

ACKNOWLEDGMENTS

Route 14A Advisory Committee

Glenn Quackenbush, Benton Town Board
Douglas Marchionda, Mayor, Village of Penn Yan & Yates County Legislator
Steven Webster, Milo Town Board & Yates County Legislator
Stewart Corse, Chairman, Town of Barrington Planning Board
Judy Duquette, Trustee, Village of Dundee
George Lawson, Supervisor, Town of Starkey
David Hartman, Yates County Highway Superintendent
Chris Wilson, Yates County Planning
Jerry Stape, Yates County Planning Board
Carroll Graves, Yates County Planning Board
Steven Isaacs, Exec. Director, Yates County Industrial Development Agency
Douglas Robb, Yates County Planning Board (former)
Norman Snow, Supervisor, Town of Milo

Yates County Legislators

Robert Multer, Chairman
Patrick Flynn, Vice Chairman
Donna Alexander
Douglas Paddock
Taylor Fitch
Michael Briggs
Donald House
Deborah Flood
Douglas Marchionda, Jr.
Robert Nielsen
Nancy Taylor
James Multer
Steven Webster
William Holgate

Yates County Staff

Sarah Purdy, County Administrator
David Hartman, Highway Superintendent
Craig Prior, Assistant Highway Superintendent
Ronald Spike, Yates County Sheriff
Chris Wilson, County Planner (2005-present)
John Czamanske, County Planner (former)
Barbara Johnston, Interim Planner (former)

Yates County Chamber of Commerce

Mike Linehan, Director

New York State Department of Transportation

William Piatt, NYSDOT Region 6
James Clements, NYSDOT Region 6

Genesee Transportation Council

Richard Perrin, Executive Director
Stephen Gleason, Executive Director (former)

Project Consultants

Robert Elliott, P.E., Lu Engineers
David Tuttle, P.E., Lu Engineers
Frances Reese, Lu Engineers
Elizabeth Cheteney, Allee, King, Rosen & Fleming
Julie Salvo, Allee, King, Rosen & Fleming

Special thanks to:

Members of the Benton Mennonite Community

Yates County Soil and Water Conservation District, Genesee/Finger Lakes Regional Planning Council, and the Yates County Office of Real Property for providing data used for the property analyses and geographic information system maps.

Route 14A Corridor Study Yates County, New York

Final Report
May 2006



Table of Contents

1 INTRODUCTION 1-1

1.1 Purpose 1-1

1.2 Goals..... 1-1

1.3 Study Area..... 1-1

2 BACKGROUND AND PROCESS 2-1

2.1 Route 14A Background 2-1

2.2 Previous Studies..... 2-1

2.3 General Overview of the Study Process..... 2-1

2.4 Community Participation 2-2

3 BASELINE INFORMATION REPORT 3-1

3.1 Physical Characteristics of the Study Area 3-1

 3.1.1 General 3-1

 3.1.2 Town of Benton 3-3

 3.1.3 Town of Milo 3-5

 3.1.4 Town of Barrington 3-7

 3.1.5 Town of Starkey 3-8

 3.1.6 Village of Penn Yan..... 3-9

 3.1.7 Village of Dundee..... 3-12

3.2 Highway Operating Conditions 3-13

 3.2.1 Bridge Condition Assessment..... 3-28

 3.2.2 Traffic Assessment 3-30

 3.2.3 Accident Assessment and Potential Problem Areas 3-32

3.3 Amenities and Infrastructure 3-34

 3.3.1 Infrastructure..... 3-34

 3.3.2 Amenities 3-35

 3.3.3 Facilities 3-37

3.4 Planned Transportation Improvements..... 3-38

 3.4.1 New York State..... 3-38

 3.4.2 Yates County 3-39

 3.4.3 Town of Barrington 3-39

 3.4.4 Town of Benton 3-40

 3.4.5 Town of Milo..... 3-40

 3.4.6 Town of Starkey 3-40

 3.4.7 Village of Penn Yan..... 3-40

 3.4.8 Village of Dundee..... 3-41

Table of Contents
continued

3.5 Zoning Overview and Land Use Regulations	3-41
3.5.1 Analysis of Zoning Regulations	3-41
3.5.2 Town of Benton	3-46
3.5.3 Village of Penn Yan.....	3-49
3.5.4 Town of Milo.....	3-53
3.5.5 Town of Barrington	3-56
3.5.6 Village of Dundee.....	3-58
3.5.7 Town of Starkey	3-60
3.6 Land Use and Market Trends	3-63
3.6.1 Land Use - Town of Benton	3-63
3.6.2 Land Use - Village of Penn Yan.....	3-67
3.6.3 Land Use - Town of Milo	3-70
3.6.4 Land Use - Town of Barrington.....	3-72
3.6.5 Land Use - Village of Dundee	3-73
3.6.6 Land Use - Town of Starkey.....	3-75
3.6.7 Market Factors and Trends - Population	3-76
3.6.8 Market Factors and Trends - Economic Profile.....	3-78
3.6.9 Market Factors and Trends - Market Opportunities	3-85
3.6.10 Market Factors and Trends - Market Challenges	3-87
3.7 Other Information	3-89
3.7.1 Salt Usage	3-89
4 NEEDS ASSESSMENT	4-1
4.1 Safety	4-1
4.1.1 Town of Benton	4-1
4.1.2 Village of Penn Yan.....	4-2
4.1.3 Town of Milo.....	4-2
4.1.4 Town of Barrington	4-3
4.1.5 Village of Dundee.....	4-3
4.1.6 Town of Starkey	4-5
4.1.7 Non-Motorized Vehicles	4-5
4.2 Efficiency	4-7
4.3 Maintenance	4-8
4.4 Economic Development	4-9
4.4.1 Access to Jobs and Shopping for Residents	4-10
4.4.2 Access to Local Businesses	4-10
4.4.3 Horizon Business Park.....	4-11
4.4.4 Tourism.....	4-11
4.4.5 Access to Farms	4-12

Table of Contents
continued

4.5	Future Land Use	4-13
4.5.1	Town of Benton	4-14
4.5.2	Village of Penn Yan.....	4-14
4.5.3	Town of Milo.....	4-14
4.5.4	Town of Barrington	4-15
4.5.5	Village of Dundee.....	4-15
4.5.6	Town of Starkey	4-15
4.6	Zoning Needs	4-15
4.6.1	Town of Benton	4-16
4.6.2	Village of Penn Yan.....	4-17
4.6.3	Town of Milo.....	4-17
4.6.4	Town of Barrington	4-18
4.6.5	Village of Dundee.....	4-19
4.6.6	Town of Starkey	4-20
4.7	Other Information	4-20
4.7.1	Potential Effect of De-Icing Salt on Agricultural Fields	4-20
5	ALTERNATIVES	5-1
5.1	Safety	5-1
5.1.1	Town of Benton	5-1
5.1.2	Village of Penn Yan.....	5-2
5.1.3	Town of Milo.....	5-3
5.1.4	Town of Barrington	5-4
5.1.5	Village of Dundee.....	5-6
5.1.6	Town of Starkey	5-9
5.1.7	Non-Motorized Vehicle Needs	5-9
5.2	Efficiency	5-12
5.2.1	Village of Penn Yan.....	5-12
5.2.2	Village of Dundee.....	5-13
5.3	Maintenance Alternatives	5-14
5.3.1	Town of Benton	5-14
5.3.2	Village of Penn Yan.....	5-14
5.3.3	Village of Dundee.....	5-17
5.4	Economic Development Alternatives	5-19
5.4.1	Origin-Destination Survey	5-19
5.4.2	Support for Local Businesses	5-19
5.4.3	Horizon Business Park.....	5-22
5.4.4	Tourism.....	5-22
5.4.5	Alternatives to Support Agribusiness	5-24

Table of Contents
continued

5.5 Future Land Use Alternatives	5-24
5.5.1 Town of Benton	5-24
5.5.2 Village of Penn Yan.....	5-26
5.5.3 Town of Milo.....	5-27
5.5.4 Town of Barrington	5-27
5.5.5 Village of Dundee.....	5-28
5.5.6 Town of Starkey	5-29
5.6 Regulatory and Zoning Alternatives	5-29
5.6.1 Town of Benton Zoning and Regulatory Alternatives	5-30
5.6.2 Village of Penn Yan.....	5-32
5.6.3 Town of Milo.....	5-33
5.6.4 Town of Barrington	5-34
5.6.5 Village of Dundee.....	5-36
5.6.6 Town of Starkey	5-37

Tables

Table 3.2-1	Summary of Traffic Control Signals Route 14A-Penn Yan	3-25
Table 3.2-2	Summary of Bridges Route 14A-Yates County.....	3-29
Table 3.2-3	Summary AADT Counts State Highways Route 14A Corridor	3-30
Table 3.2-4	Summary Accidents Route 14A-Yates County 1997-1999	3-33
Table 3.5-1	Comparison of Zoning Regulations along Route 14A Corridor.....	3-42
Table 3.6-1	Population Trends in Yates County	3-77
Table 3.6-2	Household Trends in Yates County	3-77
Table 3.6-3	Study Area Income Characteristics.....	3-78
Table 3.6-4	Yates County Industry Profile - 2000	3-79
Table 3.6-5	Yates County Industry Profile - 2000	3-80
Table 3.6-6	Top Ten Employers in Yates County.....	3-80
Table 3.6-7	Percentage of Workers and Place of Work.....	3-81
Table 3.6-8	Travel Time to Work	3-81
Table 3.6-9	Comparison of Per Acre Agricultural Land Values.....	3-82
Table 3.6-10	Per Acre Agricultural Land Prices (1997-June 2002).....	3-83
Table 3.6-11	Comparison of Commercial and Industrial Property Values (1997-2002)...	3-84

Figures

Figure 1-1. Map - Study Area Location Map	1-2
Figure 1-2. Map - Detailed Corridor Location Map	1-3
Figure 3-1. Map - Route 14A, Yates County Corridor	3-2
Figure 3-2. Map - Town of Benton.....	3-3

Table of Contents

continued

Figures continued

Figure 3-3. Photo - Town of Benton at Buckle Road/Route 14A.....	3-4
Figure 3-4. Map - Town of Milo.....	3-5
Figure 3-5. Map - Town of Barrington	3-7
Figure 3-6. Map - Town of Starkey	3-8
Figure 3-7. Map - Village of Penn Yan	3-9
Figure 3-8. Map - Village of Dundee.....	3-12
Figure 3-9. Photo - Pavement Transition at Chambers Road	3-16
Figure 3-10. Photo - Route 14A at Bigelow Street.....	3-17
Figure 3-11. Photo - Route 14A at Hollister Street	3-17
Figure 3-12. Photo - Route 14A at Water Street.....	3-18
Figure 3-13. Photo - Route 14A Looking East toward Village of Dundee.....	3-19
Figure 3-14. Photo - Route 14A at Windmill Farm & Craft Market	3-20
Figure 3-15. Photo - Route 14A at Windmill Farm & Craft Market	3-21
Figure 3-16. Photo - Route 14A at Windmill Farm & Craft Market	3-21
Figure 3-17. Photo - Route 14A at Windmill Farm & Craft Market	3-22
Figure 3-18. Photo - Route 14A at Second Milo Road.....	3-23
Figure 3-19. Photo - Route 14A at Horizon Business Park	3-23
Figure 3-20. Photo - Route 14A at Route 54	3-24
Figure 3-21. Photo - Route 14A Looking South into Penn Yan.....	3-26
Figure 3-22. Photo - Route 14A at Tomion’s Farm.....	3-27
Figure 3-23. Benton and Milo - Generalized Zoning	3-44
Figure 3-24. Barrington and Starkey - Generalized Zoning	3-45
Figure 3-25. Photo - Tomion’s Farm Market.....	3-64
Figure 3-26. Photo - Tomion’s Farm Market.....	3-64
Figure 3-27. Photo - Benton Center United Methodist Church	3-65
Figure 3-28. Photo - Ace Auto.....	3-66
Figure 3-29. Photo - Historic School Building and Baldwin Road Cemetery.....	3-66
Figure 3-30. Photo - Route 14A/Route 54A at Hess Gas Station.....	3-68
Figure 3-31. Photo - Route 14A/Elm Street at Sunoco Gas Station	3-69
Figure 3-32. Photo - Route 14A at Friendly Dodge.....	3-70
Figure 3-33. Photo - Route 14A at Mac’s Ice Cream Shop	3-71
Figure 3-34. Photo - Route 14A at Finger Lakes Produce Auction.....	3-71
Figure 3-35. Photo - Route 14A at Pond, Town of Barrington.....	3-72
Figure 3-36. Photo - Route 14A at Windmill Farm & Craft Market	3-72
Figure 3-36A. Photo - Route 14A at Windy Acres.....	3-73
Figure 3-37. Photo - Route 14A at Sunoco Station in Dundee.....	3-74
Figure 3-38. Photo - Route 14A at Sunoco Station in Dundee.....	3-74
Figure 3-39. Photo - Route 14A at Dundee’s Southern Gateway.....	3-75
Figure 3-40. Photo - Route 14A at Entrance to the Town of Starkey.....	3-76
Figure 5-1. Map - Potential alternative truck routes in Penn Yan	5-16

Table of Contents
continued

Appendices

APPENDIX A. Selected References

APPENDIX B. Build-Out Analysis

(Note: This document is available for review at the
Yates County Planning Office, 417 Liberty Street, Penn Yan, NY 14527)

1 INTRODUCTION

1.1 Purpose

To develop an achievable plan to improve the safety and efficiency of the Route 14A corridor and to enhance its contribution to the character and economic development goals of the communities it serves within Yates County. To achieve this purpose, this study provides:

- An inventory of existing and planned transportation, land use, and economic development characteristics and conditions along the corridor;
- Identification of existing and projected transportation, land use, and economic development issues, needs, and opportunities in the corridor; and
- Achievable recommendations and strategies for transportation, land use, economic development, and other identified issues of the corridor.

1.2 Goals

The goals of the Route 14A Corridor Study are to:

- Support the economic vitality of Yates County and the Finger Lakes regions through transportation planning and decision-making along the corridor that promotes balanced community and economic development;
- Increase safety for motorized and non-motorized users of the corridor through improved transportation designs, services, and education programs that minimize conflicts between existing and planned uses;
- Protect, enhance, and promote the corridor's historic and cultural resources through transportation planning and decision-making that respects the rural character and nature of Yates County;
- Address corridor-wide transportation issues through improved inter-municipal coordination and local community planning efforts that balances support for local land use and development objectives with broader community goals;
- Strengthen the ability of Yates County to implement transportation and infrastructure improvements along the corridor through coordinated revenue and cost strategies; and
- Promote planning efforts that protect the natural and scenic resources of the Finger Lakes region for future generations of both residents and tourists.

1.3 Study Area

The study area encompasses the Route 14A corridor in Yates County and is approximately 23 miles long. Route 14A extends from the Ontario-Yates County line through the towns of Benton, Milo, Barrington, and Starkey, and the villages of Penn Yan and Dundee. It continues south to the Yates-Schuyler County line, northwest of the Village of Watkins Glen.

The corridor is defined as 1,000 feet on either side of the centerline of Route 14A. (Please refer to the *Study Area Location Map*-Figure 1-1, and *Detailed Corridor Location Map*-Figure 1-2).

