considerations, and market trends. Two build-out scenarios were developed to assist Seneca and Ontario Counties in future planning and decision-making related to land use along the corridor. The results of these build-out estimations may also assist local communities along the corridor in defining where stricter, or more lenient, land use regulations may be warranted. This exercise is intended to assist in land use and transportation planning in the corridor, and should not be interpreted as a precise prediction of future development.

The first build-out scenario, shown below, involves full development of existing vacant, farm, and underutilized lands. This scenario demonstrates the amount of development that could happen given current land use regulations. It is a benchmark scenario to be used for comparison purposes, one that is not likely to occur in the near future. The second build-out scenario, found in Report #2, is made up of a series of Area Specific Conceptual Plans. It is difficult to predict how much development will occur in the corridor, regardless of the land use regulations that are in place. Therefore, the second build-out scenario, rather than exploring *how much* development will take place, illustrates *how* development should take place, per the recommendations in this Study. It shows conceptual site plans for a number of locations in the corridor, addressing access management, building and parking arrangements, landscaping, pedestrian accommodations, and overall impact on community character.

There is not sufficient data to develop an accurate build-out scenario that is moderated by current market conditions. In general terms, future residential and commercial development is expected to occur near the population centers in and adjacent to the corridor, as well as at major traffic generating destinations such as Waterloo Premium Outlets and the three NYS Thruway interchanges. A review of population growth and building permit trends indicates that the municipalities in the corridor will likely experience slow growth in the upcoming decade, although the potential for a fair amount of commercial development near the outlet mall may occur at any time. Even with moderate growth in these municipalities, it is difficult to predict the proportion of that development that might occur in the corridor.

BUILD-OUT SCENARIO – FULL BUILD-OUT BASED ON EXISTING ZONING REGULATIONS

Assumptions and Considerations

For the towns and villages in the study area, a full build-out of developable lands is not likely to occur over the next 10 to 20 years. Full build-out may realistically take thirty years or longer, or may never

occur. The scenario is intended to simply demonstrate the amount of development allowed by existing zoning, which should then be compared to the future land use plan developed for the corridor.

In completing the full build-out scenario, all parcels either adjacent to or within 1,000 feet of Routes 96 and 318 were considered. From that selection, all existing vacant and agricultural parcels with a reasonable potential for development were identified. In the Finger Lakes Region, the majority of new development occurs when either a vacant property is developed or a farm is subdivided. These agricultural and vacant parcels were first selected according to official classification codes developed by the NYS Office of Real Property Services. They were then field checked for accuracy. As part of the field check, additional properties considered to be underutilized were added to the list of developable lands. Many communities make a concerted effort to redevelop existing buildings as a means of preserving historic structures, reducing vacancy rates, and encouraging compact development patterns.

Total acreage of all developable lands was calculated. Each of the parcels was then reviewed for any environmental or physical site constraints such as NYS DEC designated wetlands (Map 4), lands with slopes greater than 15 percent (Map 3), the presence of public water or sewer service (Map 7), and access to adjacent roadways (Map 5). The site constraint analysis yielded a reduced amount of developable acreage in the corridor. Local land use regulations from each of the Towns and Villages were then applied to determine allowable densities and other development constraints (see Appendix A for a summary of all zoning district regulations). In the Town of Junius, where no land use regulations exist, assumptions for potential development were made taking into consideration surrounding land uses and land use densities permitted in adjacent communities in the corridor.

In the case of parcels located in residential and agricultural zoning districts, a potential number of residential units was calculated. To account for new roadways, driveways and other infrastructure, developable acreage was reduced by an additional 20 percent prior to calculating the number of residential units.

For parcels located in commercial and industrial zoning districts, square footage of potential buildings was determined. For the purposes of this study, retail, office, manufacturing, warehousing, etc. were generalized into the commercial category. The industry standard of an average of 10,000 square feet of commercial building per acre of land was used to calculate the potential build-out. In addition to their value from a land use planning perspective, these numbers are also used to determine the number of new vehicles generated by future development. This trip generation analysis is summarized in Table V-10.

Table V-1 shows the number of developable parcels along the corridor, broken down by land use category. Their acreage is shown in parentheses. These same parcels are organized by zoning district in Tables V-2 through V-8.

Table V-1 – Potential Developable Land

Municipality	Vacant	Agricultural	Underutilized
Town of Manchester	20 (241.93 acres)	8 (470.35 acres)	1 (5.19 acres)
Village of Manchester	13 (62.67 acres)	0	1 (8.8 acres)
Village of Clifton Springs	2 (77.94 acres)	0	1 (2.85 acres)
Town of Phelps	29 (286.61 acres)	26 (1,157.31 acres)	1 (1.72)
Village of Phelps	13 (24.45 acres)	1 (51.36 acres)	0
Town of Junius	20 (274.83 acres)	24 (943.01 acres)	0
Town of Tyre	10 (146.24 acres)	16 (930.66 acres)	0
TOTAL	107 (1,114.67 acres)	75 (3,552.69 acres)	4 (18.56 acres)

The following tables summarize the development potential for a full build-out scenario in each municipality. In agricultural or residential districts, the number of potential new residential units is listed (Units); in commercial or industrial districts, the square footage of potential new buildings is shown (SF).

Table V-2 – Potential Development in the **Town of Manchester**

Zoning District	Developable Acreage	Development Potential
A-1 Agricultural	346.38	347 Units
R-1 Single Family Residential	62.03	62 Units
R-2 Manufactured Home Park	2.84	12 Units
C-1 Commercial	93.43	934,325 SF
TOTAL	504.68 acres	421 Units 934,325 SF

Table V-3 – Potential Development in the **Village of Manchester**

Zoning District	Developable Acreage	Development Potential
R-1 Residential	45.12	196 Units
C-1 Commercial	6.27	62,700 SF
I-1 Restricted Industrial	8.80	88,000 SF
TOTAL	60.19 acres	196 Units 150,700 SF

Table V-4 – Potential Development in the **Village of Clifton Springs**

Zoning District	Developable Acreage	Development Potential
R-1 Residential	27.18	88 Units
R-2 Residential	12.66	92 Units
C-2 Commercial	26.59	265,900 SF
TOTAL	66.43 acres	180 Units 265,900 SF

Table V-5 – Potential Development in the **Town of Phelps**

Zoning District	Developable Acreage	Development Potential
R-AG Agricultural Residential	899.92	979 Units
R-1 Residential	9.25	12 Units
C-1 Commercial	217.31	2,173,140 SF
C-2 Neighborhood Commercial	24.12	241,190 SF
M-1 Industrial	7.01	70,070 SF
TOTAL	1,157.62 acres	991 Units 2,484,400 SF

Table V-6 – Potential Development in the **Village of Phelps**

Zoning District	Developable Acreage	Development Potential
R-1 Residential	54.80	119 Units
R-2 Residential	0.63	4 Units
C-1 Commercial	1.64	16,400 SF
M-1 Industrial	4.90	49,000 SF
TOTAL	61.97 acres	123 Units 65,400 SF

Table V-7 – Potential Development in the **Town of Junius** (no zoning districts present)

Zoning District	Developable Acreage	Development Potential
TOTAL	983.59 acres	803 Units 1,798,400 SF

Table V-8 – Potential Development in the **Town of Tyre**

Zoning District	Developable Acreage	Development Potential
A Agricultural	737.07	737 Units
R Residential	38.82	39 Units
B Business	58.99	589,900 SF
TOTAL	834.88 acres	776 Units 589,900 SF

The following table summarizes the above tables and provides total figures for both the counties and the entire corridor.

Table V-9 – Summary of Potential Development in the Corridor

Municipality	Developable Acreage	Development Potential
Town of Manchester	504.68	421 Units 934,325 SF
Village of Manchester	60.19	196 Units 150,700 SF
Village of Clifton Springs	66.43	180 Units 265,900 SF
Town of Phelps	1,157.62	991 Units 2,484,400 SF
Village of Phelps	61.97	123 Units 65,400 SF
Town of Junius	983.59	803 Units 1,798,400 SF
Town of Tyre	834.88	776 Units 589,900 SF
TOTAL Ontario County	1,850.88	1,911 Units 3,900,725 SF
TOTAL Seneca County	1,818.47	1,579 Units 2,388,300 SF
TOTAL Corridor	3,669.35 acres	3,490 Units 6,289,025 SF

Trip Generations

As development materializes along the corridor, it will have an impact on the efficiency of the road network. Residential and commercial development generates a certain amount of trips, both entering/exiting and within the corridor as well as new turning movements. Estimates of these new trips were generated for the each segment of the corridor, as shown below in Table V-10. This exercise is for planning and demonstration purposes only, and should not be interpreted as a precise projection.