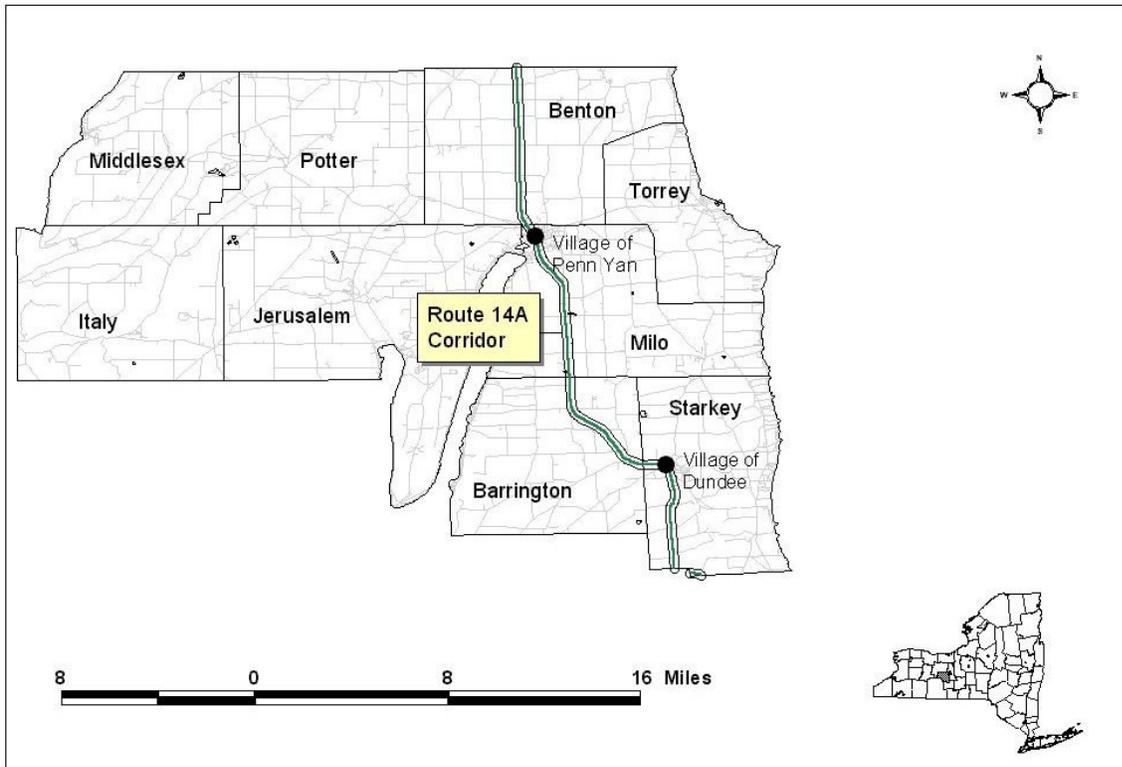


Figure 1-1. Study Area Location Map

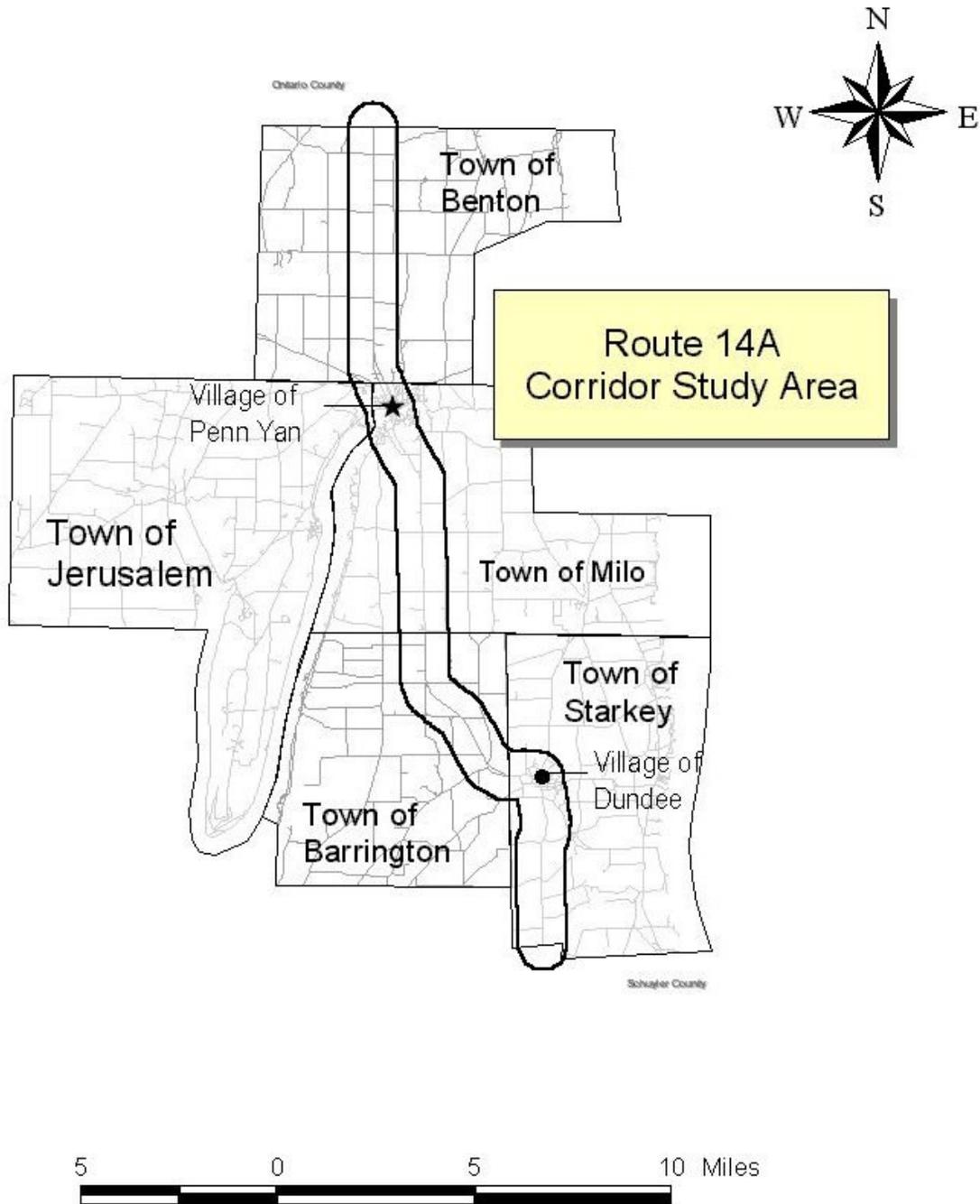


Figure 1-2. Detailed Corridor Location Map

2 BACKGROUND AND PROCESS

2.1 Route 14A Background

Route 14A is one of the most important transportation routes in and through Yates County. Route 14A represents one of the key links to nearby regional centers (Penn Yan, Canandaigua, and Geneva) and provides access to other state highways. The use of Route 14A as a travel corridor has increased significantly in the past ten years as a result of increased agricultural, economic, and tourist activity within the county, as well as from steady population growth.

Recent census data shows that the population of Yates County increased from 22,810 persons in 1990 to 24,621 persons in 2000 – an increase in population of 7.9%. The towns of Barrington and Benton experienced double-digit population growth rates between 1990 and 2000 as a result of the growth of the Mennonite population in these towns. Other communities, such as the Town of Starkey and the Village of Dundee, have also seen population increases over the past decade, although not as dramatic.

This document provides a significant examination of transportation and its relationship with land uses along the corridor.

2.2 Previous Corridor Studies

An in-depth study of the transportation issues and needs of Yates County has not been completed since the 1970s. Thus, the Route 14A corridor study represents an important effort to address and improve safety and efficiency on the Yates County Transportation network.

2.3 General Overview of the Study Process

The idea to do a Route 14A corridor study was developed by Yates County for inclusion in the Unified Planning Work Program (UPWP), which is produced by the Genesee Transportation Council (GTC), the designated Metropolitan Planning Organization (MPO) for the Genesee-Finger Lakes region. In order to qualify for the receipt of federal highway and transit funds, the Governor of New York State designated GTC as the MPO for the region. Through the UPWP, Yates County received federal funding for the Route 14A Corridor Study, with GTC providing administrative support and contract management.

After inclusion of the Route 14A corridor study into the UPWP, Yates County and GTC prepared and published a Request for Proposals to select a consultant to assist in study coordination, study development, public participation, and final study preparation. The final step in the corridor planning process is to identify and seek out funding to implement recommended transportation improvements and other follow-on activities. Recommendations for transportation and operating system improvements originating from this study may be incorporated into future transportation improvement plans at the municipal, county, and state levels.

2.4 Community Participation

Part of the study process included community participation. One component of community participation included input, review, and recommendations from a steering committee consisting of representatives from the towns and villages served by Route 14A, representatives from local planning and economic development agencies, and representatives of regional and state agencies. The study process included four steering committee meetings. Steering committee members included:

- Chris Wilson – Yates County Planning Department
- David Hartman – Yates County Highway Department
- Steven Isaacs – Yates County Industrial Development Agency
- George Lawson - Supervisor, Town of Starkey
- Jerry Stape - Yates County Planning Board
- Carroll Graves - Yates County Planning Board
- Douglas Robb – Yates County Planning Board (*former*)
- Douglas Marchionda, Jr. – Mayor, Village of Penn Yan and Yates County Legislator
- Edward Raps – Supervisor, Town of Starkey
- Steven Webster – Councilman, Town of Milo and Yates County Legislator
- William Piatt – New York State Department of Transportation, Region 6, Hornell
- Judy Duquette – Trustee, Village of Dundee
- Stewart Corse – Town of Barrington Planning Board
- Glenn Quackenbush – Councilman, Town of Benton
- Mike Christensen – Trustee, Village of Penn Yan
- John Czamanske – Yates County Planning Department (*former*)
- Richard Perrin – Genesee Transportation Council
- Stephen Gleason – Genesee Transportation Council (*former*)

Another component of community participation includes input and review by the general public through a series of public meetings. Two public meetings were included in the study process.

The first public meeting presented an assessment of existing conditions and identified possible land use and transportation improvements. The meeting included a presentation of “build out” scenarios that outlined anticipated impacts from land uses that may develop along the corridor under a full development scenario.

The second public meeting provided feedback from the community on the draft report and included an overview of identified needs, recommendations, and follow-on strategies.

3 BASELINE INFORMATION REPORT

3.1 Physical Characteristics of the Study Area

3.1.1 General

The Yates County Route 14A Corridor is located in the central Finger Lakes Region of New York. It includes portions of four townships and two villages, including the Towns of Benton, Milo, Barrington and Starkey, and the Villages of Penn Yan and Dundee. The 23.32-mile long corridor is located between Keuka Lake and Seneca Lake, two of the Finger Lakes. The study area extends one thousand feet to either side of the centerline of Route 14A within Yates County.

The corridor is mainly located on a plateau between Keuka and Seneca Lakes. The topography ranges from gently rolling to quite steep. Steeper slopes are found adjacent to stream channels. The highest point along Route 14A in Yates County is at an elevation of approximately 1,425 feet near the intersection of Welker Road in the Town of Barrington, north of Dundee. The lowest point at elevation 715 feet is located in the Village of Penn Yan at the Keuka Outlet channel.

From Welker Road south to the Schuyler County line, all of the stream channels carried under Route 14A are tributaries of Seneca Lake. From Welker Road north to Kimball Gully on the south edge of the Village of Penn Yan, the stream channels are tributaries of Keuka Lake. Keuka Lake discharges into the Keuka Outlet, a major tributary of Seneca Lake. The lake level of Keuka Lake is maintained at approximately 715 feet above sea level by a control gate in the Keuka Outlet.

The elevation of the roadway rises steadily from the Keuka Outlet bridge in Penn Yan to a secondary high point of approximately 1,120 feet at Baldwin Road in the Town of Benton. An elevation of 1,100 to 1,120 feet is maintained from Baldwin Road to Havens Corners Road.

From Baldwin Road south to the Keuka Outlet, all stream channels carried under Route 14A discharge into Jacobs Brook, a tributary of the Keuka Outlet. From Baldwin Road north to the Ontario County Line, streams carried under Route 14A are tributaries of Kashong Creek, a tributary of Seneca Lake.

Several areas of steep slopes also characterize the corridor. These areas are located on the west side of Route 14A from the Schuyler County Line to Bossard Road in the Town of Starkey, on the north side of Route 14A from Hillcrest Drive to Pre-Emption Road in the Village of Dundee, on the west side of Route 14A from Porters Corners Road to Welker Road in the Town of Barrington, and on the east side of Route 14A from the Penn Yan north village line to Baldwin Road in the Town of Benton.

Shale bedrock is exposed along the east side of Route 14A near South Avenue in the Village of Penn Yan. Bedrock is also exposed in the channel bottom of Big Stream in the Village of Dundee.

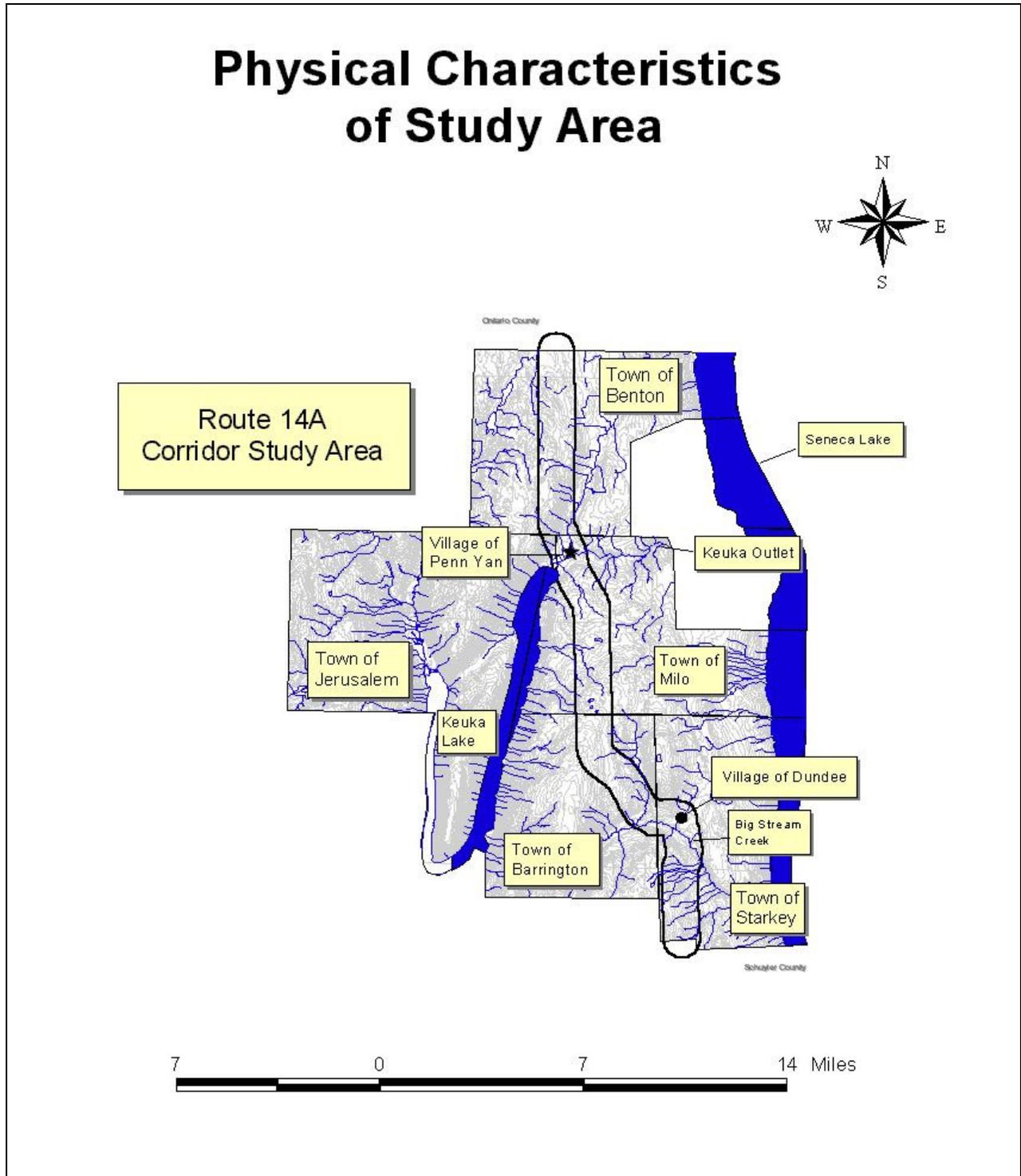


Figure 3-1. Route 14A, Yates County Corridor

The project corridor can be divided into two distinct geographic areas: the Central Lowland in the northern half of Yates County, and the Allegheny Plateau to the south and west. These two landforms are divided by the Portage Escarpment, which crosses the corridor in the Village of Penn Yan. The Central Lowland is distinguished by gently sloping hills and valleys that gradually become flatter as one travels further north toward Lake Ontario. Typically, surface and groundwaters within the Lowland area drain northward and enter the Great Lakes Basin.

The Allegheny Plateau covers the southern half of the project area. It is distinguished by a series of steep hills and large valleys. Stream channels are deeply dissected. The difference in elevation from the top of the Allegheny Plateau to the elevation of Seneca Lake is approximately 1,200 feet. The southern ends of Keuka Lake and Seneca Lake are located within the Allegheny Plateau. Lake views from the top and sides of the plateau are some of the most spectacular in the Finger Lakes Region.

3.1.2 Town of Benton

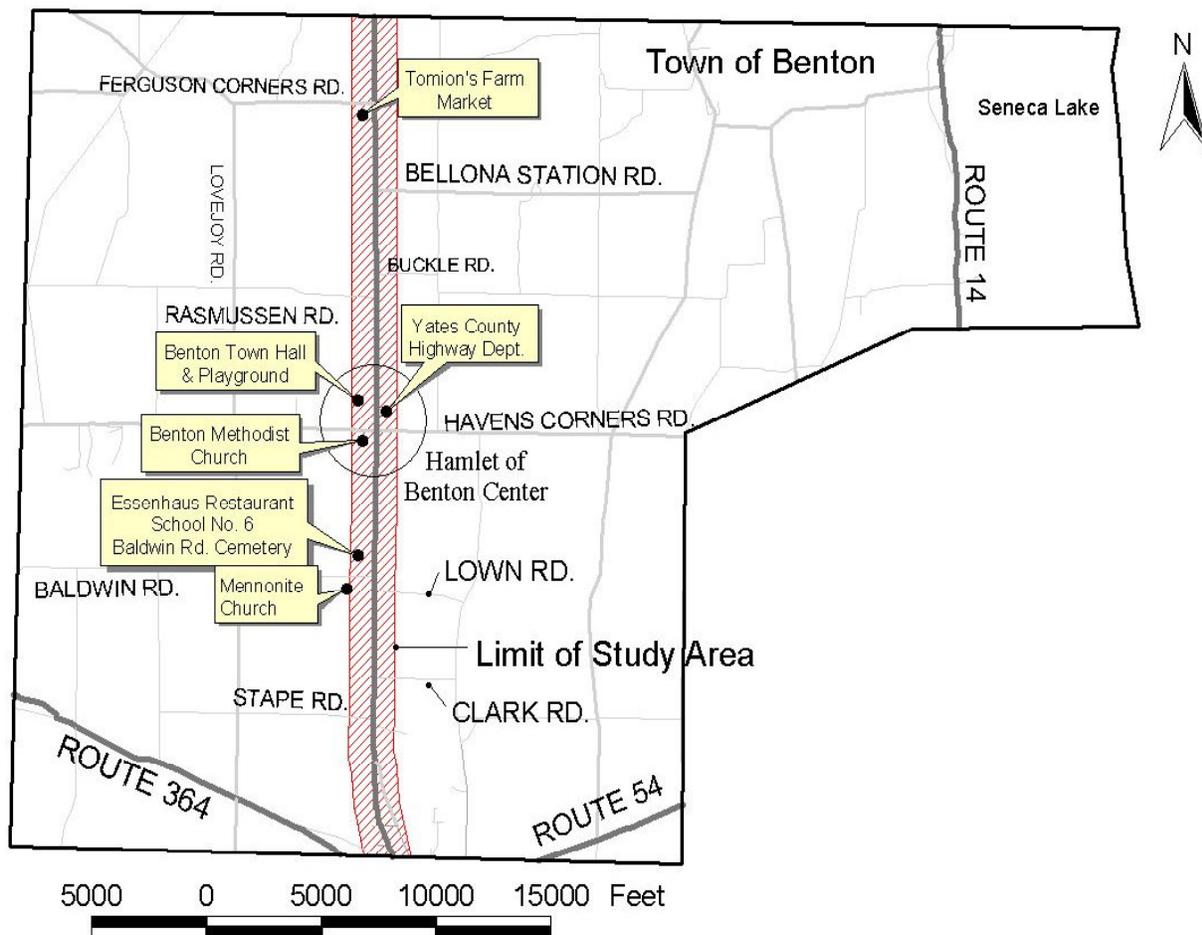


Figure 3-2. Town of Benton

The Town of Benton is the northeastern-most town in the Route 14A Corridor. It is the second largest town in Yates County, with an area of 32,345 acres. Seneca Lake forms the eastern border of the town. The town is also bordered by Ontario County on the north, the Town of Torrey on the southeast, the towns of Milo and Jerusalem to the south, and the Town of Potter to the west. The northern portion of the Village of Penn Yan is located in the southern portion of the Town of Benton. The town is almost entirely within a County-designated, State-certified Agricultural District.

The Route 14A corridor in the Town of Benton is predominantly rural with well-kept farms and outbuildings. Members of the local Mennonite community have started farmstands, agricultural businesses and equipment repair shops along the Route 14A corridor. Developed areas within the corridor study area include the hamlet of Benton Center at the intersection of Havens Corners Road and the northern end of the Village of Penn Yan.

Significant areas of State and Federal freshwater wetlands are found within the Route 14A corridor northwest of Ferguson Corners Road, west of Route 14A opposite Bellona Station Road, west of Route 14A south of Havens Corners Road and south of Baldwin Road. These wetlands are generally located 300 to 500 feet back from Route 14A, and are not likely to affect most roadfront land uses.



Figure 3-3. View of Seneca Lake Valley looking east from Buckle Road and Route 14A, Town of Benton

The Route 14A corridor includes several locations where travelers can observe scenic views of agricultural fields, woodlots, pastures, and the spectacular Seneca Lake Valley. A particularly beautiful pastoral scene is visible looking east from the intersection of Buckle Road and Route 14A (Figure 3-3). Other scenic views are visible from Route 14A near the Baldwin Road Cemetery, School House No. 6 and the Essenhaus Restaurant.

Historic features within the Route 14A corridor in Benton include the Benton Methodist Church (ca. 1855) at the southwest corner of Havens Corners Road and Route 14A, School No. 6 and the Baldwin Road Cemetery at the northwest corner of Route 14A and Baldwin Road.

Other important cultural features within the Route 14A corridor include a Mennonite church located on Baldwin Road.

3.1.3 Town of Milo

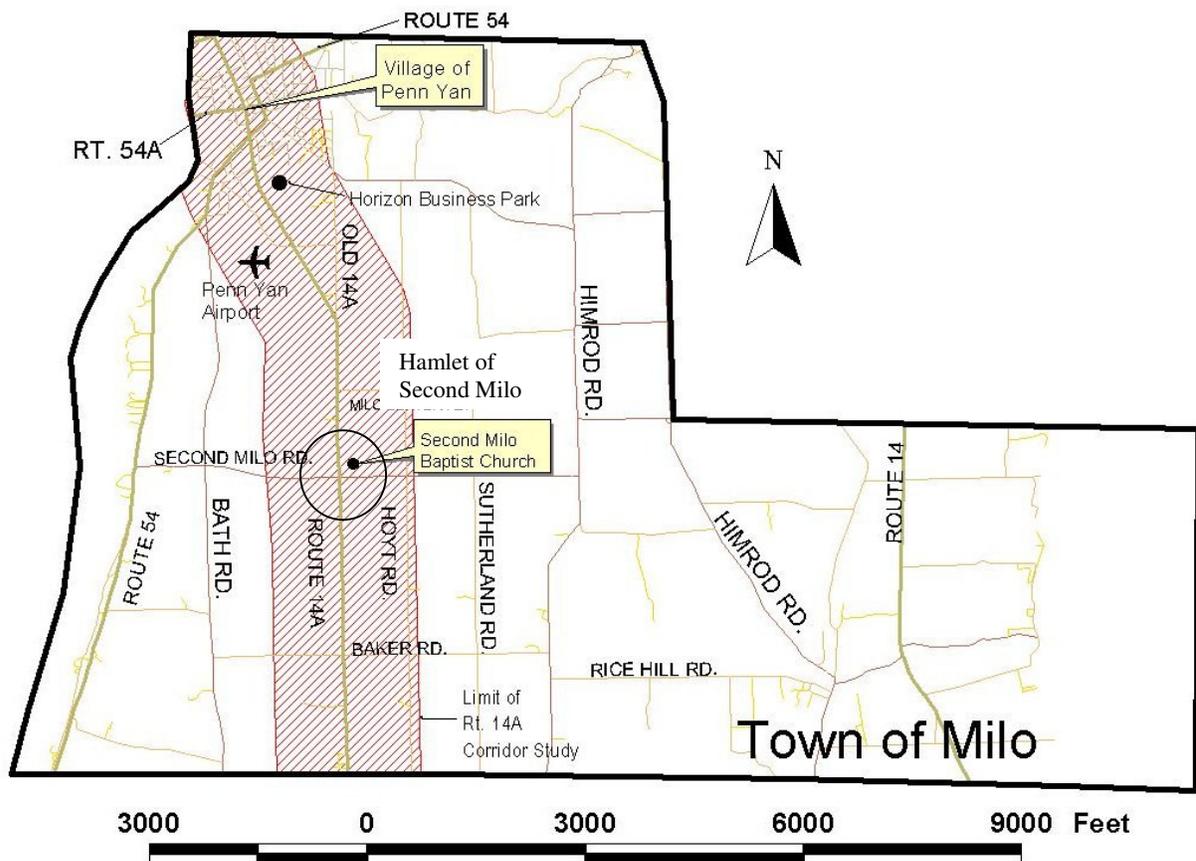


Figure 3-4. Town of Milo

The Town of Milo is located south of the Town of Benton and includes the southwestern part of the Village of Penn Yan. The Town encompasses 31,166 acres of land. It is the only town in Yates County that has shoreline on both Seneca and Keuka Lakes. With the inclusion of a portion of the Village of Penn Yan, Milo has the largest amount of developed land within Yates County. The project corridor includes the hamlet of Second Milo.

The Keuka Outlet is the most prominent physical feature of the town within the Corridor. The Outlet carries the outflow of Keuka Lake to Seneca Lake in a 7-mile long scenic valley. The deeply incised channel is heavily wooded, and historically significant for the many ruins of mills that are found along its route.

The Keuka Outlet Trail is one of the most important recreational resources in Yates County. This regionally important hiking and bicycling trail follows the Keuka Outlet channel and links the communities and Penn Yan, on Keuka Lake, and Dresden, on Seneca Lake. It was constructed along the route of the abandoned New York Central railroad, which was built on the original route of a canal that connected Keuka and Seneca Lakes. The Outlet Trail is heavily used by Yates County residents as well as tourists. It is especially popular during the fall color season. Parking for the Outlet Trail is located in the Village of Penn Yan at the Keuka Street Boat Launch and at the Elm Street Sports Complex.

The Route 14A corridor in Milo is predominantly agricultural. South of Old Route 14A, much of the corridor is included within the County Agricultural District. Pastures, crop lands and forested hillsides dominate the views along the corridor between Milo Center Road and the Barrington-Milo town line.

A few commercial and industrial developments are located just south of the Village of Penn Yan. These include the Friendly Dodge car dealership at the southeast corner of Kimball Road and Route 14A, Cooter's Used Cars at the corner of Old Route 14A and Route 14A, and A.L. Blades building and paving contractor's yard.

The Route 14A Corridor also includes a portion of the Penn Yan-Yates County Airport. This airport is significant to the Yates County economy because it is the only facility capable of landing small corporate jets. The airport is accessible from Bath Road, but is not directly accessible from Route 14A. The end of the east-west runway (Runway 10-28) is located approximately 100 feet west of the edge of Route 14A south of Kimball Road. A large berm blocks the end of the runway from Route 14A. Land uses in the corridor at the end of this runway are affected by the runway protection zone.

Historic resources along the Route 14A corridor in Milo include the Second Milo Baptist Church at the northeast corner of Route 14A and Second Milo Road, and several cemeteries.

The Finger Lakes Produce Auction is located just north of the Milo-Barrington Town line. The facility serves as a produce outlet for numerous producers in the region.

3.1.4 Town of Barrington

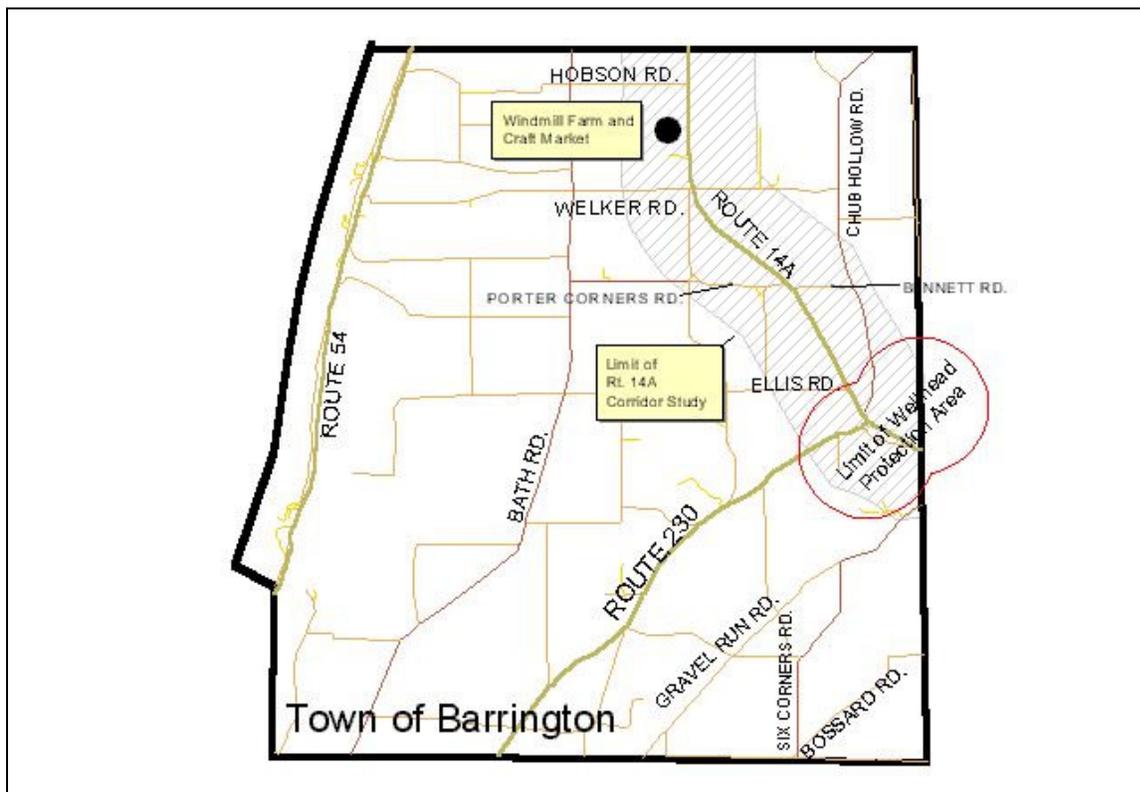


Figure 3-5. Town of Barrington

The Town of Barrington is a largely undeveloped municipality located south of the Town of Milo and west of the Town of Starkey. It comprises approximately 23,957 acres of steeply sloping hills and valleys. The Town is bordered by Keuka Lake on the west, Schuyler County to the south, the Town of Starkey to the east, and the Town of Milo to the north, and a small segment of Steuben County to the southwest. The Town of Barrington has no settlement centers within the corridor.

The Route 14A Corridor reaches its highest elevation at 1,425 feet near the intersection of Welker Road. The elevation of Route 14A rises approximately 400 feet from its low point in the Crystal Valley at Route 230 to Welker Road. The average grade change in this section is 3.7%.

The Route 14A corridor offers many memorable views of the Keuka and Seneca valleys as it passes along a central ridge between Porter's Corners Road and Welker Road. Wooded hillsides, strip-cropped fields and pastures dominate the landscape.

An area of roadfront commercial development is growing up between Hobson Road and the Milo-Barrington town line. This commercial area includes the Windmill Craft and Farm Market, and several farm supply businesses. The Windmill features local crafts, foods and produce. It is open to the public on Saturdays from late April to mid-December. The

Windmill is a regionally important attraction for tourists and local residents, drawing between 8,000 to 10,000 people on busy summer and fall weekends. Traffic congestion develops along Route 14A on weekends when market-goers' turning movements conflict with through traffic. Parking space at the Windmill is insufficient to accommodate the numbers of cars, trucks and horse-drawn vehicles on Saturdays.

Scattered parcels are located within the County Agricultural District in the Barrington section of the corridor.

The corridor study area also includes a portion of the Village of Dundee's Wellhead Protection District No. 2. This area includes the intersection of Route 230 and Route 14A. Roadfront development within the Wellhead Protection Area is restricted and requires a permit from the Town of Barrington Planning Board.

3.1.5 Town of Starkey

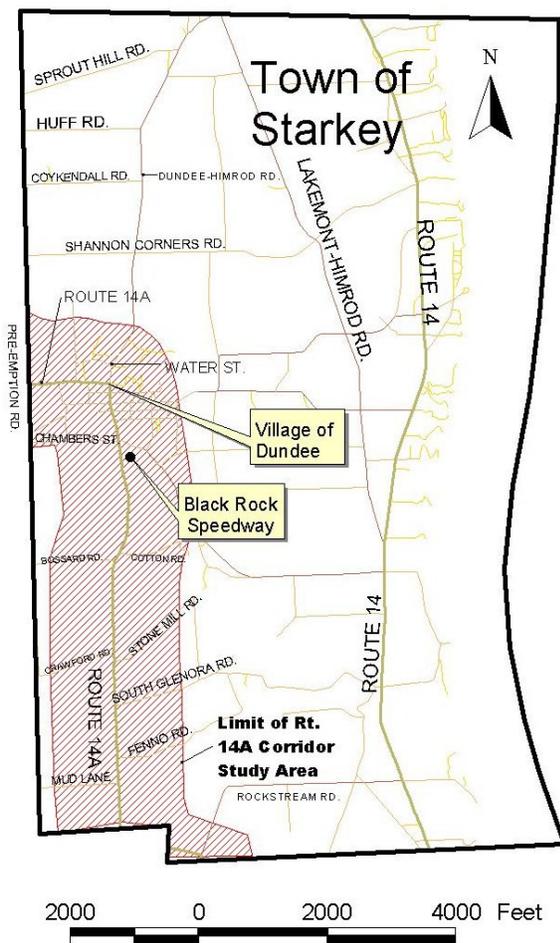


Figure 3-6. Town of Starkey

The Town of Starkey is the southeastern-most town in the Yates County Route 14A study corridor. Its 25,450 acres include the Village of Dundee with no other settlement areas in the corridor study area. The landscape from the Schuyler County line to the Village of Dundee is predominantly agricultural and forested. Several deeply incised, wooded stream channels are carried under Route 14A in this section of roadway. Numerous small, man-made ponds dot the landscape next to the roadway.

Route 14A is located along the westerly side slope of the Seneca Lake valley. Between the northernmost Schuyler County Line and the Village of Dundee, slopes on either side of Route 14A are fairly steep. The intersections of Mud Lane, Crawford Road and Bossard Road are characterized by steep descents from the west side to Route 14A. Icy road conditions may could impair stopping ability at these intersections.

The portion of Route 14A between Dundee and Route 14 is heavily traveled by local residents, commuters and tourists. This section of the 14A Corridor functions as a northern gateway to the Village of Watkins Glen, home of the famous race course, and as a southern gateway to Yates County, the Village of Dundee and Keuka Lake attractions. It links the agricultural

and craft markets of Penn Yan and Dundee with the wineries, lake attractions and race course in Watkins Glen.

The section between Crawford Road and the Black Rock Speedway in Dundee was proposed as a Scenic Resource Overlay District in the “Yates County Looking Ahead” planning study (1990). A commanding view of the wooded Big Stream valley, pastoral landscapes and the Village of Dundee develops as one travels the Route 14A corridor north from Crawford Road. The aesthetic effect of a broad expanse of rural landscape free of commercial clutter is pleasant.

3.1.6 Village of Penn Yan

The Village of Penn Yan is the administrative seat of Yates County. With a population of 5219 residents (2000 census), it is the largest village in the county. The Route 14A corridor includes the majority of the Village of Penn Yan. An overview of the corridor coverage of the Village is visible in Figure 3-7.

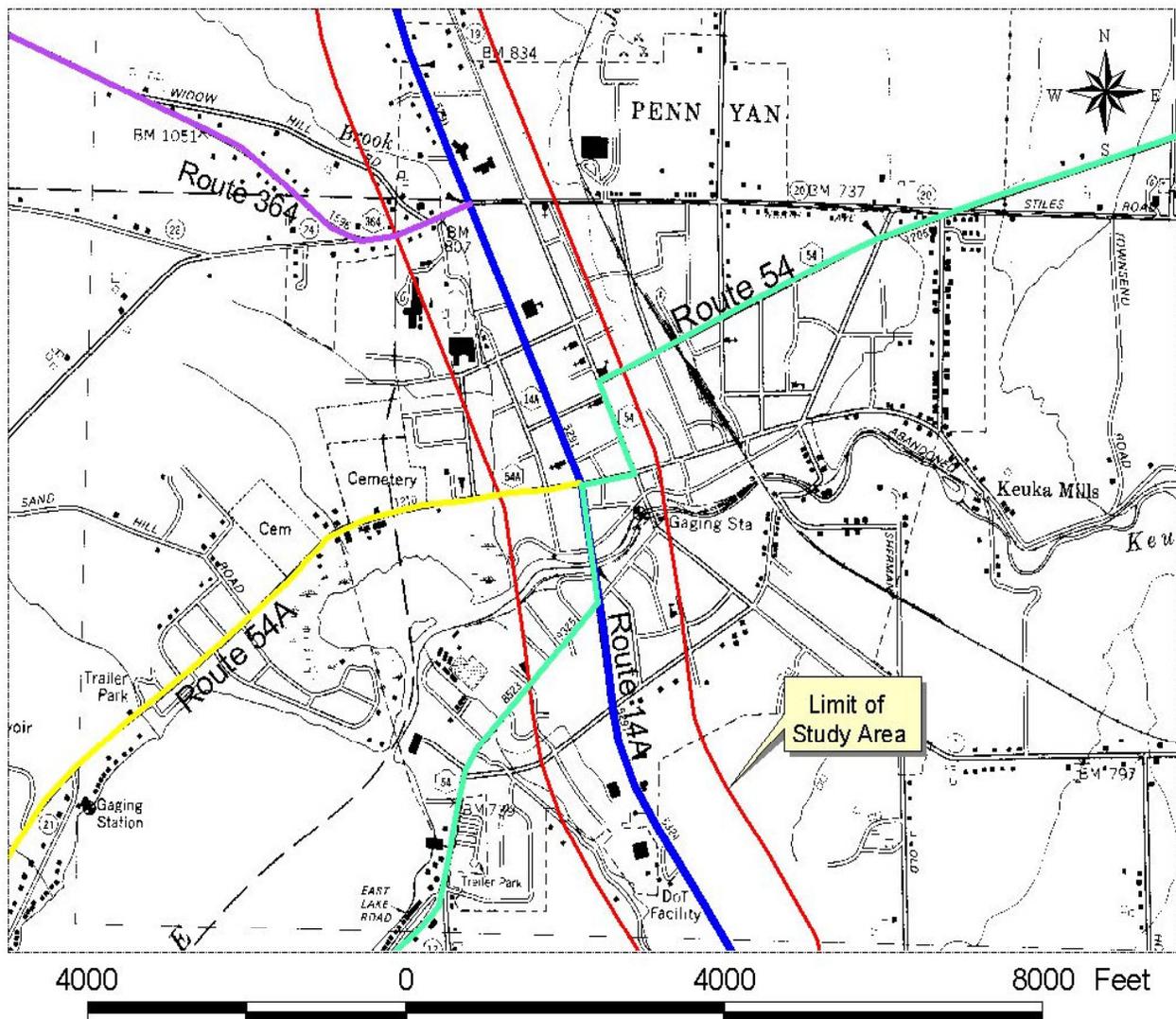


Figure 3-7. Village of Penn Yan

The Route 14A corridor includes the central business district of the Village of Penn Yan, as well as several important recreational, historic and natural resources. Recreational resources within the corridor include the Keuka Outlet Trail, a portion of the Elm Street Sports Complex, the Keuka Street Boat Launch, St. Michael's Playground and the Liberty Street School Field.