Using the latest Average Annual Daily Trips (AADT) as a base, an estimated 2008 AADT was developed in order to have a consistent starting point. The estimated 2008 AADT can be used to generate a PM Peak Hour Volume, which is necessary for determining the Level of Service (LOS). Note that the base numbers used are for entire segments, and may not accurately represent a given point within that segment.

Using the residential and commercial development potential numbers (see Table V-9), estimates of new trips were generated. New trips were then added to the base 2008 AADT, which then allowed for a Build-out LOS to be developed. The far right column in Table V-10 indicates that a full build-out based on existing zoning regulations would result in a LOS of E or F for the majority of the corridor.

Table V-10 – Traffic Impacts of Potential Development in the Corridor

Corridor Segment	AADT	Count Year	Estimated 2008 AADT (+2%/yr)	K-Factor (Estimated)	Estimated PM Peak Hour Volume	2008 LOS	Proposed Zoning Built-out Traffic Volume	PM Peak Hour Volumes Adjusted for Proposed Zoning Build-out	Build-out LOS
<i>Route 96</i>									
Rt. 332 to Rt. 21	6,946	2005	7,363	0.093	700	C	700	1,400	D
Rt. 21 to Rt. 488	9,317	2005	9,876	0.093	900	D	1,100	2,000	E
Rt. 488 to Rt. 88	12,260	2005	12,996	0.093	1,200	D	1,800	3,000	F
Rt. 88 to CR 6	7,583	2003	8,341	0.093	800	C	1,100	1,900	E
CR 6 to Rt. 14	8,786	2004	9,489	0.1	900	D	1,100	2,000	E
<i>Route 14</i>									
Rt. 96 to I-90	12,124	2004	13,094	0.1	1,300	D	2,200	3,500	F
<i>Route 318</i>									
Rt. 14 to Seneca Co. Line	7,643	2006	7,949	0.1	800	C	1,200	2,000	E
Ontario Co. Line to Rt. 414	8,000	2004	8,640	0.1	900	D	2,200	3,100	F
Rt. 414 to CR 101	8,583	2004	9,270	0.1	900	D	1,900	2,800	F
CR 101 to Rts. 5 & 20	6,354	2005	6,735	0.1	700	C	900	1,600	E

Findings

The following section identifies key findings of the full build out analysis for communities along the corridor.

- There is a total of 3,669.35 acres of potentially developable land existing along the Routes 96 and 318 corridor today.
- Based on available land and existing land use regulations, there is the potential for the development of 6,289,025 square feet of commercial uses in the corridor.
- Based on available land and existing land use regulations, there is the potential for 3,490 new residential units to be constructed in the corridor.

- The Town of Phelps has the greatest potential to be impacted by future development as they have the largest amount of developable land (1,157 acres). The build out scenario for the Town identifies that current zoning regulations would potentially allow an additional 991 residential units and over two million square feet of new commercial development. Reviewing and updating regulations for the R-AG Agricultural Residential District may help to limit potential new residential development.
- The Town of Junius, which does not currently have zoning districts, also has significant build-out potential. Developing a zoning ordinance to help guide and direct development in the Town will help to target future development to appropriate locations and parcels. The presence of the Waterloo Outlet Mall, as well as the excess capacity available from its sewer system, suggest that the town should plan for this potential growth. Based on the current lack of zoning, parcels along the corridor could potentially hold 803 residential units and an additional 1,798,400 square feet of commercial development. These figures are based on a total of 834 acres of developable land along the corridor.
- While the Village of Phelps does not have the smallest amount of developable land (61.97 acres), it does have the lowest development potential of the seven communities along the corridor. Parcels along the corridor in the Village could reasonably hold an additional 123 residential units and 65,400 square feet of commercial uses based on existing zoning designations. While these figures are not insignificant, they do signify that the Village has carefully considered zoning designations and locations for specific zoning districts and their impacts on how the Village may evolve.
- The Village of Manchester has the smallest amount of developable land at 60.19 acres, yet the development potential is significant. Approximately 196 residential units and 150,700 square feet of commercial can be developed along the corridor in the Village based on current land use regulations. These figures are significantly higher than in the Village of Phelps which has a similar amount of developable land area. This substantial development potential should be carefully reviewed in light of the Future Land Use Plan developed for the corridor.
- Similar to the Village of Manchester, the Village of Clifton Springs has 66.43 acres of developable land with the potential under a full build out scenario to construct an additional 180 residential units and 265,900 SF of commercial uses on that acreage.
- The Town of Manchester has a significant amount of developable acreage with 504 acres of land available. Based on existing zoning designations and land use regulations in place, 421 residential units and 934,325 square feet of commercial use could be developed within the Town on lands limited to the Route 96 corridor. That amount of commercial development equates to approximately five Wal-Marts.
- The Town of Tyre has 834 acres of potentially developable land. Approximately 776 residential units and 589,900 square feet of commercial uses could be developed in the Town under a full build out scenario.
- Generally speaking, the agricultural districts present in various communities in the corridor appear to have little regulations in place that would limit the amount of residential development. In light of the Future Land Use Plan developed for the corridor, each community should consider strengthening their agricultural districts with techniques that protect existing farmlands and rural landscapes.

- As is shown in Report #2, Corridor Management Plan, it is important for communities in the corridor to consider the traffic impacts associated with potential new development.
- Many communities face the challenge of undesirable land use and transportation patterns, such as sprawling commercial development, loss of farmland, and congested highways. This is typically caused by the lack of a strategic planning process when growth occurs at a higher rate than was expected. It is recommended that the towns and villages in this corridor embrace the future land use planning process, as it provides a blueprint for both moderate and unexpected growth.

Appendix A. Summary of Zoning Regulations

This section serves to summarize the regulatory language and requirements of the zoning districts located along the Routes 96 and 318 Corridor. Zoning is different than land use in that it represents the regulatory districts established by local governments. The official classifications for the way a property is currently used, as defined by NYS, are not the same as zoning districts. Thus the Existing Land Use and Zoning maps are not identical.

For each Town and Village in the study area, the existing zoning classifications for the entire municipality are listed, but only those districts that fall within 1000 feet of the Route 96 and 318 roadway are described in more detail. This overview will provide a foundation upon which zoning recommendations can be made to correspond with the vision and goals developed as part of the Rural Corridor Study process.

The Schedule of Regulations/Dimensional Tables from each zoning ordinance were reviewed and used to prepare this summary.

TOWN OF MANCHESTER – EXISTING ZONING

The Town of Manchester has nine zoning classifications as outlined below:

- A-1: Agricultural
- R-1: Single-Family Residential
- R-2: Manufactured Home Park
- H-R: Hamlet Residential
- H-C: Hamlet Commercial
- C-1: Commercial
- M-1: Industrial
- M-2: Light Industrial
- INST: Institutional

The following districts are located within the study area along Route 96 between in the town: Agricultural (A-1), Single-Family Residential (R-1), Manufactured Home Park (R-2), Commercial (C-1), and Industrial (M-1). Therefore only a summary of these districts will be presented.

Town of Manchester: A-1 Agricultural

The intent of the Agricultural district is “(1) To protect these predominantly agricultural areas from premature or inefficient development which would adversely affect the rural character of the area; and (2) To provide for residential non-farm uses in an appropriate manner that will conform to the agricultural character of this district.” The permitted uses in the Agricultural district include single-family detached dwellings, farms, farm uses, customary farm occupations, farm storage buildings, agricultural waste management facilities, and roadside stands. Specially permitted uses in the Agricultural district consist of airports, golf courses, churches, day care, educational facilities, medical and veterinary offices, two-family and multi-family dwellings, extractive uses (quarries), hotel/motel, and public uses.

The table below summarizes the bulk and setback regulations for the A-1 district:

Table APP A-1.
Bulk, Area, & Yard Requirements for the Town of Manchester A-1 District

Dimensional category	Requirement
Minimum Lot Width	175 feet
Minimum Lot Size	1 acre

Maximum Lot Coverage	25%
Front Setback	75 feet
Side Setback	25 feet
Rear Setback	50 feet

Town of Manchester: R-1 Single-Family Residential

The intent of the Single-Family Residential district is “(1) To upgrade the character of all residential areas in the Town by requiring standards of land use and lot and building bulk and size which more accurately reflect existing development; and (2) To protect the integrity of residential areas by prohibiting the incursion of incompatible nonresidential uses.” The permitted uses in the Single-Family Residential district include one-family dwellings, schools, churches, and public buildings. Specially permitted uses in the Single-Family Residential district consist of essential services, golf courses, multiple-family dwellings, antennas and satellite dishes, and customary home occupations.