The Keuka Outlet Trail intersects Route 14A at the Outlet stream channel. The Outlet Trail is carried under Rt. 14A. The Liberty Street School Field is located along the west side of Route 14A (Liberty Street) north of Court Street. The Liberty Street playing field is used by students in the Penn Yan Schools and neighborhood residents.

The Elm Street Sports Complex and the Keuka Outlet Trail share a parking lot on Elm Street opposite Lakeview Cemetery west of Route 14A. The Sports Complex includes an adult size baseball field, a junior size baseball field, and a football field. The Keuka Street Boat Launch includes public access to the Keuka Outlet and Keuka Lake, as well as parking, dock facilities, restrooms, and a boat launch. This facility is heavily used because it provides the only public access to Keuka Lake in the Village. The St. Michael's Playground is a neighborhood facility used mostly by nearby residents. These features are located within the corridor, but are not directly adjacent to Route 14A.

The Route 14A Corridor also includes a portion of the Penn Yan Historic District. This District is a State and National Register-listed historic district comprised of the downtown area, primarily along Main and Clinton Streets, and the Yates County Courthouse Park District. Historic sites located along Route 14A in Penn Yan include the Stephen B. Ayres House (600 Liberty Street) and the Ephraim Wheeler House (602 Liberty Street). Other historic buildings within the corridor but off of Route 14A include the U.S. Post Office (159 Main Street), the Kimball House (278 Lake Street), St. Michael's convent and Parochial School (214 Keuka Street), as well as several other buildings.

The Keuka Outlet and a small portion of Keuka Lake are within the study corridor. These water resources are the most important natural features within the Village. The Outlet flows from Keuka Lake into Seneca Lake. The water level of Keuka Lake is maintained by a series of gates on the Outlet. The elevation of Keuka Lake is controlled by the Village of Penn Yan. The Outlet is used by small boats up to the Main Street Bridge, although it can be quite shallow.

Other stream channels within the corridor study area in the Village of Penn Yan include Sucker Brook on the west side of Route 14A and a small portion of Jacobs Brook on the east side of Route 14A north of the Outlet channel.

Two other notable physiographic features influence development along the Route 14A corridor in the Village of Penn Yan. A steep outcropping of shale bedrock is located on the east side of Route 14A beginning south of South Avenue and extending about two-thirds of the way up the hill. This steep slope limits development on this side of the road between South Avenue and the Nazarene Church. Kimball Gully is located on the east side of Route

14A and runs along the north side of Kimball Road toward Keuka Lake. This deeply incised stream channel is also too steep to permit development on the north side of Kimball Road. The head of the gully is located behind the NYSDOT Residency on the east side of Route 14A opposite the entrance to the Horizon Business Park.

The Route 14A corridor in Penn Yan also includes many important community services and businesses. Health care and educational facilities located along Liberty Street include Soldiers and Sailors Memorial Hospital (418 North Main Street), Penn Yan Manor Nursing Home (655 Liberty St.), Penn Yan Middle School (515 Liberty St.), and St. Mark's Terrace (110 Chapel Street), a senior citizen assisted living apartment complex. Other businesses located along the Route 14A corridor in Penn Yan include the P & C Food Market, Aldi's Grocery Store, several gasoline stations (Mobil, Hess, and Sunoco), several restaurants (Chinese Buffet Restaurant, Pizza Hut, and China King), the Lyons National Bank, a Rite-Aid Drug Store, a new Best Western motel, convenience stores and several other small businesses and retail enterprises. The Yates County Courthouse and Office Building are located on the east side of Liberty Street between Court Street and Chapel Street. The Star View Bowling Lanes are located on the west side of Route 14A south of South Avenue. Single and multi-family residences are interspersed with business, health care and government facilities outside of the Village central business district.

The Horizon Business Park is at the south edge of the Village of Penn Yan along Route 14A. This development and other land uses within the corridor in the Village of Penn Yan are described in Section 3.6 of this chapter.

3.1.7 Village of Dundee

The Village of Dundee is the second largest village in Yates County. It has a population of 1690 residents (2000 census). The corridor study area covers the western half of the Village of Dundee, including the Dundee Central School property, the main downtown shopping district, neighborhoods of stately homes, and several businesses. In Dundee, the east-west section of Route 14A is known as Millard Street. Route 14A turns south at the intersection of Water Street (C.R. 5) and Main Street. The north-south section of Route 14A in Dundee is known as both Water Street and Main Street. This turn is the only turn along the entire length of Route 14A in Yates County. The corridor includes the main channel of Big Stream, a major tributary of Seneca Lake. The Village of Dundee is shown in Figure 3-8.

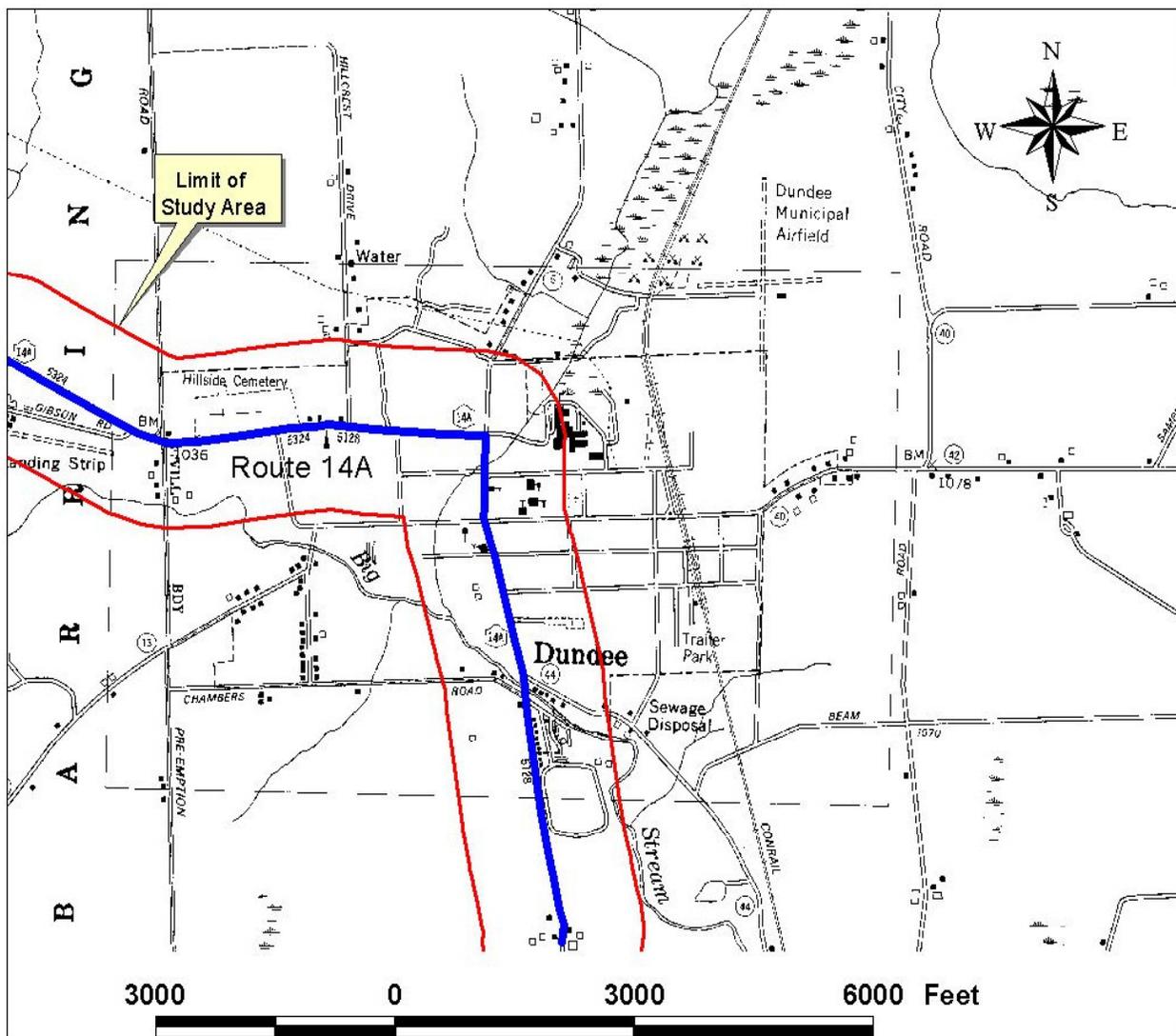


Figure 3-8. Village of Dundee

The Route 14A corridor in Dundee includes several significant historic buildings. National Register-listed properties include the Uriah Hair House (Water Street), the J.M. McCloud House (94 Seneca Street), the Dundee First Presbyterian Church and the Dundee United Methodist Church. Another notable historic structure in Dundee located along Route 14A includes the Dundee Baptist Church. A historic cemetery, Hillside Cemetery, is also located on Route 14A in Dundee. Headstones in this cemetery date from the early 1800s.

The Dundee Public Library, the Bath National Bank, Giles Shur-Fine grocery store, a restaurant and tavern are located along Route 14A in downtown Dundee. Several other small businesses are also located in the downtown area. The Dundee Central School property is located on the west side of Route 14A at the turn. The SERV-U Credit Union, St. Mark's Terrace apartments, and the Schuyler Hospital Primary Care Center are located on Millard Street (Route 14A) on the west side of the Village. Other businesses within the corridor include Tom Pratt Auto Repair and several service-related businesses.

The Village of Dundee is also the home of the Black Rock Speedway, a 0.4-mile, high-banked oval dirt track. With its proximity to the Watkins Glen International Race Track, this track draws auto racing fans from the entire northeastern United States.

3.2 Highway Operating Conditions

Route 14A originates at Route 14, approximately three miles north of the Village of Watkins Glen in Schuyler County. From this point, it proceeds 4.32 miles to the Town of Reading (Schuyler County)-Town of Starkey (Yates County) line. Within Yates County, New York State Route 14A includes 23.32 miles of roadway. Entering Yates County the first time at Mile Marker (MM) 14A 6604 1041 in the Town of Starkey, it continues for a distance of 0.41 miles in Starkey and then crosses back into the Town of Reading in Schuyler County at MM 14A 6603 1004. The roadway continues in a northwesterly direction across a corner of the Town of Reading for 0.62 mile and crosses back into Yates County the second time in the Town of Starkey at MM 14A 6604 1000. Route 14A continues north through Yates County to the Yates-Ontario County line for a distance of 22.81 miles from the second crossover from Schuyler County.

From the first Schuyler County Line to the Penn Yan south corporate limit, the highway is classified as a Rural Major Collector¹. From the Penn Yan south village line to MM 14A 6604 1176 just north of the Benton town line, the highway is classified as an Urban Minor Arterial².

¹ The Federal Highway Administration defines rural major collectors as routes that: (1) serve county seats not on arterial routes, larger towns not directly served by the higher systems, and other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, and important mining and agricultural areas; (2) link these places with nearby larger towns or cities, or with routes of higher classifications; and (3) serve the more important intra-county travel corridors.

² Urban minor arterials interconnect with and augment the urban principal arterial system. These minor arterials accommodate trips of moderate length at a lower level of mobility and distribute traffic to areas smaller than that served by principal arterials. Minor arterials function to provide emphasis on land access rather than mobility. Typically, they may carry local bus routes and provide intra-community continuity but do not penetrate identifiable neighborhoods. Urban minor arterials provide urban connections to rural collector roads.

From MM 14A 6604 1176 to the Ontario County Line, the highway is classified as a Rural Minor Arterial³.

From the first Schuyler County Line to the Penn Yan south corporate limit, the highway is classified as a Rural Major Collector⁴. From the Penn Yan south village line to MM 14A 6604 1176 just north of the Benton town line, the highway is classified as an Urban Minor Arterial⁵. From MM 14A 6604 1176 to the Ontario County Line, the highway is classified as a Rural Minor Arterial⁶.

Route 14A intersects four other State highways within Yates County: NY Route 230 in the Town of Barrington, and NY Route 54 (Lake Avenue), NY Route 54A (Elm Street), and NY Route 364 (Maple Street) in the Village of Penn Yan.

New York State is responsible for maintenance for the entire length of NY Routes 14A and 54A within the corridor study area. NY Route 54 is maintained by the Village of Penn Yan from the intersection of Clinton and Walnut Streets to the corner of Liberty (Route 14A) and Elm Streets. The village has responsibility for both capital improvements and ongoing maintenance. New York State has jurisdiction over the easterly and westerly portions of NY Route 54 within the Village of Penn Yan. NY Route 54 is classified as a “touring route” in the federal system. A ten-ton weight limit has been placed on trucks using Route 54 in the Village of Penn Yan. Village public works staff note that turning radii at the intersections of Elm Street and Main Street and Main Street and Clinton Street are too narrow for trucks pulling 48’ or 54’ length trailers.

³ Rural minor arterials link cities, larger towns, and other traffic generators (such as major resort areas) that are capable of attracting travel over similarly long distances. They also function to integrate interstate and inter-county service and are spaced to be with population density, so that all developed areas of the state are within reasonable distances of arterial highways. The design should provide for relatively high overall travel speeds (40 to 60 mph), with minimum interference to through movement.

⁴ The Federal Highway Administration defines rural major collectors as routes that: (1) serve county seats not on arterial routes, larger towns not directly served by the higher systems, and other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, and important mining and agricultural areas; (2) link these places with nearby larger towns or cities, or with routes of higher classifications; and (3) serve the more important intra-county travel corridors.

⁵ Urban minor arterials interconnect with and augment the urban principal arterial system. These minor arterials accommodate trips of moderate length at a lower level of mobility and distribute traffic to areas smaller than that served by principal arterials. Minor arterials function to provide emphasis on land access rather than mobility. Typically, they may carry local bus routes and provide intra-community continuity but do not penetrate identifiable neighborhoods. Urban minor arterials provide urban connections to rural collector roads.

⁶ Rural minor arterials link cities, larger towns, and other traffic generators (such as major resort areas) that are capable of attracting travel over similarly long distances. They also function to integrate interstate and inter-county service and are spaced to be with population density, so that all developed areas of the state are within reasonable distances of arterial highways. The design should provide for relatively high overall travel speeds (40 to 60 mph), with minimum interference to through movement.

Route 54 terminates in the Village of Dresden and originates in Bath, in Steuben County. From the eastern limit of Penn Yan, Route 54 follows Clinton Street, turns south onto Main Street, turns west onto Elm Street, turns south onto Liberty Street (Route 14A), turns southwest onto Lake Street and out of the Village along the eastern shore of Keuka Lake. The section of Route 54 that runs along Liberty Street overlaps with Route 14A. At its western terminus in Bath, Route 54 connects with Route 17/I-86. Route 54 is classified as a rural minor arterial outside of the Village of Penn Yan and as an urban minor arterial inside the Village of Penn Yan.

Route 54A carries traffic between Penn Yan and Hammondsport, New York. The intersection of Elm Street and Liberty Street forms the eastern terminus of Route 54A. This route travels along the west side of the west branch of Keuka Lake. Route 54A is classified as a rural major collector outside the Village of Penn Yan. Inside the Village limits, it is classified as an urban minor arterial.

Within the Village of Penn Yan, Route 14A is known as Liberty Street north of Lake Street, and Brown Street south of Lake Street (Route 54) to the Village line.

NY Route 364 originates at Route 14A in the Village of Penn Yan. From Penn Yan, Route 364 travels northwesterly to Routes 5 and 20 near Canandaigua, in Ontario County. NY Route 364 is classified as an urban minor arterial inside the Village of Penn Yan corporate boundary. Outside of the corporate limits, it is classified as a rural minor arterial. New York State is responsible for maintenance on this roadway.

NY Route 230 originates at NY Route 54 in Steuben County and connects to Route 14A in Yates County north of the Village of Dundee. This route is classified as a rural major collector over its entire length. New York State is responsible for maintenance on this roadway.

Route 14A is used extensively by non-motorized vehicles, chiefly bicycles and horse-drawn wagons and buggies for its entire length in Yates County. The Towns of Barrington and Benton include concentrations of Mennonite farmers who have been attracted to the area in recent years by affordable land prices, fertile farm lands and a relatively remote location. Although some Mennonites drive automobiles and other motor vehicles, many rely on traditional horse-drawn buggies and wagons for transportation.

From the southernmost Schuyler County Line to the Village of Dundee, Route 14A is a two-lane, asphalt overlay over portland concrete base highway with a nominal shoulder width of six feet. Subbase material consists of natural soils, graded and drained with improved alignment. Field investigation showed the pavement condition to be generally good, but shoulder widths were less than the reported six feet. Paved shoulder widths ranged from 3-4 feet in this section. New York State Department of Transportation (NYSDOT) regional staff reported that this section of Route 14A was overlaid with new asphalt within the last five years. Guide rail is used at intersections where drainage facilities and steep drop-offs occur. Figure 3-9. shows the pavement transition at the intersection of Saunders Street/Dundee-Glenora Road (County Route 44) near the Black Rock Speedway.

A week-long traffic count was conducted by the NYSDOT for the southernmost segment of Route 14A in Yates County at MM 14A66021002. The posted speed limit for this segment is 55 mph. This study showed that a significant percentage of vehicles using this road segment travel at less than 30 mph (19.7% southbound, 3.2% northbound). It was also noted that these slow-moving vehicles used the roadway mostly during daylight hours.



Figure 3-9. Pavement transition at Chambers Road intersection, looking north on Route 14A into Dundee. Driveway at photo right is entrance to Black Rock Speedway. The bridge over Big Stream is at the center of the photo.

Within the Village of Dundee, Route 14A proceeds north from the Big Stream bridge to the intersection of Water Street (CR 5). This stretch of Route 14A is known as Main Street in Dundee. At the Water Street/Millard Street intersection, Route 14A is called Millard Street until it exits the Village at Pre-Emption Road.

At the bridge over Big Stream near the southern limit of the Village of Dundee, the roadway continues north as a two-lane asphalt overlay on portland concrete, but with a nominal shoulder width of five feet or less. Field investigation showed this section of roadway to be deteriorated, with paved shoulder widths of less than two feet. Shallow open drainage ditches convey stormwater runoff in the Village south of Seneca Street. The posted speed limit from the south Village limit to Vine Street is 30 mph; from Vine Street to Pre-Emption Road (the western Village limit), the speed limit is 40 mph. The speed limit signs at the south Village limit overlap by about 20 or 30 yards. Figure 3-10. shows a typical view of the roadway in this section.



Figure 3-10. View of Route 14A in Dundee looking north from Bigelow Street. Note open drainage ditches at photo right.

A closed storm sewer system is present within the highway right-of-way from Hollister Street to Water Street. Field investigation showed that some of the catch basins in this section were paved over, filled with debris or damaged. Figure 3-11. shows a typical pavement condition in the Village of Dundee.

Village officials reported the following problems with drainage along the Route 14A corridor in Dundee:

- Route 14A has been re-paved numerous times since its original construction in 1929. The roadside drainage and storm system has not been changed to match the crown of the road. An instance was cited where storm drainage from the road leaked into the historic Presbyterian Church.
- Roadside ditches receive stormwater runoff. Ditches range from approximately one to four feet deep. Accidents have occurred when vehicles have veered out of the travel lane.



Figure 3-11. Intersection of Route 14A and Hollister Street, Village of Dundee. View looks south toward residential area of Dundee. Note closed drainage system and pavement cracking.

A fixed phase traffic signal is located at the intersection of Route 14A and Seneca/Union Streets in Dundee. Field observation of the area showed that large trucks sometimes park in the road right-of-way. Several southbound vehicles were also observed swerving into the northbound lane to avoid vehicles parked along the west side of Route 14A north of Seneca Street. Two-way traffic is carried in a single travel lane for each direction on Route 14A. A center left-turn lane is provided for both travel directions from Route 14A onto Seneca and Union Streets.

A Village official indicated that portions of Route 14A were re-paved in 2004, and that portions of Seneca Street, Water Street and Main Street had been re-stripped to provide turn lanes. NYSDOT officials stated that on-street parking had been eliminated near the intersection of Seneca Street and Route 14A to provide more room for turning movements. A Village official noted that tractor-trailers turning onto Seneca Street, or turning out onto Route 14A must turn into on-coming travel lane to make the turn. The official noted instances where cars must back up to make room for tractor-trailers to turn onto Seneca Street.

A week-long traffic count was conducted by NYSDOT on Route 14A at MM 14A66041043 in the segment between Seneca Street (CR 40) and Water Street (CR 5) in Dundee during early June 2004. The study showed that the highest traffic counts occurred on Saturday between 11 AM and 5 PM.

Route 14A turns west at the intersection of Water Street (County Route. 5) and Millard Street (Route 14A). Signage indicating the turn is located on the east side of Route 14A near the intersection, and on the south side of Route 14A approaching the intersection from the west. The through left-turn movement from Route 14A northbound onto Route 14A westbound (Millard Street) is unusual. Northbound traffic turning left from Water Street onto Millard Street has the right-of-way. All other intersecting streets are controlled by stop signs. Figure 3-12. shows a tractor trailer truck turning left from Water Street (CR 5) onto Route 14A westbound (Millard Street). To make the turn, the truck must swing wide into the on-coming southbound travel lane on Route 14A.



Figure 3-12. Tractor trailer turning right from Water Street onto Route 14A westbound in Dundee. This section is characterized by narrow shoulders, open drainage ditches, and a tight turning radius from Water Street (CR 5) onto Millard Street (Route 14A).

At the intersection of Route 14A and Water Street in Dundee, Route 14A turns west for approximately 0.8 mile until it exits the Village. Field observation showed that the road shoulders were in generally good condition, but that width varies. The condition of the pavement is good in this section; however, it appeared that several utility features had been paved over but painted on the surface of the road. A deteriorated drainage structure was observed in the right-of-way on the north side of Route 14A adjacent to Hillcrest Drive. A typical view of this section of roadway is shown in Figure 3-13. The posted speed limit is 40 mph between Vine Street and Pre-Emption Road along Route 14A (Millard Street) in Dundee.



**Figure 3-13. Route 14A looking east toward Village of Dundee.
Note shoulder width (approximately 3 ft)**

At the Dundee Village-Starkey-Barrington town line, the pavement width widens to 24 feet. Field investigation showed that the shoulder width was approximately 8 feet from the Dundee-Starkey line to Baker Road in the Town of Milo. The pavement condition of this section of road is good to excellent due to recent milling and paving completed in 2001. The posted speed limit outside of the Village of Dundee is 55 mph.

This section of roadway includes the intersection of Route 230 and Route 14A. Route 230 parallels the course of Big Stream until it forms a “T” intersection with Route 14A. The intersection is at a topographic low point. The section from the Route 230 intersection to the Welker Road intersection includes a long, fairly steep grade. Route 14A is striped as a passing zone from Route 230 north to the top of the road near Porters Corners Road. At this point there are two alternating areas of passing for the southbound lane and passing for the northbound lane near the crest of the hill.

This section of road is used extensively by horse-drawn vehicles and bicycles. Yellow buggy caution signs are present along the roadway.

Examples of the relationship between non-motorized vehicles and motorized traffic on Route 14A are shown in Figures 3-14., 3-15., and 3-16.



Figure 3-14. Horse-drawn buggy turning left onto Route 14A at Windmill Farm and Craft Market driveway. Note on-coming traffic, cyclist on shoulder and child in back of buggy.

The terrain of the Route 14A corridor flattens out slightly between Welker Road and Second Milo Road. From Welker Road, the route begins a gradual descent into the Village of Penn Yan.

The Windmill Farm and Craft Market is located at the northwest corner of Hobson Road and Route 14A. This site attracts thousands of market-goers, tourists, and vendors every Saturday between late April and mid-December. Anecdotal information from local residents indicates that traffic congestion develops when designated parking areas are filled and buggies and cars fill up the shoulders of the road (Figure 3-15.).



Figure 3-15. Traffic along Route 14A in front of Windmill Farm and Craft Market. Note horse and buggy maneuvering around parked car, and vehicle in travel lane maneuvering around the buggy.

An area of farm-related businesses, produce stands and repair shops has developed along the west side of Route 14A between Welker Road and Hobson Road. Although some of the businesses have off-street parking, several farm stands do not have sufficient off-street parking to serve the needs of their customers. Vehicles parked in the right-of-way in front of this business force horse-drawn vehicles using the road shoulder to pull into the travel lane (Figure 3-16.).



Figure 3-16. Horse-drawn vehicle pulls into travel lane to avoid parked car on shoulder of Route 14A in front of farm market without off-street parking.

Area highway superintendents note that the steel wheels used on horse-drawn buggies and wagons can damage asphalt-paved road shoulders. This problem is particularly acute when temperatures are high. Asphalt pavement softens, and steel wheels can cut grooves into the pavement. These grooves cause ice to freeze in them during cold weather. Expansion of the ice in the grooves causes the pavement to deteriorate prematurely.

Route 14A has a paved shoulder approximately 8 feet wide on both sides of the road between Route 230 and Second Milo Road in the Town of Milo. The road was re-surfaced with new asphalt pavement and re-striped in 2000. The surfaces of the road and the shoulders are in excellent condition.



Figure 3-17. An entrance to the Windmill Farm and Craft Market, Town of Barrington at Hobson Road. View looks north along Route 14A.

The shoulder width varies between 3 and 5 feet from Second Milo Road to the Horizon Business Park entrance at the south end of the Village of Penn Yan. South of Second Milo Road, an acceleration lane is provided for southbound vehicles, and a right turn lane is provided for northbound vehicles. This section of road is shown in Figure 3-18. North of Second Milo Road, Route 14A continues as a two-lane highway with shoulders of varying width and condition. The shoulder is narrow and the pavement is deteriorated near the entrance to the Horizon Business Park in the Village of Penn Yan.



Figure 3-18. View of Route 14A looking north toward Second Milo Road. Note narrowing of shoulders to accommodate turn and acceleration lanes. Note also rolling topography as roadway descends off of plateau. Historic Second Milo Cemetery is visible at left.



Figure 3-19. View of Horizon Business Park Entrance Road looking south along Route 14A. Note pavement cracking at shoulder of road (center of photo).

A major re-surfacing and utility improvement project was undertaken for Routes 14A, 54A, and 54 in the Village of Penn Yan in 2002. This project included replacement of aging sanitary and storm sewer lines, replacement of curbing, milling, re-surfacing and re-striping of the roadways in the downtown area. This project was completed in the fall of 2002.

A week-long traffic count was conducted by NYSDOT for the segment of Route 14A from Old Route 14A to Lake Street in June 2004. The counter was placed at a location where the speed limit is 55 mph. Data from the counter showed that 31.8% of the vehicles using this segment were traveling at speeds in excess of the posted speed limit.



Figure 3-20. Intersection of Route 14A and Route 54 (Lake Street), Village of Penn Yan. Road surface has been milled, but not re-surfaced as of the date of this photograph (August 14, 2002). View looks southeasterly from northwest corner. Traffic cones mark raised manhole covers.

Eight traffic signal lights are located along Route 14A in the Village of Penn Yan. The type and function of each signal is summarized in Table 3.2-1.

Location	Type of Signal	Notes on Function
South Avenue	Flashing yellow on Route 14A; flashing red on South Avenue	This signal warns north-south traffic on Route 14A of cross traffic from South Avenue and speed limit change
Route 54 (Lake Street)	Fully actuated, programmable signal with four-way detection loops and left turn arrows	This intersection experiences an AADT of over 13,000 vehicles during normal business days. The Horizon Business Park traffic study (2000) showed a Level of Service (LOS) of F (> 99.9 seconds wait time) during the PM peak hour for 14A southbound direction. NYSDOT reports that the overall operational condition of this signal is D. A plan is being developed to reprogram the light and to coordinate traffic signals in Penn Yan. Implementation of this plan is pending as of December 2005.
Water Street	Semi-actuated signal with two-way detection loops on Water Street	Default green on 14A unless vehicle detected on Water Street
Route 54A (Elm Street)	Fully actuated, programmable signal with four way detection loops and left turn arrows	
Chapel Street	Semi-actuated signal with two-way detection loops on Chapel Street	Default green on 14A unless vehicle detected on Chapel Street
Court Street	Semi-actuated signal with two-way detection loops on Court Street	Default green on 14A unless vehicle is detected on Court Street
Liberty Street School Crosswalk	Semi-actuated signal with pedestrian actuated signal change and detection loop in parking lot driveway	Default green on 14A unless pedestrian actuated for crossing, or vehicle detected in parking lot driveway (during school hours)
Route 364 (Maple Street)/North Avenue	Semi-actuated signal with two-way detection loops on Maple Street and North Avenue	Default green on 14A unless vehicle is detected on Maple Street or North Avenue

Traffic signals at Route 54 and Route 54A are programmable. Green times for left turn arrows may be lengthened to allow greater numbers of vehicles to turn left at each light change.

Flashing School Zone warning lights are also found on Liberty Street between Court Street and Maple Street. Traffic is required to slow to 15 mph when these lights are flashing.

Except as noted in the previous table, all other roadways with intersections on Route 14A are controlled by stop signs on the cross streets.

Continuing north from North Avenue in Penn Yan, the Route 14A corridor begins a long, gradual ascent to the top of the hill. The road has two northbound lanes and one southbound lane from the intersection of NY Route 364 to North Main Street outside the Village. The condition of the roadway pavement is generally good in this section.

Outside the Village, the highway has an open drainage system. Water runs off the pavement into a concrete-lined gutter on the west side of the road. Paved shoulders vary from two to three feet in width, and show some deterioration.



Figure 3-21. View of Route 14A looking south into Village of Penn Yan. Note concrete lined drainage channel outside of Village line, and cracking along paved shoulder.

From the Village of Penn Yan north, the pavement widens out to a nominal width of 34 feet with a variable shoulder width of four to five feet. The pavement and shoulders are in generally good condition. Guide rail in varying condition is located on the east side of Route 14A at North Main Street.

From MM 14A 6604 1182 to the Ontario County line, the pavement width varies from 22 to 24 feet, and a paved shoulder width of approximately four to six feet. Pavement condition is generally good.

From Penn Yan north to the hamlet of Benton Center, the posted travel speed is 55 mph. A week-long traffic count was conducted on the segment of Route 14A from NY Route 364 to Havens Corners Road (CR 14) in June 2004. The count showed that 56.3% of southbound vehicles were traveling at speeds in excess of the posted 55 mph speed limit. This study also showed that 2.6% of the southbound vehicles traveled at less than 30 mph. The traffic count also showed that only 29.2% of northbound vehicles traveled at or below the posted speed limit.



Figure 3-22. Entrance to Tomion's Farm Market, looking north along Route 14A, near Ferguson Corners Road. Note skid marks on road, shoulder width and on-coming traffic.

3.2.1 Bridge Condition Assessment

Three bridges are located along Route 14A in Yates County. These structures are owned and maintained by the NYSDOT. All publicly-owned highway bridges are eligible for Federal bridge funding (HBRR) if they meet certain sufficiency rating criteria. All publicly-owned bridges, located on highways with eligible functional classifications, are eligible for federal surface transportation program (STP) funds. Only State-owned bridges are eligible for funding with State-dedicated (Transportation) Funds (SDF).

All bridges located on Route 14A are in serviceable condition with no weight or safety limitations. Bridges on Route 54 in the Village of Penn Yan are limited to 10 tons.

NYSDOT bridge inspection reports were reviewed for this section by Lu Engineers and NYSDOT. Each of the identified structures was evaluated using the New York State Condition Rating (NYSCR) and the Federal Sufficiency Rating (FSR) systems. The New York State Condition Ratings are weighted averages of the individual bridge components and only reflect the bridge's ability to function structurally. The bridge's structural components are rated on a numerical scale of one to seven to indicate their ability to function as originally designed. A description of the NYSCR numerical rating is as follows:

- 1 – Potentially hazardous.
- 2 – Used to shade between a rating of 1 and 3.
- 3 – Serious deterioration, or not functioning as originally designed.
- 4 – Used to shade between a rating of 3 and 5.
- 5 – Minor deterioration, but functioning as originally designed.
- 6 – Used to shade between a rating of 5 and 7.
- 7 – New condition or like new.

Bridge structures that have a NYSCR weighted average of less than 5.000 are considered deficient. Bridge structures that have a weighted average of less than 4.000 and an average annual daily traffic (AADT) of 4,000 vehicles or more are considered priority deficient.

Table 3.2-2 presents a summary of bridge structures located along Route 14A in Yates County.

Table 3.2-2
Summary of Bridges on Route 14 A, Yates County

BIN Number	Location	Structure Type	Condition Rating	Notes/Remarks
1011070	Big Stream Creek MM 14A 6604 1037 Village of Dundee	Single span, riveted steel thru-girders and floor beam system with a concrete deck	4.453 No flags	<ul style="list-style-type: none"> • Originally constructed 1928; rehabbed 1984. • Not eligible for National Historic Register. <p><i>Last major maintenance:</i> Deck replaced 1984. Metal surfaces cleaned and painted 1984. Bearings cleaned and lubricated approximately every 2 years.</p> <p><i>Condition summary from last DOT inspection (6/1/05):</i></p> <ul style="list-style-type: none"> • Next major work is replacement
1011080	Big Stream Creek, MM 14A 6604 1057 Town of Barrington 0.2 mi east of Jct. Rts. 14A and 230	Twin cell (12' rise x 20' span) reinforced concrete box culvert	6.209 No flags	<ul style="list-style-type: none"> • Constructed 1969 • Not eligible for listing on National Register of Historic Places. <p><i>Condition summary from last DOT inspection (2/11/2004):</i></p> <ul style="list-style-type: none"> • No structural deficiencies noted at last inspection. • Channel noted to be in fair condition, potential for major maintenance.
1011090	Keuka Lake Outlet MM 14A 6604 1159	Rolled multi-girder simple span, two span structure with concrete deck and asphalt wearing surface	4.319 No flags	<ul style="list-style-type: none"> • Constructed in 1957 • Not eligible for National Historic Registry • Keuka Outlet is considered navigable in this reach. Bridge repairs below the ordinary high watermark would require Section 10 permit from the U.S. Army Corps of Engineers. • Bridge carries natural gas, water, electric, fire alarm and cable television utilities <p><i>Condition summary from last DOT inspection (9/1/2005):</i></p> <ul style="list-style-type: none"> • Superstructure condition fair, potential for major maintenance • Substructure condition generally fair, potential for minor rehab. • No channel repairs needed. Left and right railings do not conform to current AASHTO specifications.

The concrete deck surface of the Route 14A bridge over the Keuka Outlet (BIN 1011090) failed during the summer of 2001. NYSDOT crews made emergency repairs to the concrete surface of the bridge deck to restore it to full service capability. NYSDOT has no plans to rehabilitate or replace this structure in the immediate future.

The Village of Penn Yan identified two additional culvert structures within the study area as needing repair or replacement: (1) the Elm Street culvert over Jacobs Brook; and (2) the Clinton Street culvert over Jacobs Brook. These culverts are both stone arch structures. While these structures are not located directly on Route 14A, weight limitations on these structures due to their deteriorated condition influence travel patterns of large trucks within the Village of Penn Yan.

3.2.2 Traffic Assessment

New York State collects traffic volume data and summarizes the information into an average annual daily traffic (AADT) estimate for State roads that represent the total two-way volume passing a point or portion of state roadway. Table 3.2-3 presents a summary of recent AADT counts for key sections of Route 14A and intersecting State highways within the corridor.