The table below summarizes the bulk and setback regulations for the R-1 district:

Table APP A-2.
Bulk, Area, & Yard Requirements for the Town of Manchester R-1 District

Dimensional Category	Requirement
Minimum Lot Width	175 feet
Minimum Lot Size	1 acre; 32,500 sq.ft. w/water & sewer
Maximum Lot Coverage	25%
Front Setback	75 feet
Side Setback	15 feet
Rear Setback	50 feet

Town of Manchester: R-2 Manufactured Home Park

The intent of the Manufactured Home Park district is “(1) To upgrade the character of all manufactured home parks in the Town by requiring standards of land use and lot and building bulk and size which more accurately reflect existing development; and (2) To protect the integrity of residential parks by prohibiting the incursion of incompatible nonresidential uses.” The permitted uses in the Manufactured Home Park district include manufactured home parks, accessory storage sheds, park office buildings, park recreation buildings, and park playgrounds. Specially permitted uses in the Manufactured Home Park district consist of customary home occupations only.

The table below summarizes the bulk and setback regulations for the R-2 district:

Table APP A-3.
Bulk, Area, & Yard Requirements for the Town of Manchester R-2 District

Dimensional Category	Requirement
Minimum Lot Width	175 feet
Minimum Lot Size	1 acre
Maximum Lot Coverage	25%
Front Setback	75 feet
Side Setback	25 feet
Rear Setback	50 feet

Town of Manchester: C-1 Commercial

The intent of the Commercial district is “...to provide a broad range of commercial goods, and services necessary to serve all elements of the Town and to strengthen the economic vitality and attractiveness in an orderly fashion that maintains a well balanced Commercial District which is compatible with the Comprehensive Plan and will not be detrimental to adjacent development or general community health, safety or welfare.” The permitted uses in the Commercial district include bed and breakfasts, health care/institutional uses, essential services, non-retail commercial uses, personal and professional services, professional offices and outpatient health-care services. Specially permitted uses in the Commercial district consist of car washes, gas stations, convenience stores, motor vehicle sales and rentals, restaurants, veterinary office, hotel/motel, and mobile home sales.

The table below summarizes the bulk and setback regulations for the C-1 district:

Table APP A-4.
Bulk, Area, & Yard Requirements for the Town of Manchester C-1 District

Dimensional Category	Requirement
Minimum Lot Width	100 feet
Minimum Lot Size	1 acre; 32,500 sq.ft. w/ water & sewer
Maximum Lot Coverage	65%
Front Setback	100 feet; 150 feet from residential
Side Setback	25 feet; 150 feet from residential
Rear Setback	25 feet; 150 feet from residential

VILLAGE OF MANCHESTER – EXISTING ZONING

The Village of Manchester has four zoning classifications as outlined below:

- R-1 Residential
- C-1 Commercial
- I-1 Restricted Industrial
- I-2 General Industrial

The following districts are located within the study area along Route 96 within the Village of Manchester: Residential (R-1), Commercial (C-1), and Restricted Industrial (I-1). Therefore only a summary of these districts will be presented.

Village of Manchester: R-1 Residential

The Village of Manchester Code does not include an intent or purpose statement for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the R-1 district is to allow single-family residential development. The permitted uses in the R-1 district include single-family dwellings. Specially permitted uses in the R-1 district consist of two-family dwellings, essential services, public and semipublic uses and buildings, cluster residential developments, multifamily dwellings, townhouses, residential conversions, rooming houses, and mobile home parks.

The table below summarizes the bulk and setback regulations for the R-1 district:

Table APP A-5.
Bulk, Area, & Yard Requirements for the Village of Manchester R-1 District

Dimensional Category	Requirement Without Utilities	Requirement With Utilities
Minimum Lot Width	125 feet	100 feet
Minimum Lot Size	20,000 square feet	10,000 square feet
Maximum Lot Coverage	20%	30%
Front Setback	30 feet	30 feet
Side Setback	20 feet/40 feet	15 feet/30 feet
Rear Setback	30 feet	30 feet

Village of Manchester: C-1 Commercial

The Village of Manchester Code does not include an intent or purpose statement for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the C-1 district is to allow to allow commercial development that meets the daily shopping needs of the Village’s residents. The permitted uses in the C-1 district include retail businesses with a neighborhood service character (grocery stores, drugstores, clothing stores, hardware stores), personal service establishments (barber/beauty salons, shoe repair, dry cleaning), offices (medical, insurance, banks), restaurants, print shops, automobile sales, public markets, funeral parlors, and hotel/motels. Specially permitted uses in the C-1 district consist of motor vehicle service stations and auto repair shops, car washes, commercial recreation and essential services.

The table below summarizes the bulk and setback regulations for the C-1 district:

Table APP A-6.
Bulk, Area, & Yard Requirements for the Village of Manchester C-1 District

Dimensional Category	Requirement
Minimum Lot Width	40 feet
Minimum Lot Size	4,000 square feet
Maximum Lot Coverage	70%
Front Setback	10 feet
Side Setback	10 feet / 20 feet
Rear Setback	25 feet

Village of Manchester: I-1 Restricted Industrial

The Village of Manchester Code does not include an intent or purpose statement for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the I-1 district is to allow light industrial development. The permitted uses in the I-1 district include light industrial uses that involve processing, assembly, compounding, or packaging of previously refined materials, office buildings, scientific or research laboratories, processing of pharmaceuticals or cosmetics, and commercial storage buildings. Specially permitted uses in the I-1 district consist of essential services, excluding power plants, and motor vehicle service stations and repair shops.

The table below summarizes the bulk and setback regulations for the I-1 district:

Table APP A-7.
Bulk, Area, & Yard Requirements for the Village of Manchester I-1 District

Dimensional Category	Requirement
Minimum Lot Width	Not defined
Minimum Lot Size	Not defined
Maximum Lot Coverage	50%
Front Setback	75 feet
Side Setback	75 feet / 150 feet
Rear Setback	75 feet

VILLAGE OF SHORTSVILLE – EXISTING ZONING

Because the Village of Shortsville is located directly south of the Village of Manchester, Route 96 does not directly intersect the Village boundaries. Since the Village of Shortsville does not lie within the 1000-foot study boundary along the Route 96 and 318 Corridor, the zoning for this Village was not reviewed as part of this study.

VILLAGE OF CLIFTON SPRINGS – EXISTING ZONING

The Village of Clifton Springs has nine zoning classifications as outlined below:

- R-1: Single-Family Residential
- R-2: Two-Family Residential
- R-3: Multifamily Residential
- P-D: Planned Development
- C-1: Local Shopping District
- C-2: General Commercial
- M-1: Industrial
- LI: Light Industrial
- L-C: Land Conservation

The following districts are located within the study area along Route 96 within the Village of Clifton Springs: Single-Family Residential (R-1), Two-Family Residential (R-2), and General Commercial (C-2). Therefore only a summary of these districts will be presented.

Village of Clifton Springs: R-1 Single-Family Residential

The intent of the Single-Family Residential district is, “(1) Delineate those areas where predominantly residential development has occurred or will be likely to occur in accordance with the General Plan for the Village of Clifton Springs; (2) Upgrade the character of all residential areas in the village by requiring standards of land use an lot and building bulk and size which more accurately reflect existing development; and (3) Protect the integrity of residential areas by prohibiting the incursion of incompatible nonresidential uses.” The permitted uses in the Single-Family Residential district include single-family detached dwellings. Specially permitted uses in this district include public buildings, social halls/clubs, churches, golf courses, public swimming pools, tourist homes/bed and breakfasts, customary home occupations or professional offices, schools, libraries and museums.

The table below summarizes the bulk and setback regulations for the R-2 district:

Table APP A-8.
Bulk, Area, & Yard Requirements for the Village of Clifton Springs R-1 District

Dimensional Category	Requirement
Minimum Lot Width	90 feet
Minimum Lot Size	13,500 sq. feet
Maximum Lot Coverage	30%
Front Setback	30 feet
Side Setback	20/40 feet
Rear Setback	30 feet

Village of Clifton Springs: R-2 Two-Family Residential

The intent of the Two-Family Residential district is, "...to delineate those areas where predominantly residential development has occurred or will be likely to occur in one- or two-family structures in accordance with the General Plan for the Village of Clifton Springs." The permitted uses in the Two-Family Residential district include one-family detached dwellings and two-family dwellings. Specially permitted uses in this district include public buildings, social halls/clubs, planned unit developments, golf courses, public swimming pools, tourist homes/bed and breakfasts, customary home occupations or professional offices, churches, schools, libraries and museums.