**Table 3.2-3
Summary of Average Annual Daily Traffic (AADT) Counts for State Highways
in Route 14A Corridor Study Area**

Route Number	Section/Location	AADT (Count Year)	Notes
14A	Town of Starkey-Schuyler County Line (1 st time)	1,621*** (2004)	
14A	Town of Starkey-Schuyler County Line (2 nd time) to Seneca Street (CR 40), (V) of Dundee	2,476*** (2003)	
14A	Between Seneca Street (CR 40) and Water Street (CR 5), (V) of Dundee	5,169*** (2004)	Weekend counts taken in June 2004 show Saturday AADT is 40% higher than normal weekday count.
14A	Water Street, Dundee to Route 230	4,565*** (2003)	
14A	Route 230 to Barrington-Milo Town Line	3,098*** (2004)	
14A	Barrington-Milo Town Line to Old Route 14A, Town of Milo	3,749*** (2003)	

**Table 3.2-3
Summary of Average Annual Daily Traffic (AADT) Counts for State Highways
in Route 14A Corridor Study Area**

Route Number	Section/Location	AADT (Count Year)	Notes
14A	Old Route 14A to Lake Street, Penn Yan	4,082*** (2004)	Weekend counts taken in June 2004 show traffic on this section exceeded the 1-way design hour volume on Saturdays between 11 AM and 5 PM.
14A	Lake Street to Elm Street, Penn Yan	11,750*** (2001)	Traffic counts taken during mid-week may not reflect weekend peak traffic conditions.
14A	Route 54A (Elm Street) to Route 364	9,526*** (2003)	
14A	Route 364 to Havens Corners Road (CR 14)	5,341*** (2004)	
14A	Havens Corners Road (CR 14) to Ontario County Line	4,940*** (2004)	
54	County Road 17 to Route 14A overlap (Liberty Street)	6,269 ** (2001)	
54	Elm Street between Liberty Street and Main Street	10,423*** (estimate)	
54	Main Street between Elm Street and Clinton Street	7,362** (1998)	
54	Clinton Street between Main and Walnut Streets	3,039*** (2003)	
54A	From CR 21 to Route 14A (Liberty Street), Penn Yan	4,818*** (2002)	
230	From Route 14A to Schuyler County Line	1,271*** (2003)	
364	From Route 14A to Jerusalem-Village of Penn Yan Line	3,929*** (2003)	
<p>Notes: Growth rate for the Route 14A Corridor averages 1 to 3% per year. ** from NYS Department of Transportation, <i>2001 Traffic Volume Report for Yates County</i> ***from NYS Department of Transportation, <i>2004 Traffic Volume Report for Region 6</i> N.D. = No data available</p>			

The Village of Penn Yan Comprehensive Plan (2000) identified significant traffic congestion at the intersections of Liberty Street (Route 14A) and Elm Street (Route 54A), Liberty Street and Lake Street (Route 54), and Elm Street and Main Street (both Route 54).

In May and June 2004, NYSDOT conducted several week-long traffic counts in the vicinity of Penn Yan and Dundee. These counts showed the highest counts occur on Saturdays between 11 AM and 5 PM. The highest peak hour count occurred between 11 AM and 12 Noon southbound on Route 14A between Old Route 14A and Lake Street in Penn Yan. The current volumes may exceed the critical design elements for which the road was design (e.g., lane width, shoulder width, etc.).

Other areas identified as having periodic traffic congestion problems include:

- Route 14A in the Town of Barrington between Baker Road and the Milo Town line. An expanding commercial area is located on the west side of Route 14A. Traffic congestion is particularly acute on Saturdays between May and December when the Windmill Farm and Craft Market is open. This facility draws up to 10,000 shoppers and vendors on a busy market day.
- Route 14A in front of the Black Rock Speedway south of the Village of Dundee. This facility draws significant numbers of race fans and participants on race days. No data is currently available for the volume of traffic at this site on race days, but Dundee residents report the area is congested.

Other areas with the potential to develop traffic congestion include:

- Route 14A at Ferguson Corners Road, Town of Benton. The Tomion's Farm Market opened in the Fall of 2002. This market is expected to attract many vendors and produce buyers from Ontario County and points north due to its proximity to Route 14 and Routes 5 & 20. The posted speed limit along Route 14A is 55 mph. The actual driving speeds are usually much higher.

3.2.3 Accident Assessment and Potential Problem Areas

The Penn Yan Comprehensive Plan included accident data for several intersections in the Village. For the period 1988-1997, the following intersections in Penn Yan experienced the greatest number of motor vehicle accidents (MVAs): Elm and Liberty Streets (77 MVAs); Main and Elm Streets (73 MVAs); Lake and Liberty Streets (67 MVAs); Liberty and Court Streets (56 MVAs); Lake Street and the Plaza/McDonald's/Kwik Fill site (no data provided).

On-street parking was eliminated along Liberty Street in the Village of Penn Yan during 2005. Previously, Penn Yan residents had expressed concern about accidents caused by cars parked on both sides of Route 14A (Liberty Street). Visibility appears to have been improved by this change.

The section of Route 14A between Seneca/Union Street and Water Street in the Village of Dundee also experienced a number of MVAs. Based on observation, it appears that these accidents occur because visibility is limited by delivery vehicles parked in the travel lane on Route 14A in the Dundee CBD. Cars in the travel lane must go around these vehicles in the on-coming travel lane. Parked vehicles must pull into the travel lane with limited visibility.

Steep slopes on Mud Lane, Crawford Road and Bossard Road into intersections on Route 14A may also be a cause for accidents during icy winter road conditions.

Table 3.2-4 shows a summary of accidents on Route 14A as reported by the Yates County Sheriff's Department.

Type of Accident	1997	1998	1999
Personal Injury Motor Vehicle Accident	8	8	10
Property Damage Motor Vehicle Accident	28	26	35
Deer-Vehicle Accident	34	42	32
Animal-Vehicle Accident	3	2	6
Hit and Run	0	2	2
Fatal Accident	0	0	1
Total	73	80	86

Little location-specific information was available with the data sets provided to indicate particular areas of problems.

An increase in the number of accidents is seen in the data from 1997 to 1999. Most of the accidents reported were deer-vehicle collisions, with motor vehicle accidents resulting in property damage ranking second.

Traffic counts for the corridor show considerable variability, depending on seasonal factors and local and regional economic trends. No data were available to determine what influence traffic or weather conditions may have on accident occurrence.

3.3 Amenities and Infrastructure

3.3.1 Infrastructure

The term “infrastructure” as used in this report refers to public and private utilities that provide service within the project study area. This section will include a general description of utilities available within the project area, and authorized service areas.

Areas within the corporate limits of the Village of Penn Yan are served by Village water, sanitary sewers and storm sewers. Keuka Lake is the water source for Penn Yan. The Village water treatment plant has a design capacity of 1.77 million gallons a day (MGD) with an expansion capacity up to 3 MGD. The Village also maintains two reservoir tanks. The West Lake Road reservoir is a steel tank constructed in 1955 with a capacity of 2 million gallons. The Benton Hill Reservoir was constructed in 1975 of reinforced concrete and has a capacity of 2 million gallons. This structure is located northwest of the Village and supplies water to parts of the Towns of Benton and Jerusalem, and the Village of Dresden.

The Village currently provides water to portions of the Towns of Benton, Jerusalem, and Milo and the Village of Dresden. The Town of Benton recently formed a water district to supply water along Route 14A from the village north line to the hamlet of Benton Center at Havens Corners Road. Funding to complete the water line extension was obtained from the U.S. Department of Agriculture Rural Development Agency. Water service will be available to properties along Route 14A and on Stape Road, Havens Corners Road and Clark Road.

The Village of Penn Yan Municipal Utilities Board provides electrical power to residents and businesses within the Village limits. Natural gas is provided by the New York State Electric and Gas Corporation (NYSEG).

The Empire Pipeline Corporation, a subsidiary of National Fuel Gas Corporation, has proposed to construct a pressurized natural gas transmission pipeline from a main transmission facility in the Southern Tier to the Rochester region. The proposed route crosses Route 14A between Welker Road and Bennett Road in the Town of Barrington. The company filed its license application with the Federal Energy Regulatory Commission (FERC) in October 2005. Construction is scheduled for 2007.

The Village of Dundee provides water and sanitary sewer service to residents within its corporate limits. Within the Village of Dundee, a closed storm sewer system is found only in the downtown area. Residential areas outside the downtown commercial district are served by open swales or ditches.

The Village of Dundee obtains water from two groundwater wells located north and west of the Village. These wells draw from the aquifer supplying Big Stream. The Village maintains two wells near Gibson Road, and recently purchased a 40-acre farm adjacent to the intersection of Route 230 and Route 14A. The village may develop a third well on the farm property because the household well on that site is highly productive.

A wellhead protection district is located outside the village limits on Gibson Road, near the intersection of Routes 230 and 14A.

In the Village of Dundee, water lines located within the State ROW were originally installed in 1929. No replacements or improvements have been made except for normal maintenance and repair of broken lines. The water line extends as far south as the Black Rock Raceway and as far north as Gibson Road. No requests for waterline extensions have been received by the Village.

Storm and sanitary sewers are separate within the Village of Dundee. No major improvements to these facilities are proposed within the project corridor; however Village officials are investigating funding sources for improvements to aging infrastructure.

The Village of Dundee is currently seeking grant funding to make improvements at the Village Sewage Treatment Plant.

The Village would like to see utility improvements incorporated into any rehabilitation plans for Route 14A between the Dundee village southern limit and the Water Street/Millard Street intersection. NYSEG replaced natural gas lines located within the Route 14A ROW in 2001 and 2002.

3.3.2 Amenities

For the purpose of this report, amenities include public rest areas, picnic facilities, boat launches, toilets, parking and signage for area businesses, parks and attractions.

A. Town of Benton

Public amenities located along Route 14A between Penn Yan and the Ontario County Line include a playground at the Benton Town Hall, the historic School No. 6 building and the Baldwin Road Cemetery.

B. Village of Penn Yan

The Village of Penn Yan hosts a number of public and private amenities within the corridor. Public amenities along Route 14A include the Keuka Outlet Trail, the County Courthouse Pavilion Park. The study area also includes the Keuka Outlet Boat Launch and the Elm Street Sports Complex. Signage for these facilities is difficult to find.

Public restrooms are available at the Keuka Street Boat Launch, at the Elm Street Sports Complex, the Yates County Office Building, the County Courthouse, and the Village Hall. The Penn Yan Comprehensive Plan noted a scarcity of public restrooms in the downtown Penn Yan area.

The Penn Yan Comprehensive Plan reported that there are approximately 233 parking spaces within designated municipal parking lots. Two public parking lots are directly accessible from Liberty Street (Route 14A): the Penn Yan School District lot and the Yates County Courthouse-Office Building lot. The school district lot is fully utilized on school days by school district staff and students. It has been noted that some high school students try to use the Courthouse parking lot, and that the County lot is often full during the business day. The school district created an additional parking lot on school property during its recent construction project. This lot is now shared by County and school staff.

The Village of Penn Yan Comprehensive Plan noted a lack of available public parking in the Penn Yan business district in 2000. The most heavily used public parking lot is the Maiden Lane lot located next to the Village office. This lot is accessed from Elm Street or Maiden Lane. It is often full during business days. Two other lots within the study area, the Basin Street and Jacob Street lots, are under-utilized, according to the Village Comprehensive Plan. Signage identifying these lots is also limited. In 2005, the NYS Department of Transportation banned on-street parking along Route 14A from Elm Street to North Avenue as a result of a recommendation from the Village. It is estimated that between 100 and 125 on-street parking spaces were eliminated as a result of this action.

Private parking lots that serve the needs of adjacent businesses are scattered throughout the corridor. The largest private parking lot is the P&C Food Store lot that is directly accessible from Liberty Street (Route 14A).

Sidewalks are present throughout the Village of Penn Yan, except at the extreme north end of the Village. The condition of sidewalks in the Village varies from good to poor.

C. Town of Milo

A public highway rest area is located along Route 14A south of the Village of Penn Yan. This rest area offers a shaded picnic area, a gravel parking lot, approximately 10 picnic tables, and a couple of grill units. No public toilet facilities are provided at this rest area.

D. Town of Barrington

No public off-street parking or rest areas are located along Route 14A in the Town of Barrington. Several businesses have off-street parking that serves their needs. Several unofficial directional signs are located along Route 14A directing travelers to businesses and attractions off the main corridor. Parking is permitted along the shoulder of Route 14A in the Town of Barrington. On busy market days (particularly Saturdays), these parked vehicles can create a traffic hazard by forcing slow-moving horse-drawn vehicles off the shoulder into the travel lane.

E. Village of Dundee

On-street parking is available along Route 14A in the Village of Dundee. No public off-street parking lots are accessible from Route 14A in Dundee. Public parking is available at the Village Hall and west of Main Street (Route 14A) between Union and Spring Streets. Signage identifying this lot is not present along Route 14A.

Signage is located at intersections along Route 14A directing travelers to area businesses and attractions located on side streets. These signs can be confusing because they are the same color (green) as the street identification signs.

Sidewalks are located on both sides of Main Street within the residential and business districts. In general, the sidewalks are very old, and show cracking and uneven surfaces. A sidewalk replacement project was completed for a section on the east side of Main Street extending from the Seneca/Union intersection south for one block. No other sidewalk replacements are proposed within the project corridor area.

No public parks are located along or adjacent to the corridor in the Village of Dundee.

F. Town of Starkey

No public amenities are located along the Route 14A corridor between the Schuyler County Line and the Village of Dundee.

3.3.3 Facilities

A. Village of Dundee

The Dundee Central School property is located adjacent to the roadway, and has playing fields which are used by students in the district. Other public buildings and facilities located along or within the corridor in the vicinity of Dundee include the Dundee Public Library, the Dundee Post Office, Town of Starkey offices, Village of Dundee Offices and Firehall, the Dundee substation of the New York State Police, and Hillside Cemetery. Non-public amenities include several churches, restaurants, convenience stores, gasoline stations, and the Black Rock Speedway.

Non-emergency health care services are available at the Schuyler Hospital Primary Care Facility on Millard Street in Dundee. Dundee Central Schools recently added a Wellness Facility on its campus.

B. Town of Barrington

A major non-public attraction located within the Route 14A corridor is the Windmill Farm and Craft Market (open to the public on Saturdays only). Some off-street parking is available for visitors to the Windmill. Numerous other home businesses and farm stands are also located along Route 14A in the Town of Barrington. Some of these businesses include off-street parking.

C. Town of Milo

Non-public attractions and businesses within the corridor study area in the Town of Milo include Oak Hill Farm (bulk foods), the Quilt Room (1870 Hoyt Road) and many other small businesses and farm stands.

D. Village of Penn Yan

Public facilities within the corridor study area include the Penn Yan Village Office, Town of Milo offices, the Penn Yan Public Library, Post Office, Fire Station and Police Station. These facilities are located off of Route 14A.

Emergency medical services are provided by the Soldiers and Sailors Hospital at the north end of the Village of Penn Yan.

The Penn Yan-Yates County Airport provides fueling, maintenance and tie-down services for general aviation pilots, as well as charter services for travelers requiring private air transportation to other destinations. While not directly accessible from Route 14A, this airport is located within the corridor study area on the west side of Route 14A.

Private attractions and business facilities located within the corridor study area in the Village of Penn Yan include numerous restaurants, bed-and-breakfasts, retail shops, historic homes, and Birkett's Mills. These facilities are located within the corridor study area, but away from Route 14A.

E. Town of Benton

The Yates County Highway Department is located in Benton Center on the east side of Route 14A. Other public facilities include the Benton Town Hall and Highway Department, and the Benton Fire Hall.

Non-public businesses and facilities include the Essenhaus Restaurant, Tomion's Farm Market, Horning's Greenhouse, numerous farm stands and agriculture-related businesses in the Town of Benton.

3.4 Planned Transportation Improvements

3.4.1 New York State

Routes 14A, 54A and 54 were resurfaced in the Village of Penn Yan in 2002. Under this project, roadway surfaces were milled and overlaid with new asphalt, and utilities were replaced where needed. The section from Benton Center to the Ontario County Line was repaved in 2004. Paving is scheduled from Penn Yan north to Benton Center in 2006.

Routine maintenance activities such as crack filling, pothole patching and drainage ditch repairs are generally done on an as-needed basis. Emergency repairs are completed when there is an immediate need to protect health and safety.

3.4.2 Yates County

Yates County has a 5-year planning cycle for capital improvements on County-owned roads and bridges. Improvements are scheduled for the following roadways within the project corridor:

- 2004 – Bellona Station Road (CR 8) received a total rehabilitation along the entire length of the road. Rehabilitation included improvements of roadside ditches and swales, and back slopes.
- 2005 – Bellona Station Road (CR 8) – Cold, in-place recycling of existing pavement, and hot topping with asphalt was completed.
- 2004 – East Sherman Hollow Road (CR 27) – A small portion of this road is located in the corridor near Route 364. It was rehabilitated as described for Bellona Station Road.
- 2004 - Chubb Hollow Road (CR 11) was rehabilitated as described above.
- 2006 – Main Street Bridge over Keuka Outlet (BIN 2219350) is scheduled for rehabilitation.
- 2006-2007 – Havens Corners Road (CR 14) is scheduled for a total rehabilitation between Voak Road and Ridge Road. The western half will be done in 2006 and the eastern half will be done in 2007, with Route 14A as the dividing line.

No other roadway improvements are included in the current 5-year planning cycle. Routine maintenance and emergency repairs will be completed as needed to maintain roadways in safe and serviceable condition.

3.4.3 Town of Barrington

Residents of Barrington expressed interest in improving internal circulation within the Windmill Market complex to relieve periodic traffic congestion on Route 14A. The Town of Barrington is also interested in constructing a roadway to connect the Windmill property with other commercial and farm-supply businesses on Route 14A south of Hobson Road.

The Town of Barrington has also indicated an interest in constructing an alternate connecting roadway between Route 14A and Route 54. At present, travelers often use Welker Road, which is extremely steep and narrow as it approaches Route 54 near Keuka Lake. The Highway Superintendent of Barrington noted this steep descent as a safety hazard for vehicles using Welker Road as an access to Route 54.

No specific road improvements are planned by the Town of Barrington for the Route 14A Corridor.

3.4.4 Town of Benton

The Town of Benton reported that the following road improvements are planned over the next couple of years:

- 2003 – Buckle Road was paved with asphalt and drainage swales improved.
- 2004 – Stape Road was paved with asphalt and drainage swales improved.

Other routine maintenance activities include ditch-cleaning and re-shaping, patching and culvert repair. These activities are completed on an as-needed basis.

A new water main was installed along the west side of Route 14A from the Penn Yan Village line to the hamlet of Benton Center, as part of the formation of Benton Water District No. 2. Water mains have also been installed along Stape Road from Route 14A to the Twin Oaks subdivision, along Clark Road to Flat Road, along North Main from 14A to the Village line, and on Havens Corners Road in the vicinity of Benton's Corners hamlet.

3.4.5 Town of Milo

The Town of Milo was contacted to determine if any road improvements were proposed on Town roads within the Route 14A corridor. Mr. Steven Webster responded that he knew of no improvements planned within the corridor area. He expressed a concern for speeds and turning movements at the entrance of the Horizon Business Park on the south edge of the Village of Penn Yan. The Town requested a lowering of the speed limit from 55 mph to 45 mph at the time the project was approved in 2000. The NYSDOT denied the request at that time. In the summer of 2004, the NYSDOT monitored the volume and speed of traffic on Route 14A between Old Route 14A and Lake Street. The average annual daily traffic volume was similar to counts taken in 1998 and 2001.

No road improvements have been planned for the Route 14A Corridor by the Town of Milo.

3.4.6 Town of Starkey

The Town of Starkey maintains local roads that intersect with Route 14A in the corridor study area. The Town of Starkey plans to place new underdrain tile and gravel base on Bossard Road and pave in 2006.

3.4.7 Village of Penn Yan

The Village of Penn Yan has initiated an aggressive program of road and utility maintenance and improvements. Penn Yan Department of Public Works staff indicated that the Village rehabilitated the following streets within the corridor: (1) Elm Street between Liberty Street and Main Street; (2) Lake Street between Liberty Street and Main Street; (3) South Avenue between Brown Street and Main Street; and (4) Court Street between Liberty Street and Main Street. The Village plans to combine street repairs with needed utility improvements, particularly water line replacements.

The preparation of the Infrastructure Strategic Plan has given the Village of Penn Yan a blueprint to inventory needs, prioritize repairs, and estimate costs for roadway and other infrastructure improvements. The Village of Penn Yan actively seeks out grants and low-interest loans to offset the cost of road and utility improvements.

The Village Department of Public Works coordinates with the Yates County Highway Department and the NYS Department of Transportation. Wherever possible, the Village seeks to fund and implement roadway improvements at the same time that water, sanitary sewer and other infrastructure is replaced or repaired.

3.4.8 Village of Dundee

The Highway Department maintains Village roadways that intersect Route 14A within the Village limits. The Village initiated a comprehensive planning process in 2005 that includes an assessment of the Village's transportation system needs. An infrastructure study was completed in 2005. The Village will seek grant funding for needed infrastructure improvements.

Village officials reported that the Village received grant money to purchase benches, trash receptacles, and planter boxes to be installed along the Route 14A corridor in downtown Dundee. The Village has applied for grant funding to assist business owners to improve the appearance of buildings in the commercial district and to address streetscape issues (sidewalks, lighting and trees).

3.5 Zoning Overview and Land Use Regulations

3.5.1 Analysis of Zoning Regulations

The following provides an overview of zoning in the Yates County Towns and Villages along the Route 14A Corridor. The overview starts in the northern part of Yates County with the Town of Benton, and goes south through the Village of Penn Yan, the Town of Milo, the Town of Barrington, the Village of Dundee, and the Town of Starkey (Figures 3-23. and 3-24.).

Zoning regulates the uses allowed in the various districts, as well as the intensity of those uses. There are currently 21 zoning districts in the six municipalities along the Route 14A corridor study area. The zoning along the Corridor is generally agricultural residential in the Towns, and higher density residential or commercial in the Villages. The zoning reflects the land use patterns of rural lands interspersed with villages. In general, the zoning codes lack standards regarding design factors that affect the Corridor's visual character and safety. These include the number and spacing of driveways, setbacks for parking, and limits on building footprints. District standards are detailed in Table 3.5-1.

**Table 3.5 – 1
Comparison of Zoning Regulations Related to
Corridor Management along the Route 14A Corridor, Yates County**

Municipality	Zoning District	Minimum Front Setbacks (ft)	Minimum Lot Size (sq ft)	Maximum Footprint Size	Minimum Lot Width (ft)	Maximum Lot Coverage (%)	Landscape/ Buffer Requirements?	Special permit for auto-related/ drive-through uses?	Limits on cell towers?	Driveways/ Curb Cuts Regulations?	Sign Ordinance?	Minimum Parking Setbacks Provided?	Steep Slopes	Wetlands	Floodplains
Towns															
Benton	AR1	80	40,000	n/a	200	35	No	n/a	No	No	Yes	No	No	No	Yes
	ARB	80	40,000	n/a	200	35	No	Yes	No	No	Yes	No	No	No	Yes
	HC	20	20,000	n/a	100	50	No	No	No	No	Yes	No	No	No	Yes
Milo	AC	50	20,000	n/a	150	20	Yes	n/a	No	No	Yes	No	No	No	No
	AR	50	43,560	n/a	150	10	Yes	n/a	No	No	Yes	No	No	No	No
	R	35	20,000	n/a	100	20	Yes	n/a	No	No	Yes	No	No	No	No
	C	75	20,000	n/a	100	70	Yes	Yes	No	No	Yes	No	No	No	No
Barrington	ARD	40	43,560	n/a	150	n/a	No	Yes	No	No	Yes	No	No	No	No
	CCD*	60	87,120	n/a	150	n/a	No	Yes	No	No	Yes	No	No	No	No
Starkey	A-1	50	44,000	n/a	150	10	Yes	n/a	No	No	No	No	Yes	No	Yes
	L-C	50	88,000	n/a	250	10	Yes	n/a	No	No	No	No	Yes	No	Yes

Table 3.5 – 1 Comparison of Zoning Regulations Related to Corridor Management along the Route 14A Corridor, Yates County															
Municipality	Zoning District	Minimum Front Setbacks (ft)	Minimum Lot Size (sq ft)	Maximum Footprint Size	Minimum Lot Width (ft)	Maximum Lot Coverage (%)	Landscape/ Buffer Requirements?	Special permit for auto-related/ drive-through uses?	Limits on cell towers?	Driveways/ Curb Cuts Regulations?	Sign Ordinance?	Minimum Parking Setbacks Provided?	Steep Slopes	Wetlands	Floodplains
Villages															
Penn Yan	R-1	30	10,500	n/a	70	40	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	R-2	30	7,800	n/a	60	30	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	RT	30	7,800	n/a	60	30	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	VC	n/a	2,000	n/a	30	40	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	GC	n/a	6,000	n/a	50	40	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	WDC	n/a	n/a	n/a	n/a	50	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
	PB	50	87120	n/a	200	80	Yes	No	No	No	Yes	No	Yes	No	Yes
	I	n/a	n/a	n/a	n/a	70	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
Dundee	R-1	35	20,000	n/a	100	20	Yes	Yes	No	No	Yes	No	No	No	No
	R-2	25	10,000	n/a	75	30	Yes	Yes	No	No	Yes	No	No	No	No
	C	75	4,000	n/a	30	85	Yes	Yes	No	No	Yes	No	No	No	No
	M-I	50	40,000	n/a	n/a	40	Yes	Yes	No	No	Yes	No	No	No	No

Figure 3-23. Generalized Zoning Map for Towns of Benton and Milo and Village of Penn Yan

BENTON and MILO
 GENERALIZED ZONING

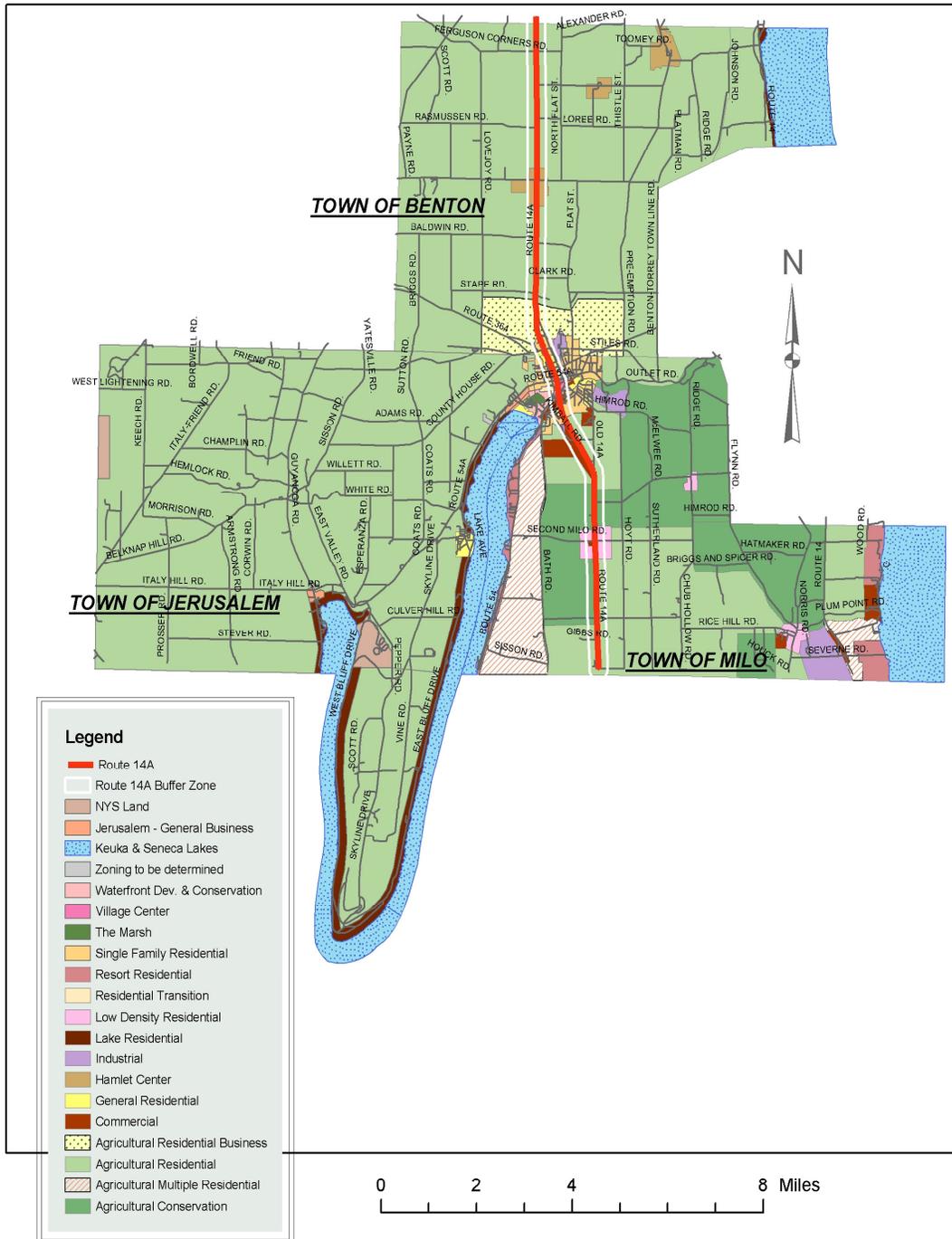
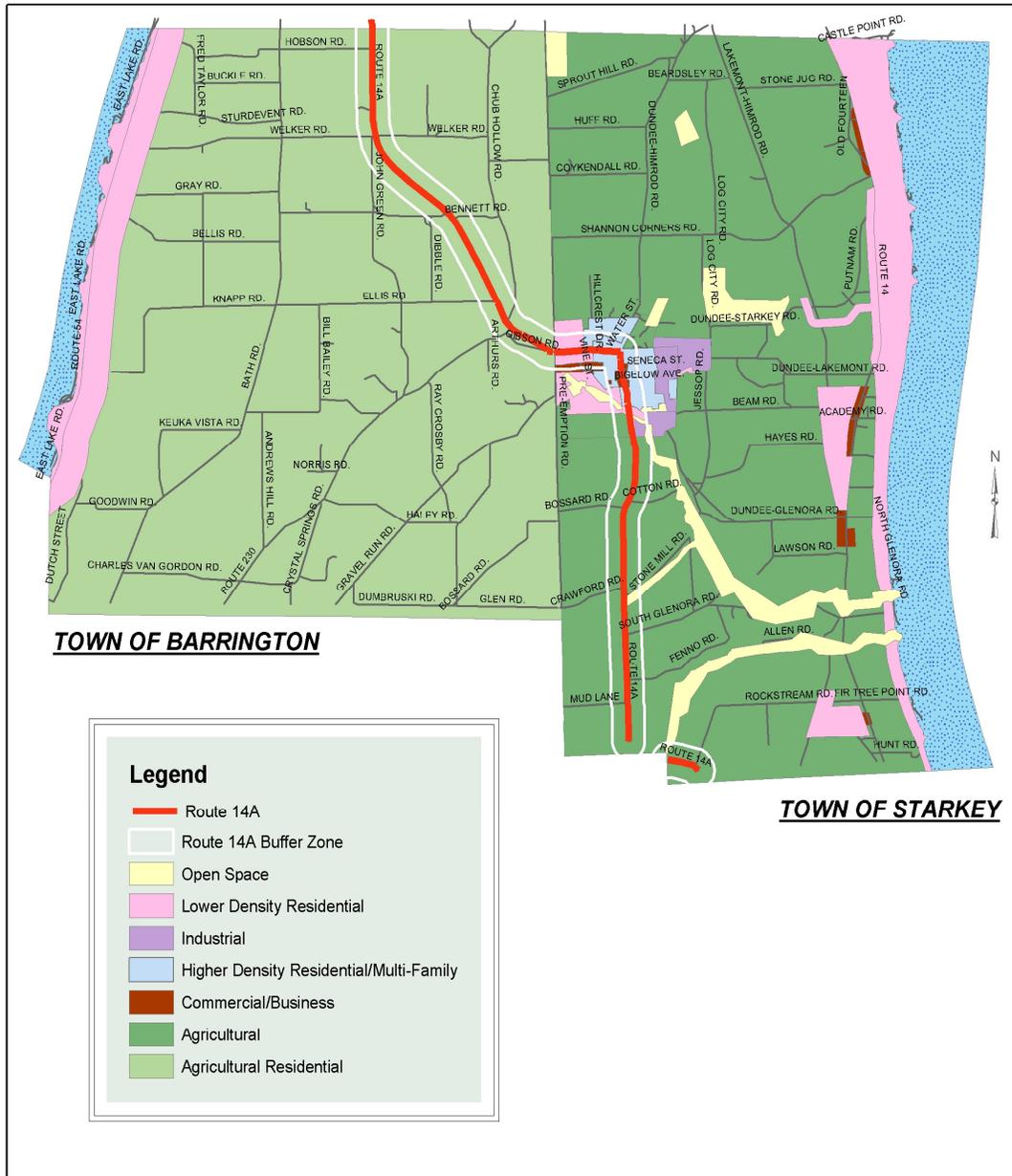


Figure 3-24. Generalized Zoning Map for Towns of Barrington and Starkey and Village of Dundee

BARRINGTON and STARKEY
 GENERALIZED ZONING



3.5.2 Town of Benton

The Town of Benton's Comprehensive Plan (1991) acknowledges that Route 14A is Benton's "Main Street," and conveys the image and character of the Town. The Plan considers Route 14A one of Benton's special areas of important character and suggests adopting zoning that protects this character. Although no specific setbacks are recommended, the Comprehensive Plan recommends that new buildings be located farther from the road ROW. In general, the Plan recommends the discouragement of continuous roadfront development along Route 14A. It specifically recognizes the aesthetic value of a rural highway corridor characterized by irregularly spaced hamlets, scattered houses, barns, and silos. The Plan recommends the revision of setback, density, and other regulations to promote the rural "Main Street" character of the Route 14A corridor through the Town.

Route 14A in the Town of Benton runs north-south for approximately 6.2 miles through the center of the Town, starting at the northern boundary with Ontario County and ending at the northwest boundary of Penn Yan. Three zoning districts are included within the corridor study area: Agriculture-Residential 1 (AR-1), Agriculture-Residential-Business (ARB) and Hamlet Center (HC). Zoning issues that affect these districts along the corridor will be addressed separately.

Although the issues of landscaping and buffering are generally addressed in the Town's site plan regulations, the zoning codes do not specifically require consideration of landscaping or buffering along the roadway or between districts. The zoning regulations also do not regulate the design and placement of cellular towers, driveways or curb cuts. These issues frequently cause land use conflicts in developing communities. The Town currently has no minimum parking setback requirements. This issue has particular significance in Benton because several auto service and sales related businesses are located within the corridor.

A. Residential District

The Town of Benton's Agricultural Residential 1 district (AR-1) is the predominant zoning along Route 14A in the Town and accounts for three quarters of the corridor's frontage along both the west and east side of the roadway. The stated intent of AR-1 is to:

"encourage agricultural use of land, conserve the scenic beauty and open space of the Town, and permit limited residential development. The regulations of the District recognize that the ... soils and topographic conditions within Benton are excellently suited for successful agriculture and that allowance for residential development and limited farm-related businesses and home occupations is necessary to maintain economically viable agricultural activity. The intent of the district is also to recognize that the area is designated as an 'Agricultural District' under the New York State Agricultural Districts Law."

1. Permitted Uses

Primary permitted uses in AR-1 include farms, mobile homes, one- and two-family dwellings, churches, schools, parks and recreation, and roadside stands. Some residential, general commercial, and industrial uses require a special permit. Examples of potential land uses that would require special permits within the AR-1 zone include contractor yards, trucking terminals, warehousing, wholesale and retail distribution establishments, restaurants, and retail businesses. Uses such as trucking terminals and warehousing do not seem to be compatible with the underlying intent of the AR-1 district.

While Benton's AR-1 district allows agricultural uses, it does not actively encourage or protect agricultural land. The underlying intent of the AR-1 district to preserve agricultural land would be advanced by raising the minimum lot size.

2. Bulk Regulations

Bulk regulations for AR-1 require a minimum lot area of 40,000 square feet, and maximum allowable lot coverage of 25 percent. The minimum front setback requirement is 80 feet from the road ROW.

B. Commercial and Mixed Use Districts

The Town of Benton's commercial and mixed-use districts include the Agricultural Residential Business district (ARB) and the Hamlet Center district (HC). Each district accounts for about 12 percent of frontage along Route 14A in the Town.

The ARB district is located on both sides of Route 14A from the Village of Penn Yan border north to the intersections of Stape Road and Simonsen Road. The intent of the ARB district is to:

“enable the orderly continuation of farming and agricultural activities and also to permit more extensive residential and business development than is encouraged within the AR-1 or AR-2 districts. Orderly residential development is encouraged within the ARB district, as is the development of individual business enterprises within the guidelines of the regulations.”

The HC district is located roughly in the center of Town at the crossroads of Route 14A and Havens Corners Road (CR 14), and is known as “Benton Center.” The underlying intent of the HC district is to:

“promote and encourage the continued health of the Town's traditional Hamlet Centers and to encourage and enable continued investment in residential and compatible business activity in these historic centers. The District recognizes that the preservation of property values and vitality within the Hamlets requires the ability to develop additional parcels of land along hamlet streets and edges. The character of these historic centers with the Town is a vital component of the quality of rural life in the Town of Benton.”

Both the ARB and HC districts allow farms, one-and two-family dwellings, and a variety of community, institutional, and commercial uses. Drive-through uses are not permitted in ARB, but are allowed in HC without a special permit. Both districts require a special permit for auto-related uses and contractor and lumber yards.