The table below summarizes the bulk and setback regulations for the R-2 district:

Table APP A-9.
Bulk, Area, & Yard Requirements for the Village of Clifton Springs R-2 District

Dimensional Category	Detached Single-Family	Two-Family
Minimum Lot Width	50 feet	60 feet
Minimum Lot Size	5,000 sq. feet	6,000 sq. feet
Maximum Lot Coverage	30%	30%
Front Setback	25 feet	25 feet
Side Setback	10/20 feet	10/15 feet
Rear Setback	30 feet	30 feet

Village of Clifton Springs: C-2 General Commercial

The intent of the General Commercial district is, "...to delineate predominantly commercial areas intended to serve the daily needs of surrounding residential areas and highway users." The permitted uses in the General Commercial district include any retail or personal service establishments, business and professional offices, hotels and motels, automobile salesrooms and mobile home sales, farm machinery sales, and other uses that serve highway traffic. Specially permitted uses in this district include large-scale developments, commercial amusements such as drive-in theaters, amusement centers, golf driving ranges and miniature golf, and a category defined as "essential services."

The table below summarizes the bulk and setback regulations for the General Commercial district:

Table APP A-10.
Bulk, Area, & Yard Requirements for the Village of Clifton Springs C-2 District

Dimensional Category	Requirement
Minimum Lot Width	80 feet
Minimum Lot Size	10,000 square feet
Maximum Lot Coverage	40%
Front Setback	30 feet
Side Setback	10/20 feet
Rear Setback	25 feet (150 feet from R1 & R2 required)

TOWN OF PHELPS – EXISTING ZONING

The Town of Phelps has five zoning classifications as outlined below:

- R-AG: Agricultural Residential
- R-1: Residential
- C-1: Commercial
- C-2: Neighborhood Commercial
- M-1: Industrial

All zoning districts listed above are located within the study area along Route 96 within the Town of Phelps. A summary of these districts is presented below.

Town of Phelps: R-AG Agricultural Residential

The Town of Phelps Code does not include an intent or purpose statement for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the R-AG district to balance residential development with the preservation of rural agriculture and farming activities. The permitted uses in the R-AG district include single or two-family dwelling, church, hospital, public building for governmental or cultural uses, manufactured homes, and agricultural operations. Specially permitted uses in the R-AG district consist of golf courses, cemeteries, meat processing facility/abattoir, extractive/excavation operations, animal kennel & veterinary clinic, riding academies/stables, swimming pools, community buildings and utilities, and manufactured home parks.

The table below summarizes the bulk and setback regulations for the R-AG district:

Table APP A-11.
Bulk, Area, & Yard Requirements for the Town of Phelps R-AG District

Dimensional Category	Without Public Sewer & Water	With Public Sewer & Water
Minimum Lot Width	150 feet	125 feet
Minimum Lot Size	1 acre	30,000 sq. ft.
Maximum Lot Coverage	25%	25%
Front Setback	40 feet	40 feet
Side Setback	20 feet	20 feet
Rear Setback	40 feet	40 feet

Town of Phelps: R-1 Residential

The Town of Phelps Code does not include an intent or purpose statement for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the R-1 district is to promote single-family residential uses. The permitted uses in the R-1 district include all permitted uses in the R-AG district and most permitted accessory uses, with roadside stands being the only exception. While swimming pools are listed as a Special Use under R-AG, they are permitted in the R-1 district as an accessory use. There are no Specially Permitted uses indicated for the R-1 district.

The table below summarizes the bulk and setback regulations for the R-1 district:

Table APP A-12.
Bulk, Area, & Yard Requirements for the Town of Phelps R-1 District

Dimensional Category	Without Public Sewer & Water	With Public Sewer & Water
Minimum Lot Width	150 feet	125 feet
Minimum Lot Size	1 acre	30,000 sq. ft.
Maximum Lot Coverage	30%	30%
Front Setback	40 feet	40 feet
Side Setback	20 feet	20 feet
Rear Setback	40 feet	40 feet

Town of Phelps: C-1 Commercial

The Town of Phelps Code does not include intent or purpose statements for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the C-1 district is to allow commercial development that meets the daily shopping needs of the Town's residents while providing areas for larger-scale commercial operations. The permitted uses in the C-1 district include retail businesses or service establishments, banks, automobile service stations, funeral homes, manufactured homes, gift/antique/specialty shops, single or two-family dwelling, churches, hospitals, public buildings, and agricultural operations. Specially permitted uses in the C-1 district consist of manufactured home sales, nursing/convalescent home, excavation operations, and warehousing/truck terminals.

The table below summarizes the bulk and setback regulations for the C-1 district:

Table APP A-13.
Bulk, Area, & Yard Requirements for the Town of Phelps C-1 District

Dimensional Category	Without Public Sewer & Water	With Public Sewer & Water
Minimum Lot Width	150 feet	125 feet
Minimum Lot Size	1 acre	30,000 sq. ft.
Maximum Lot Coverage	50%	50%
Front Setback	25 feet	25 feet
Side Setback	25 feet	25 feet
Rear Setback	15 feet	15 feet

Town of Phelps: C-2 Neighborhood Commercial

The intent of the Neighborhood Commercial (C-2) district is, “...to provide locations where groups of small establishments may be appropriately located to serve frequent commercial and personal service needs of residents within convenient traveling distance. It is not intended to permit major commercial or service establishments in such districts.” The permitted uses in the C-2 district include bakeries/delicatessens, drugstores, barber/beauty shops, restaurants (excluding fast food, drive-ins, and those serving liquor), boutiques and specialty retail, gasoline and fueling stations, grocery and convenience stores, laundry and dry cleaning, banks and lending institutions, and single-family dwellings. Specially permitted uses in the C-2 district consist of public buildings, medical and dental clinics, essential services and structures, business and professional offices, and private nursery school or day care.

The table below summarizes the bulk and setback regulations for the C-2 district:

Table APP A-14.
Bulk, Area, & Yard Requirements for the Town of Phelps C-2 District*

Dimensional Category	Without Public Sewer & Water	With Public Sewer & Water
Minimum Lot Width	150 feet	125 feet
Minimum Lot Size	1 acre	30,000 sq. ft.
Maximum Lot Coverage	50%	50%
Front Setback	25 feet	25 feet
Side Setback	25 feet	25 feet
Rear Setback	15 feet	15 feet

**NOTE: The C-2 district was adopted by the Town in 2004, and while it is described in Section 145-8.1 of the Zoning Ordinance, dimensional requirements are not reflected in the Ordinance, including the Town’s “Schedule of Regulations” which illustrates the permitted uses and dimensions for the other zoning classifications in the Town of Phelps. The Code Enforcement officer for the Town of Phelps advised that the C-1 dimensional requirements would apply, but will discuss this issue with the Town’s Zoning Board at their next meeting.*

Town of Phelps: M-1 Industrial

The Town of Phelps Code does not include intent or purpose statements for this zoning classification. However, it can be inferred from the name and code requirements that the intent of the M-1 district is to accommodate industrial development. The permitted uses in the M-1 district include agricultural or nursery uses, single or two-family dwelling, churches, hospital and convalescent homes, manufactured homes, public buildings, and agricultural operations. Specially permitted uses in the M-1 district consist of: uses allowed in C-1; freight and truck terminals; wholesale businesses; warehousing and distribution plants; storage and sale yards; heavy commercial uses; manufacture, assembly, or packing of products; junkyards; kennels; and excavation operations.

The table below summarizes the bulk and setback regulations for the M-1 district:

Table APP A-15.
Bulk, Area, & Yard Requirements for the Town of Phelps M-1 District

Dimensional Category	Without Public Sewer & Water	With Public Sewer & Water
Minimum Lot Width	200 feet	200 feet
Minimum Lot Size	1 acre	1 acre

Maximum Lot Coverage	50%	50%
Front Setback	75 feet	75 feet
Side Setback	35 feet	35 feet
Rear Setback	25 feet	25 feet

VILLAGE OF PHELPS – EXISTING ZONING

The Village of Phelps has six zoning classifications as outlined below:

- R-1: Residential
- R-2: Residential
- C-1: Commercial
- C-2: Commercial
- B-O: Business and Office
- M-1: Industrial

All zoning districts listed above are located within the study area along Route 96 within the Village of Phelps. A summary of these districts is presented below.

Village of Phelps: R-1 Residential

The Village of Phelps Code does not include intent or purpose statements for each zoning classification. However, it can be inferred from the name and code requirements that the intent of the R-1 district is to encourage single-family dwellings and related neighborhood amenities. The permitted uses in the R-1 district include single family residences, churches, public buildings for governmental or cultural uses, schools, and public parks. Specially permitted uses in the R-1 district consist of cemeteries, public utility structures, and planned unit developments.

The table below summarizes the bulk and setback regulations for the R-1 district:

Table APP A-16.
Bulk, Area, & Yard Requirements for the Village of Phelps R-1 District

Dimensional Category	Requirement
Minimum Lot Width	100 feet
Minimum Lot Size	20,000 square feet
Maximum Lot Coverage	30%
Front Setback	25 feet
Side Setback	15 feet
Rear Setback	25 feet

Village of Phelps: R-2 Residential

The Village of Phelps Code does not include purpose statements for each zoning classification. However, it can be inferred from the code requirements that the intent of the R-2 district is to accommodate higher-density residential uses in a compact use pattern. The permitted uses in the R-2 district include all principal uses listed in the R-1 district, two-family and multi-family dwellings, tourist lodging, rooming houses, and convalescent homes. Specially permitted uses in the R-2 district consist of public utility structures, cemeteries, residential conversions, planned unit developments and mobile home parks.

The table below summarizes the bulk and setback regulations for the R-2 district:

Table APP A-17.
Bulk, Area, & Yard Requirements for the Village of Phelps R-2 District

Dimensional Category	R-2 Permitted Uses	Mobile Homes In Park
Minimum Lot Width	60 feet	40 feet (n/a)
Minimum Lot Size	7,000 sq feet	3,000 sq feet (5 acres)
Maximum Lot Coverage	35%	35% (35%)
Front Setback	20 feet	10 feet (50 feet)
Side Setback	10 feet	10 feet (50 feet)
Rear Setback	20 feet	2.5 feet (50 feet)

Village of Phelps: C-1 Commercial

The Village of Phelps Code does not include intent or purpose statements for each zoning classification. However, it can be inferred from the name and code requirements that the intent of the C-1 district is to foster commercial uses that meet the daily/weekly shopping needs of Village residents. The permitted uses in the C-1 district include business & professional office, neighborhood retail establishment including barber/beauty shop, grocery store, drugstore, shoe repair and other convenience stores. Specially permitted uses in the C-1 district consist of auto-related uses including gas station, repair shop, and car sales, restaurant and mobile home sales.

The table below summarizes the bulk and setback regulations for the C-1 district:

Table APP A-18.
Bulk, Area, & Yard Requirements for the Village of Phelps C-1 District

Dimensional Category	Requirement
Minimum Lot Width	90 feet
Minimum Lot Size	10,000 square feet
Maximum Lot Coverage	50%
Front Setback	25 feet
Side Setback	20 feet
Rear Setback	20 feet

Village of Phelps: M-1 Industrial

The Village of Phelps Code does not include intent or purpose statements for each zoning classification. However, it can be inferred from the name and code requirements that the intent of the M-1 district is to accommodate industrial uses in the Village. The permitted uses in the M-1 district include agricultural and nursery uses; wholesale business, warehousing, and distribution plants; storage and sales yards; heavy commercial uses including machine shops, trade schools, machinery sales, custom manufacturing, and research/laboratories; manufacture, assembly or packing of products; and feed and grain storage. Specially permitted uses in the M-1 district consist of freight & truck terminals, retail uses, auto salvage & wrecking operations, and junkyards.

The table below summarizes the bulk and setback regulations for the M-1 district:

Table APP A-19.

Bulk, Area, & Yard Requirements for the Village of Phelps M-1 District

Dimensional Category	Requirement
Minimum Lot Width	100 feet
Minimum Lot Size	10,000 square feet
Maximum Lot Coverage	50%
Front Setback	30 feet
Side Setback	20 feet
Rear Setback	20 feet

TOWN OF JUNIUS – SITE DEVELOPMENT PLAN REVIEW ORDINANCE

The Town of Junius currently does not have a zoning ordinance in place. The Town does, however, have a Site Development Plan Review Ordinance that was developed to:

- “...maintain the rural setting of the Town, enable public hearings for new land development activities not excluded herein and insure compliance with NY State regulations for environmental and storm water control.”
- “...ensure optimum overall conservation, protection, preservation development and use of the natural and man-related resources of the Town by controlling land development activity within the Town through review and approval of site plans.”
- “...allow all land use activities which meet the standards set forth in this ordinance, and which cannot be shown to be a threat to public health and safety.”

The ordinance presents objectives of site plan review, most notable of which focuses on future development within the Route 318 corridor. These objectives address minimizing negative impacts to the Town from future development along Route 318 by protecting the revenue base of the Town while preserving agricultural use as an economic activity; managing vehicular congestion, and protection of natural, cultural and historical resources.

The review requirements state that, “All new land development activities within the Town shall require site plan review and approval before being undertaken, except the following.” The listed uses that do not require site plan review in the Town of Junius include single-family dwellings, agricultural operation buildings, interior alterations, exterior alterations to one-family dwellings or agricultural operation buildings that do not change the use of the building, landscaping/grading on properties less than one acre, agricultural or garden uses that do not require storm water management per NYS Department of Environmental Conservation, and non-lighted, non-motorized signs less than 10 square feet per face/35 square feet for all faces.

TOWN OF TYRE – EXISTING ZONING

The Town of Tyre has four zoning classifications as outlined below:

- A: Agricultural
- R: Residential
- B: Business
- I: Industrial

The following districts are located within the study area along Route 96 within the Town of Tyre: Agricultural (A), Business (B), and Residential (R). Therefore only a summary of these districts will be presented.

Town of Tyre: A Agricultural

The intent of the Agricultural District is, "...to retain and promote agricultural and related uses of the land while allowing some development of scattered single-family dwellings." Any lands not specifically included in a designated zoning district in the Town are considered to be zoned agricultural. The permitted uses in the A district include farm buildings, single-family dwellings, two-family dwellings, tourist home/bed & breakfast, boardinghouses, churches, commercial greenhouses, day camps, home occupations, factory-built nonresidential structures, manufactured homes, public and commercial trails, public utilities, and veterinary services. Specially permitted uses in the A district consist of commercial livestock operations, agricultural service establishments, airports, limited, retail, and wholesale business, commercial feed lots, commercial kennels, group homes, commercial marinas, mining and extractive operations, manufactured home development, hotel/motel, motor vehicle repair, multifamily dwellings, gas stations, recreation/sports complex, restaurants, and shopping centers.

The table below summarizes the bulk and setback regulations for the A district:

Table APP A-20.
Bulk, Area, & Yard Requirements for the Town of Tyre A District

Dimensional Category	Requirement
Minimum Lot Width	150 feet
Minimum Lot Size	1 acre
Maximum Lot Coverage	No regulation identified
Front Setback	50 feet for dwellings; 75 feet for "other"
Side Setback	10 feet
Rear Setback	40 feet

Town of Tyre: B Business

The intent of the Business district is, "...to promote business development at advantageous locations for the convenience of the public and to minimize interference with residential development." The permitted uses in the B district include farm buildings, agricultural service establishments, boardinghouses, limited, retail, and wholesale business, churches, commercial greenhouses, commercial kennels, home occupations, hotel/motel, motor vehicle repair shop, multifamily dwellings, gas stations, private clubs, recreational/sports complex, tourist home/bed & breakfast, and veterinary services. Specially permitted uses in the B district consist of public and commercial trails, airports, campgrounds, group homes, factory-built structures on separate lot, public utilities and public service buildings, and shopping centers.

The table below summarizes the bulk and setback regulations for the B district:

Table APP A-21.
Bulk, Area, & Yard Requirements for the Town of Tyre B District

Dimensional Category	Requirement
Minimum Lot Width	150 feet
Minimum Lot Size	1 acre
Maximum Lot Coverage	No regulation identified
Front Setback	75 feet

Side Setback	15 feet
Rear Setback	40 feet

Town of Tyre: R Residential

The intent of the Residential district is, "...to promote residential development in areas of the community where they may eventually be serviced by public services and where there may be the least negative impact between residential and other uses." The permitted uses in the R district include single-family dwellings, two-family dwellings, farm buildings, factory-built structures on a separate lot, and manufactured homes on a separate lot. Specially permitted uses in the R district consist of multifamily dwellings, boardinghouses, churches, agricultural service establishments, limited and retail businesses, motor vehicle repair shops, public utilities, tourist home/bed and breakfasts, and veterinary services.

The table below summarizes the bulk and setback regulations for the R district:

Table APP A-22.
Bulk, Area, & Yard Requirements for the Town of Tyre R District

Dimensional	Requirement
Minimum Lot Width	150 feet
Minimum Lot Size	1 acre
Maximum Lot Coverage	No regulation identified
Front Setback	50 feet
Side Setback	10 feet
Rear Setback	40 feet

OVERVIEW OF PARKING REQUIREMENTS IN THE ROUTE 96 and 318 CORRIDOR

This section serves to summarize the minimum parking requirements that apply to municipalities that lie within 1000 feet of the Route 96 / Route 318 Rural Corridor Management Plan Study area. For each Town and Village for which this data was available, the existing parking requirements were reviewed and are presented in Table APP A-23 on the following page.

For comparison purposes, where minimum parking requirements are presented in terms of one space per square feet of floor area, these values were standardized to the number of spaces per 1,000 square feet. For example, a requirement listed as one space per 200 square feet in the Ordinance is listed in Table APP A-23 as 5 spaces per 1,000 square feet.

In instances where specific uses were not listed for each municipality, a note was drawn directly from each ordinance to indicate the procedure that would be applied to determine the number of spaces for that use. For the Village of Clifton Springs, for instance, uses not specified in the Ordinance would be submitted to the Code Enforcement Officer (CEO) for review and ruling; to the Zoning Board of Appeals (ZBA) in the Town of Phelps; and the Planning Board (PB) in the Village of Phelps.

The Town of Junius does not have an adopted zoning ordinance and therefore minimum parking requirements were not available for evaluation. The Town of Tyre's Zoning Ordinance does not include or note minimum parking requirements in Section 5.509, Off Street Parking.

Table APP A-23. Route 96/318 Rural Corridor Study - MINIMUM PARKING REQUIREMENTS

	Town of Manchester	Village of Manchester	Village of Clifton Springs	Town of Phelps	Village of Phelps
RESIDENTIAL					
Single family dwellings	2 per dwelling unit		2 per dwelling unit		1 per dwelling unit
Townhouses	2 plus 0.5 per unit		Determined by CEO	Determined by ZBA	Determined by PB
Home occupations	2 (additional parking)		Determined by CEO	1 per dwelling + 5 spaces	1 per dwelling + 5 spaces
Two-family dwellings	4 (2 per unit)		Determined by CEO	Determined by ZBA	Determined by PB
Apartment houses	2 per building plus 1 per bedroom plus 0.5 per building for overflow parking		Determined by CEO	1 for each apartment	1 for each apartment
Rooming houses	Not specified		1 per 2 bedrooms	Determined by ZBA	Determined by PB
Hotels and motels	1 per room + 1 per employee + 1 per 4		1 per unit	1 per unit	1 per unit
Bed & breakfasts	2 plus 1 additional per rented room		Determined by CEO	Determined by ZBA	Determined by PB
Senior citizen apartments	1.25 per dwelling unit		Determined by CEO	Determined by ZBA	Determined by PB
Adult residential care/nursing home	1 per 4 beds - 1 per employee		1 per 3 beds	1 per 3 beds	1 per 3 beds
COMMERCIAL					
Business property	5 per 1,000 sq. ft.		5 per 1,000 sq. ft.	Determined by ZBA	Determined by PB
Convenience restaurants	25 per 1,000 sq. ft.; minimum 20		Determined by ZBA	Determined by ZBA	Determined by PB
Restaurants	Not specified		5 per 1,000 sq. ft.	1 per 5 seats	1 per 5 seats
Shopping centers (25KSF - 400KSF)	4.5 per 1,000 sq. ft.		Determined by CEO	Determined by ZBA	Determined by PB
Regional shopping centers (>400KSF)	5 per 1,000 sq. ft.		Determined by CEO	Determined by ZBA	Determined by PB
Automobile/machine sales	Not specified		0.33 per 1,000 sq. ft.	Determined by ZBA	Determined by PB
All other retail & commercial	5 per 1,000 sq. ft.		5 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.
INDUSTRIAL					
Motor vehicle maintenance & repair	6 per repair bay		Determined by CEO	10 spaces	10 spaces
All other Industrial uses	2.5 per 1,000 sq. ft.		0.33 per 1,000 sq. ft.	1 per 1,000 sq. ft. + 1 per 4 employees based on maximum shift	1 per 1,000 sq. ft. + 1 per 4 employees based on maximum shift
Storage/warehousing	0.33 per 1,000 sq. ft.		0.33 per 1,000 sq. ft.	1 per 1,000 sq. ft.	1 per 1,000 sq. ft.
PUBLIC/CULTURAL/ASSEMBLY					
Bowling alleys	5 per alley + 1 per employee + 1 per person for other accessory uses		5 per alley + spaces for affiliated uses (bar, restaurant, etc.)	4 per alley	4 per alley
Tennis/handball courts	1 per 2 people + 1 per employee based on max. employees per shift		Determined by CEO	Determined by ZBA	Determined by PB
Auditoriums, community buildings, general assembly	1 per 2 persons for max. occupancy + 1 per employee based on max. number of employees per shift		1 per 5 seats	5 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Assembly halls without fixed seats	Not specified		1.0 per 1,000 sq. ft.	Determined by ZBA	Determined by PB
Libraries, galleries	Not specified		1.67 per 1,000 sq. ft.	Determined by ZBA	Determined by PB
Places of worship	1 per 2 persons at max. occupancy		1 per 5 seats	1 per 5 seats	1 per 5 seats
Tutorial home	Not specified		6 per parlor	10 spaces	10 spaces
Educational	1 per employee + 1 per 4 persons at max. occupancy		Determined by CEO	Determined by ZBA	Determined by PB
Day care	1 per 4 clients + 1 per employee		Determined by CEO	Determined by ZBA	Determined by PB
Health care	1 per 4 patients + 1 per employee		5 per 1,000 sq. ft.	Determined by ZBA	Determined by PB

Notes:

- For comparison purposes where applicable, all values were converted to 1,000 sq. ft. from the original tables.
- Generally speaking, where specific uses were not listed in the zoning ordinances reviewed for each municipality, it was noted that the proposed use would be reviewed by the appropriate governing body (CEO=Code Enforcement Officer; ZBA=Zoning Board of Appeals; PB=Planning Board) and the requirement for the use most similar to the one being proposed would apply.
- The Town of Junius does not have a zoning ordinance therefore minimum parking requirements were not available for inclusion in this summary.
- The Town of Tyre's Zoning Ordinance did not include or cite minimum parking requirements in Section 5.509 of the Ordinance.

Appendix B. Summary of Recent Planning Initiatives

This section serves to summarize the community planning efforts that have been completed for the municipalities located along the Route 96 and 318 corridor.

TOWN OF MANCHESTER, VILLAGE OF MANCHESTER, AND VILLAGE OF CLIFTON SPRINGS

Village of Manchester - Community Development Strategic Plan, 2006

The Village of Manchester completed a Community Development Strategic Plan in March 2006 that identifies a community vision, goals, and strategies to revitalize the Village economy and guide future growth and investment in the Village. The Plan provides an overview of the existing context of the Village and focuses on the revitalization potential of the Main Street area of the Village through a market segmentation & business analysis.

Goal 16 of the plan calls for the Village to “Foster economic development throughout the Village of Manchester.” The objectives of this goal that relate directly to the Route 96 corridor include:

- Encourage large-scale commercial development on Route 96 in the Village; and
- Ensure commercial trucking has adequate access to businesses located along NYS Route 96.

The Plan highlights that a key opportunity in the Village’s future revitalization effort is the easy access that exists from the NYS Thruway to the Village, but issues such as truck traffic on Main Street and aging infrastructure must be addressed for long-term success.

Village of Manchester Comprehensive Plan, 2005

The Village of Manchester adopted a Comprehensive Plan in November 2005 that presents a vision to promote a livable and sustainable community while protecting community character and capitalizing on the potential for economic growth and social advancement. The Plan addresses transportation, infrastructure, economic development, Main Street revitalization, recreation, senior housing, and opportunities for consolidation of services.

According to the plan, the goal for the Route 96 rural corridor should focus on economic development and the vacant land currently available for development around the intersection of Route 96 with Route 21 and the NYS Thruway. The “Action Step” related to this goal encourages:

“...new small service-based businesses to locate in the downtown district instead of in the Thruway interchange area, by 1) joining the downtown commercial district with the commercial district at the north end of the Village; and 2) within the newly formed district, prohibiting the types of retail facilities (strip plazas) that would directly compete with redevelopment of village historic commercial.”

The Plan also emphasizes the revitalization of the Village’s Main Street area and places a high priority on limiting competition within the Village for commercial development. The Plan calls for promoting development in commercial areas that complements and strengthens the desired neighborhood-scale business activities desired along Manchester’s Main Street.

Draft Profile of Village of Manchester Character Areas, 2006 (table/handout)

The Village of Manchester is working with the Ontario County Planning Department in an ongoing effort to produce Design Guidelines for the Village. A “Draft Profile of Village of Manchester Character Areas” was prepared in 2006 and highlights the Route 96/Route 21/NYS Thruway intersection as a key target area as the “northern entrance to the Village.” The Profile identifies goals for this area that include creating visually attractive commercial development that caters to travelers, providing a friendly visitor gateway to the Village and region, improving the visual quality of the Village entrance, and enhancing the pedestrian environment in this area, noting that the intersection is located only three-tenths (0.3) of a mile north of the Village Center.

The Profile then defines the Route 96/Route 21/NYS Thruway intersection as a potential “Travel Services Area” within the Northern Gateway character area, and articulates a proposed zoning district for this area:

“The intent of this district is to recognize the special service needs of the traveling public at a major highway interchange area. The purpose is to provide limited small-scale commercial and business uses and services that primarily serve the traveling public. These include accommodations, restaurants, repair and service stations, and convenience retail establishments.”

“Though these businesses may serve village residents, they are not intended to detract from, or supplant commercial and retail establishments found in the Village Center of Village Retail Districts.”

“This District is a critical part of the Village of Manchester. It introduces and orients the traveling public to this unique 19th century village. Therefore, the size, spacing, layout and design of parcels and structures will emphasize village scale and form, provide linkages to the village center, and minimize adverse impacts on adjoining residential areas.”

Town of Manchester/Village of Clifton Springs Joint Comprehensive Plan, 1999

The Town of Manchester and Village of Clifton Springs finalized a Joint Comprehensive Plan in January 1999. This document provides goals, objectives and policy statements that were adopted by the Manchester Town Board and the Village of Clifton Springs Board of Trustees in 1998 and address conservation, open space and environmental protection, growth management, agriculture, housing and residential land use, economic development, transportation and infrastructure, parks and recreation, and historic preservation. One goal focuses on commercial growth in the Village of Clifton Springs and its relationship to the Route 96 corridor:

Section V. Economic Development.

Goal: “To focus commercial growth in the Village of Clifton Springs, within the central business district and along Kendall and NYS Route 96, at appropriate scales of development.”

The objective for this goal emphasizes commercial land uses that do not adversely impact business in the Village’s central business district, are set back from public highways, provide appropriate internal vehicular and non-vehicular circulation and access, complement existing and future needs in this area, and apply landscaping requirements.

TOWN & VILLAGE OF PHELPS

Town & Village of Phelps Joint Comprehensive Plan, 2007

The Town and Village of Phelps prepared and finalized a Joint Comprehensive Plan in 2007. This document summarizes a vision focused on promoting the health and well-being of the residents of this area, and provides goals with objectives and implementation actions that are intended to be applied over time for land use planning and capital improvement projects.

The Business and Tourism section of the Joint Comprehensive Plan calls for "...responsible growth of business and tourism within the Town and Village, while respecting the character of our community." An objective of this goal is to "Minimize the inevitable impacts of such high intensity development on the Town and Village's primarily rural character by allowing it to occur only in suitable pre-selected areas." The Plan references the Route 14 Corridor Management Plan in this section as a resource when zoning changes are considered.

The Traffic & Transportation section of the Joint Comprehensive Plan calls for the creation and maintenance of traffic levels "...appropriate to the character and scale of the Town and Village context." An implementation action step associated with this goal specifically calls out the need for a traffic study to document, "...volume and flow of vehicular movement on major routes such as Route 96."

The 2007 Plan also provides targeted Appendices that provide more detail on demographics, agricultural context, business and tourism, environmental data and goals, historical information, housing, local law review, and recreational opportunities in the Town and Village.

Route 14 Corridor Management Plan, 2007

The City of Geneva, Town of Geneva, and Town of Phelps, through a NYSDOT Quality Communities Grant Initiative, completed a Corridor Management Plan for Route 14 in March 2007. Route 14 travels north-south parallel to the easternmost boundary of the Town of Phelps and forms part of the Route 96/Route 318 Rural Corridor study area as a brief transition zone connecting Route 96 north to Route 318 at the NYS Thruway Exit 42 interchange.

The Route 14 Corridor Management Plan was prepared to provide a build-out of the study area and prepare a vision and recommendations for the Corridor that addresses safety, congestion, access, and other traffic management issues. The Plan identifies five character areas in the Corridor, one of which addresses "Route 96 to Cross Road." This character area is zoned C-1 Commercial but is described as a "...transitional area in terms of character, with a mix of commercial, agricultural and residential uses through an area that is mostly wooded."

Through the build-out scenario, the Plan identified this character area as having potential for "haphazard development," individual curb cuts, and a wide variety of uses, but also noted that a key opportunity lies in the potential to provide a Gateway feature to welcome visitors to the area from the Thruway exit.

The recommendations for this character area addressed design standards for future development, a signage program to announce a traveler's arrival to the region, and zoning changes in this character area from C-1 Commercial to residential or agricultural with clearly-defined nodes of commercial areas.

TOWN OF JUNIUS AND TOWN OF TYRE

Only a Site Development Plan Review Ordinance for the Town of Junius and a Zoning Ordinance for the Town of Tyre were available for review in this area of the Route 96/Route 318 Rural Corridor study area. A summary of these documents is presented as part of the Zoning Summary.

Appendix C. Accident Data Screening

I. OVERVIEW ASSESSMENT

An accident screening has been conducted for the NYS Route 96/NYS Route 318 corridor defined by the following study limits:

- NYS Route 96: Western Limit of Town of Manchester to NYS Route 14;
- NYS Route 14: NYS Route 96 to NYS Route 318; and,
- NYS Route 318: NYS Route 14 to NYS Route 5/20.

This screening used accident data from the NYSDOT Safety Information Management System (SIMS) for a three year period (April 2004 through March 2007).

For the study period, three hundred and seventy-three (373) accidents were documented within the study limits. Approximately 35.4% (132/373) of these accidents contained an injury or fatality. Table APP C-1 provides an overview of the accident data for the corridor roadways described above. A more detailed discussion by specific location of the accident severity, rates, and patterns follows in this memo.

**Table APP C-1
Corridor Overview**

Location	Number of Accidents	Calculated Accident Rate	Statewide Average Accident Rate
Segment		Accidents/MVM	Accidents/MVM
NYS Route 96	216	1.42	1.79
NYS Route 14	38	4.50*	1.60
NYS Route 318	119	0.80	1.79

Note: Locations with accident rates that exceed the Statewide Average Accident Rate are denoted with an asterisk (*)

II. LOCATION SPECIFIC ASSESSMENT

A more detailed review of the accident history was conducted by delineating the study area by intersections that were located adjacent to I-90 interchanges. These intersections are:

- NYS Rt. 96 & NYS Rt. 21;
- NYS Rt. 14 & NYS Rt. 318; and,
- NYS Rt. 318 & NYS Rt. 414.

These intersections contained a notable number of accidents and were not representative of the adjacent of the roadway segments. Therefore, these intersections were removed from the segments and summarized separately.

Accident Severity

The roadway segment and intersection accident severity summaries are presented in Table APP C-2.

**Table APP C-2
Accident Severity
Study Segments and Intersections**

Location	Fatality	Non-Fatal Injury	Property Damage	Non-Reportable	Total
Segments					
NYS Rt. 96: Manchester Western Limits to NYS Rt. 21	0	1	2	1	4
NYS Rt. 96: NYS Rt. 21 to NYS Rt.14 Interchange	1	71	57	60	189
NYS Rt. 96: NYS Rt.14 Interchange	0	1	2	3	6
NYS Rt. 14: NYS Rt.96 Interchange	1	3	4	3	11
NYS Rt. 318: NYS Rt.14 to NYS Rt. 414	0	20	21	14	55
NYS Rt. 318: NYS Rt. 414 to NYS Rt. 5/20	0	13	12	13	38
Total	2	109	98	94	303
Intersections					
NYS Rt. 96 & NYS Rt. 21	0	4	8	5	17
NYS Rt. 14 & NYS Rt.318	1	8	11	7	27
NYS Rt. 318 & NYS Rt. 414	0	8	12	6	26
Total	1	20	31	18	70

Also, the accident data indicated that the NYS Route 96/CR 7 intersection and the NYS Route 96/CR 6 (Pre-Emption Road) intersection appeared to have notably more accidents than other similar intersections within the study area. The accident severity summaries for these locations are presented in Table APP C-3.

**Table APP C-3
Accident Severity For
County Route 7 and County Route 6 Intersections**

Location	Fatality	Non-Fatal Injury	Property Damage	Non-Reportable	Total
NYS Route 96 & CR 7	0	8	2	1	11
NYS Route 96 & CR 6 (Pre-Emption Road)	0	6	4	6	16

A total of three fatalities were documented within the study limits. The locations of the fatalities are presented in Table APP C-4.

**Table APP C-4
Fatality Summary**

Roadway Segment/Intersection	Specific Location
NYS Rt. 96: NYS Rt. 21 to NYS Rt.14 Interchange	NYS Route 96: RM 1087 (near CR 43)
NYS Rt. 14: NYS Rt.96 Interchange	NYS Route 14 / Old Street
NYS Route 14 / NYS Route 318	NYS Route 14 / NYS Route 318

There were a total of two reported pedestrian/bicycle accidents within the study limits. The location of the reported bicycle/pedestrian accidents is presented in Table APP C-5.

**Table APP C-5
Summary of Pedestrian & Bicycle Accidents**

Roadway Segment/Intersection	Specific Location
NYS Rt. 96: NYS Rt. 21 to NYS Rt.14 Interchange	NYS Route 96: RM 1087 (near CR 43)
NYS Route 14 / NYS Route 318	NYS Route 14 / NYS Route 318

Accident Rates

Calculated accident rates were compared to the Statewide Average Accident Rates for similar facilities. The traffic volumes used to calculate the accident rates were based on AADT information provided by the New York State Department of Transportation (NYSDOT).

Table 6 presents a summary of the accident rates for the study segments and intersections. Locations with accident rates that exceed the Statewide Average Accident Rate are denoted with an asterisk (*).

**Table APP C-6
Accident Rates**

Location	Calculated Accident Rate	Statewide Average Accident Rate
Segments	Accidents/MVM	Accidents/MVM
NYS Rt. 96: Manchester Western Limits to NYS Rt. 21	0.45	1.79
NYS Rt. 96: NYS Rt. 21 to NYS Rt.14 Interchange	1.34	1.79
NYS Rt. 96: NYS Rt.14 Interchange	1.41	1.60
NYS Rt. 14: NYS Rt.96 Interchange	2.61*	1.60
NYS Rt. 318: NYS Rt.14 to NYS Rt. 414	0.92	1.79
NYS Rt. 318: NYS Rt. 414 to NYS Rt. 5/20	1.02	1.79
Intersections	Accidents/MEV	Accidents/MEV
NYS Rt. 96 & NYS Rt. 21	0.80*	0.39
NYS Rt. 14 & NYS Rt. 318	1.19*	0.39
NYS Rt. 318 & NYS Rt. 414	1.36*	0.39
NYS Rt. 96 & CR 7	0.78*	0.22
NYS Rt. 96 & Pre-Emption Road	1.20*	0.22

Accident Patterns

For the locations where the calculated accident rate was above the Statewide Average Accident Rate the accident data was reduced into accident types/patterns. These locations are:

- NYS Route 14: NYS Route 96 Interchange
- NYS Route 96 / NYS Route 21
- NYS Route 14 / NYS Route 318
- NYS Route 318 / NYS Route 414
- NYS Route 96 / CR 7
- NYS Route 96 / CR 6 (Pre-Emption Road)

NYS Route 14 / NYS Route 96 Interchange

**Table APP C-7 - Accident Type
NYS Route 14 / NYS Route 96 Interchange**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	1	9%
Left Turn	1	9%
Rear End	3	27%
Overtaking	0	0%
Right Turn	0	0%
Fixed Object	4	37%
Pedestrian	0	0%
Animal	1	9%
Other	1	9%
Total	11	100%

Table 7 shows that fixed object accidents were the predominant accident type at this location. No specific accident patterns were identified.

The fatal accident was a right angle accident at Old Street, which is located directly to north of the interchange. A westbound vehicle failed to yield the right-of-way and pulled out in front of a northbound vehicle.

Based on information provided by NYSDOT, guide sign replacements were made on this roadway segment in 2007. There is not enough data to determine if this improvement has improved safety on the roadway segment.

NYS Route 96 / NYS Route 21

**Table APP C-8 - Accident Type
NYS Route 96 / NYS Route 21**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	3	18%
Left Turn	2	12%
Rear End	2	12%
Overtaking	3	18%
Right Turn	1	5%
Fixed Object	1	5%
Pedestrian	0	0%
Animal	2	12%
Other	3	18%
Total	17	100%

Table APP C-8 shows that there was not a predominant accident type.

NYS Route 14 / NYS Route 318

**Table APP C-9 - Accident Type
NYS Route 14 / NYS Route 318**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	2	7%
Left Turn	8	30%
Rear End	7	26%
Overtaking	3	11%
Right Turn	1	4%
Fixed Object	0	0%
Pedestrian	1	4%
Animal	3	11%
Other	2	7%
Total	27	100%

Table APP C-9 shows that left turn accidents were the predominant accident type at this location. Seven of the eight left turn accidents, including the fatal accident, involved a northbound vehicle turning in front

of a southbound vehicle. Common accident causes for the left turn accidents were failure to yield right-of-way and driver inattention.

The pedestrian accident involved an eastbound vehicle hitting a bicyclist crossing the intersection southbound.

Based on information provided by NYSDOT, signal phasing/timing adjustments were made at this intersection in 2006. The accident screening showed a reduction in left turn accidents involving northbound and southbound vehicles in late 2006 and 2007.

NYS Route 318 / NYS Route 414

**Table APP C-10 - Accident Type
NYS Route 318 / NYS Route 414**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	2	8%
Left Turn	8	31%
Rear End	6	23%
Overtaking	3	11%
Right Turn	1	4%
Fixed Object	1	4%
Pedestrian	0	0%
Animal	3	11%
Other	2	8%
Total	26	100%

Table APP C-10 shows that left turn accidents were the predominant accident type at this location. Four of the eight left turn accidents involved an eastbound vehicle turning in front of a westbound vehicle. Common accident causes for the left turn accidents were failure to yield right-of-way, driver inattention, and turning improperly.

There were also six rear end accidents. Three of the six rear end accidents involved eastbound vehicles. Common accident causes for the rear accidents were following too closely and unsafe speed.

NYS Route 96 / CR 7**Table APP C-11 - Accident Type
NYS Route 96 / CR 7**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	6	55%
Left Turn	1	9%
Rear End	0	0%
Overtaking	1	9%
Right Turn	0	0%
Fixed Object	1	9%
Pedestrian	0	0%
Animal	1	9%
Other	1	9%
Total	11	100%

Table APP C-11 shows that right angle accidents were the predominant accident type at this location. Four of the six right angle accidents involved a northbound vehicle colliding with a westbound vehicle. The prevalent cause for the right angle accidents was disregard of traffic control.

NYS Route 96 / CR 6 (Pre-Emption Road)**Table APP C-12 - Accident Type
NYS Route 96 / CR 6**

Accident Type	Number of Accidents	Percent of Total Accidents
Right Angle	3	19%
Left Turn	2	12%
Rear End	7	44%
Overtaking	0	0%
Right Turn	0	0%
Fixed Object	3	19%
Pedestrian	0	0%
Animal	0	0%
Other	1	6%
Total	16	100%

Table APP C-12 shows that rear end accidents were the predominant accident type at this intersection. Five of the seven rear end accidents involved either eastbound or westbound vehicles. These vehicles rear ended vehicles that were stopped in traffic, yielding to make a left turn. The prevalent causes for the rear end accidents were following too closely and driver inattention.

The two left turn accidents both involved an eastbound vehicle turning in front of a westbound vehicle. The prevalent cause for the left turn accidents was failure to yield right-of-way.