Bulk regulations for ARB are the same as for AR-1, requiring a minimum lot area of 40,000 square feet, and maximum allowable lot coverage of 25 percent. Minimum front setback requirements are 80 feet from the road ROW.

Bulk regulations in the HC district require a smaller minimum lot size (20,000 square feet), a higher maximum allowable lot coverage (50 percent) and smaller front setback requirements (20 feet).

The issues regarding potential conflicts between agricultural and residential as-of-right uses and certain business, commercial and industrial special uses in the HC and ARB districts are the same as those expressed for the AR-1 district.

Other potential conflicts arise from the lack of parking setback requirements and potentially inadequate building setbacks in the Hamlet Center district. The Route 14A ROW in the Town of Benton varies from 75 feet wide to over 150 feet wide. Several existing buildings within the Hamlet of Benton Center appear to encroach upon the State's ROW. Several businesses within the Hamlet also appear to be utilizing the State's ROW for parking and outdoor storage of waste materials, tools and parts.

C. Other Regulations

1. Signage

The Town of Benton's zoning regulates the size and location of signs for residences and businesses. The ordinance restricts certain types of signs, including marquee-type signs. The ordinance specifically allows businesses and residences to use temporary signs to advertise the sale of seasonal fruits and vegetables, with the stipulation that these signs not exceed 32 square feet in total area. The use of temporary signs for other purposes is not addressed in the regulations.

2. Site Plan Regulations

The Town of Benton zoning regulates auto service and sales businesses as special permit uses in several districts. Issues such as landscaping, buffering and parking are generally addressed in the Site Plan Regulations, but no minimum standards are established. These issues are left to the discretion of the Planning Board. The site plan regulations for the Town of Benton were adopted in 1991. Several auto-related business uses are located along the corridor in Benton Center. These businesses may have been in existence prior to the adoption of the site plan law, and non-compliance with the Town regulations may be grandfathered. Outdoor storage of waste barrels and locating display or repaired vehicles within or adjacent to the State's ROW presents potential safety hazards and limits visibility

at closely-spaced driveways within the Hamlet. These issues are discussed in detail in Section 3.6.1, "Land Use."

3. Subdivision Regulations

The Town of Benton lacks a subdivision regulation to regulate the division of existing parcels of land. Benton's zoning regulations currently recognize the potential for increased subdivision of large agricultural parcels in the intent sections of the ARB and HC zones.

Without subdivision regulations to guide the shape, dimension and access requirements for each individual parcel, parcels may be subdivided with inadequate road access, frontage or substandard sizes for the zoning district. Subdivision regulations also control the use of flag lots and other means of ingress and egress from subdivided lots.

The issue of access to individual land parcels is particularly important in the Town of Benton along the Route 14A corridor because several larger agricultural parcels have been recently subdivided for residential, agricultural and business uses. Frontage development without adequate provision of access for interior lots reduces the value of these lots and results in an inefficient pattern of land use. Without adequate subdivision regulations, lots may be created without adequate frontage or setback depth to accommodate future uses, or without adequate road access.

3.5.3 Village of Penn Yan

From the northern Village limit in the Town of Benton, Route 14A continues for about 1.82 miles through the Village of Penn Yan in a southeasterly direction to the Village's southern limit in the Town of Milo. Within the Village, Route 14A intersects three other state highways, Route 364, Route 54 and Route 54A. The corridor study area includes seven zoning districts in the Village. All districts contain provisions for landscaping and buffering, and auto-related and drive-through uses. The code does not include provisions for the design and placement of cellular towers nor does it provide parking setback minimums.

A. Residential Districts

The mapped residential districts include the Single-Family Residential (R1), General Residential (R2) and Residential Transition (RT) districts. The largest minimum lot size allowed within the three residential districts is approximately 1/4-acre. Residential densities range from 10,500 square feet for a single family home in an R1 district to a minimum lot size of 7,800 square feet in the RT district.

In addition to single-family housing, the R2 and RT zones permit two-family and multi-family dwellings, townhouses, and senior citizen housing developments. The RT zone is intended for use in areas adjacent to the central commercial districts, and permits limited business uses including day care centers, barber and beauty shops, funeral homes, medical clinics, business and professional offices, computer and electronic repair shops,

personal service establishments and grocery stores. Other uses allowed in all residential districts are religious, educational, recreational, community, and government facilities.

R1 zoning predominates in two outlying portions of the Village furthest from the commercial centers north of North Avenue/Maple Street and south of Lake Avenue. The RT zone extends along the west side of Liberty Street (Route 14A) from Elm Street to Court Street, and along the east side of Liberty Street (Route 14A) from the south side of Chapel Street (St. Mark's Terrace affordable senior housing) to Court Street north of the central business district. The R2 district is mapped on both sides of Liberty Street (Route 14A) between Court Street and North Avenue/Maple Avenue.

B. Commercial and Village Center Districts

The General Commercial (GC) district provides for larger scale commercial and business uses. Within the corridor, the GC district is located at the intersection of Lake Street and Brown Street (Route 14A). The GC district extends easterly along the south side of Lake Street to East Main Street, and westerly along both sides of Lake Street to South Avenue. The GC district requires a minimum lot size of 6,000 square feet and permits a wide variety of business, industrial, community facility uses, and higher density residential uses (multi-family and clustered housing, townhouses, and dwellings above ground-floor businesses).

The Village is currently experiencing pressure to expand the GC district in the vicinity of Brown Street and Lake Avenue. The Village rezoned four residential lots along the east side of Brown Street (Route 14A) to GC for a Best Western motel. Other requests for rezoning from residential R1 to GC have also been received by the Village for lots near this intersection.

The Village also recently received a request to rezone three residential parcels located on the west side of Route 14A from South Avenue to the Starview Lanes. The applicant is proposing to relocate an existing car dealership from the Village Center of Penn Yan to this larger location. The Board has referred the request to the Planning Board for review. A decision is expected during the summer of 2005.

The reason much of the Route 14A corridor in Penn Yan is zoned residential is because the alignment of Route 14A was changed from East Main Street to Liberty-Brown Street in the mid-20th century. East Main Street was formerly the main north-south artery through the Village. Business and commerce were centered on East Main Street. When the alignment was shifted, through-traffic was re-routed to Liberty and Brown Streets. Prior to this route shift, the land use along Liberty and Brown Streets consisted of small residential lots.

The pressure to change from residential to commercial land use results from the increased visibility and exposure these lots now receive. Land use conflicts arise when owner-occupied, single-family residential properties are converted to uses that are not compatible with the small lot size and limited road access.

The Village Center (VC) district is located on both sides of Route 14A from Water Street to Elm Street, and on the east side of Route 14A only from Elm Street to the south limit of the St. Mark's Terrace property on Chapel Street. This district permits a full range of central business uses at densities appropriate for Penn Yan's village scale. The district allows retail, business and personal service, financial, institutional, office, cultural and entertainment, recreational, government, and multi-family residential uses on a minimum lot size of 2,000 feet.

C. Waterfront Development and Conservation District

The Waterfront Development and Conservation district (WDC) provides for compatible mixed land uses adjacent to Keuka Lake and the Keuka Outlet that are sensitive to the unique waterfront environment and the area's scenic and historic character. The district is also intended to encourage recreational and open space uses, public access to the waterfront, and water-dependent and water-enhanced uses. The WDC also requires a minimum of 30 percent of the land area to be devoted to open space. No new buildings are permitted within 30 feet of the shoreline. The WDC permits a wide range of uses including all types of housing, community facilities; manufacturing, research, and warehousing uses; and virtually all business uses allowed in the zoning law (except fast food restaurants, funeral homes, and self-service laundries).

Dimensional requirements of lots in the WDC are governed by a flexible Density Control Schedule. A maximum of 40% of the gross land area of a proposed development parcel may be devoted to a specific use or combination of uses. This lot coverage area includes all principal and accessory buildings, but excludes required off-street parking areas. Parking areas may not be included in the required open space. This wording is confusing for those wishing to redevelop parcels within the WDC.

Within the corridor, the WDC is located on both sides of Route 14A from Lake Avenue to Water Street. At present, the properties within the WDC in the corridor consist of mixed residential, small commercial and personal service businesses located in older buildings adjacent to the Keuka Outlet. The Keuka Outlet Trail is located along the south side of the Outlet in this area. Some WDC-zoned properties within the corridor have experienced frequent changes in ownership, and may be vacant or under-utilized. Several buildings within the WDC in the study area are over fifty years old and may require significant improvements to meet current building codes to enable adaptive re-use for business or residential purposes.

D. Industrial

A single 10.5-acre parcel of industrial-zoned land is located on the west side of the corridor south of South Avenue. This parcel is the site of the New York State Department of Transportation Maintenance Facility. Other industrial-zoned lands are located in the Village of Penn Yan, but are not located within the study area. Principal industrial uses allowed in the Industrial (I) district include contractor yards; manufacturing, extraction, and assembly; research laboratories; trucking terminals; and warehousing and wholesale uses. Also allowed are parks, public utilities, transportation facilities, and a wide variety of business uses. No residential uses are permitted in the I

district. The only dimensional criteria in the Industrial district are maximum lot coverage (70%) and limited building height (40 feet). No specific criteria are set for building setbacks, lot size or lot dimensions.

E. Planned Business District

In 2000, the Village annexed and rezoned an 85-acre parcel of agricultural land located on the east side of Route 14A south of South Avenue. The site was developed as the “Horizon Business Park”. This land was rezoned from agricultural to Planned Business District (PB). It was the first PB District in the Village. The primary purpose of the PB district is to provide for larger scale, mixed-use business park developments along arterial roads. The business park was established because no large lots remained open within existing industrial zones in the Village.

A major industrial employer in Penn Yan, Coach and Equipment Corporation, outgrew its existing facility on Route 14A. This business relocated into a new building in the business park. The park is served by public water, sanitary and storm sewers, and low-cost Village electric power. From the Village, the presence of this district offers significant potential for expansion of business and light industrial uses along the corridor. It is also located close to the Penn Yan-Yates County Airport, which has the infrastructure to support corporate aircraft.

F. Other Regulations

1. Subdivision Regulations

The Village Board adopted its Subdivision of Land Law in 1990. The law empowers the Village Planning Board to review and approve or disapprove proposed subdivisions in the Village. The law has separate provisions for minor (less than five lots) subdivisions and major (five or more lots) subdivisions. It also provides procedures for sketch, preliminary and final plan review by major and minor subdivisions. The subdivision law stipulates required improvements and requires the preservation of natural features to the extent practicable. Separate regulations set density and site design standards for land to be subdivided for clustered projects.

The adoption of subdivision regulations reduces the potential for substandard lots to be created within existing zoning districts. It also requires the provision of adequate access for each lot.

2. Site Plan Review

In 1989, the Village Board initially adopted the Site Plan Review Law. This law authorizes the Village Planning Board to review and approve or disapprove site plans for land uses within the Village. All new land use activities affecting the exterior of buildings must go through site plan review. Construction related to one-family dwellings, landscaping, and ordinary repair or maintenance, exterior alterations or additions that would not increase the square footage by more than

30 percent, nonstructural agricultural or gardening uses, and temporary sales activities are excepted from this regulation.

Implementation of the site plan review process results in higher quality development and fewer land use conflicts between existing development and proposed new development. Site plan review addresses issues that are problematic in land development. Common issues include drainage, landscaping, visual aesthetics, outdoor storage areas, parking, pedestrian and vehicular circulation patterns, traffic and ingress/egress. Proper site planning enhances and maintains the value of real property.

3. Historic Preservation District Regulations

The Village Board adopted its Historic Preservation Law in 1989. All properties within the Penn Yan Historic District are subject to an extra layer of review. Before any historic structure can be demolished, moved or altered, the Penn Yan Historic Preservation Commission must issue a Certificate of Appropriateness.

The study area includes portions of two Village of Penn Yan historic districts: the Penn Yan Historic District and the Crooked Lake Historic District. Within the study area, the Penn Yan Historic District includes the Yates County Courthouse Park District and several properties on Court Street. Portions of several other properties located on Main Street and the south side of North Avenue are also included within the study area. A small portion of the Crooked Lake Outlet Historic District is included within the corridor study area at the point where East Main Street crosses the Outlet.

The adoption of historic preservation regulations by the Village of Penn Yan indicates a community commitment to honor its heritage and maintain the historic integrity and appearance of the Village center. The Village uses this regulation to maintain historic fenestration and façade treatments on new construction to maintain the visual aesthetic on several new buildings in the Penn Yan Historic District. Notable examples include the new Yates County Courthouse and Office Building, the new Penn Yan library addition and the new Village Hall.

3.5.4 Town of Milo

A portion of the Village of Penn Yan is included in the Town of Milo. The Town's zoning regulations do not apply to the area of the Town that is within the Village limits. The Town of Milo's Comprehensive Plan was adopted in 1971, and has not been updated. The New York State Department of State (NYS DOS) advises local communities on planning and zoning issues. The NYS DOS recommends that municipal Comprehensive Plans be updated at least every ten years to reflect changes in demographics and residential, commercial and industrial development.

Policies set forth in the 1971 Comprehensive Plan have been used to guide land development within the corridor. The key guidelines outlined in the Comprehensive Plan include:

- Future urban development should be south and east of the Village of Penn Yan. These developments should be provided with public utilities, access roads, police and fire protection.
- Commercial areas should be designated in the vicinity of proposed industrial facilities to include highway-oriented commercial facilities.
- Upper slopes overlooking Seneca and Keuka Lakes should be conserved because of the unique suitability for grape growing. Conservation of agricultural lands and woodlots is to be encouraged through the adoption of development controls.
- Route 14A is recognized as an important thoroughfare for the community. It also forms the center of a highway-oriented commercial district in the Town.

Four zoning districts are located within the corridor study area in Milo. All districts contain provisions for landscaping and buffering. A sign ordinance is also included in the code. No provisions are included for cellular towers, driveways, curb cuts or parking setbacks. These issues may become important in developing areas or in areas where visual aesthetics are a concern.

A. Residential Districts

The mapped residential districts along Route 14A in the Town of Milo include the Agricultural Conservation district (AC), the Agricultural Residential district (AR), and the Low Density Residential district (R). Reflecting that Milo is a rural town, the smallest lot size within the study area is approximately 1/3-acre.

The minimum allowable lot size in the AC district is 20,000 square feet. The minimum front setback from the highway ROW is 50 feet. The minimum lot width is 150 feet. The maximum lot coverage is 20%. The stated purpose of the AC district is to, “reserve land for agricultural purposes by inhibiting urban growth in these districts; and to conserve the scenic beauty of the town.”

Permitted uses include farm operations and single family homes and mobile homes related to farm operations. Special uses in the AC district include essential services and roadside stands. This district has the most restrictive regulations for development and the fewest special uses. The minimum lot size of the district appears to be inconsistent with its stated purpose. This minimum lot size is more consistent with residential districts.

AC zoning is located on the west side of Route 14A from the north limit of the R zone around the intersection of Route 14A to the south limit of the AR zone, a distance of approximately 5,100 feet.

The AR district allows a minimum lot size of one acre (43,560 square feet). The minimum front setback is 50 feet from the highway ROW in the AR district. The minimum lot width is 150 feet. The stated purpose of the AR district is to, “encourage agricultural interest in the district and to permit residential development in the district.” Permitted uses include all uses permitted in the AC district, as well as single- and two-

family dwellings. Special uses in the AR district include essential services, roadside stands and campsites. This district is slightly less restrictive in its provisions for residential development than the AC district, but maintains the open space aspect of the community by requiring a maximum allowable building coverage of 10% of the lot area.

AR zoning is located on both sides of the corridor from the intersection of Old Route 14A south for a distance of about 2,000 feet. AR zoning is also located on the east side of Route 14A south of the hamlet of Second Milo to the Barrington Town Line, and on the west side of Route 14A from Baker Road to the Barrington Town Line.

The R district is centered on the intersection of Route 14A and Second Milo Road in the hamlet of Second Milo. The district extends approximately 1,500 feet north of the intersection of Second Milo Road and approximately 1,100 feet south of the intersection of Second Milo Road.

The minimum lot size is 20,000 square feet. The minimum front setback from the highway ROW is 35 feet. The minimum lot width is 100 feet. Permitted uses in the R district include one- and two-family detached dwellings, churches and places of worship, schools, parks and playgrounds, libraries, museums, and conversions of single-family dwellings into two-family dwellings with a minimum size of 500 square feet. Special uses in the R district include community buildings and social halls, clubs, lodges and fraternal organizations, public swimming pools, essential services, mobile home parks, planned unit developments and farm operations. It is interesting to note that conversions of single-family homes to two-family dwellings is permitted without a review by the zoning board of appeals.

B. Commercial

Two Commercial zones (C) are presently located within the Route 14A Corridor study area in the Town of Milo. One Commercial District is located on both sides of Route 14A extending from the southern limit of the Village of Penn Yan to the intersection of Old Route 14A and Route 14A. The second is located on the west side of Route 14A within the Residential zone in Second Milo.

Permitted principal uses include any retail or personal service establishments, such as hotels, motels, eating and drinking establishments, food stores, drug stores and business and professional offices. Uses requiring a special permit include automobile service stations, amusement operations, farm operations and bowling alleys. It is interesting to note that automobile dealerships apparently do not require special use permits in the Commercial zone. Bulk regulations for the Commercial zone require a minimum lot area of 20,000 square feet and allow a maximum lot coverage of 70 percent. The minimum front setback is 75 feet from the highway ROW.

Only a portion of the commercial district located along Route 14A south of Penn Yan is served by public water. The remainder of the district depends on groundwater wells for potable water. The district is not served by public sanitary sewers. Adjacent lots that meet the minimum area requirement may not be developable because they do not have

sufficient separation distances between potable water wells and septic system leach fields. The width of the Route 14A ROW varies from approximately 75 feet to over 120 feet within the Town.

C. Other Regulations

1. Subdivision Regulations

The Town of Milo has subdivision regulations that apply to both major and minor subdivisions. The subdivision regulations include minimum standards for lot size, road dimensions, access, landscaping, parks, recreation and drainage. No “unbuildable” lots are permitted within new subdivisions.

2. Use of Special Permits or Variances

The definition of “essential services” in the Milo Town Code does not cover business uses. In other communities, such as Benton, the definition of “essential services” has been expanded to include businesses directly related to farming operations or businesses that support farm operations.

It is our understanding that variances have also been issued in the Town of Milo to cover business operations on properties zoned for agricultural or residential use. Variances are intended to be used in cases of hardship or where lot dimensions cannot accommodate the requested use. The process of obtaining a variance requires an appeal to the zoning board to obtain relief from a zoning requirement that is too restrictive. In the Town of Milo, the variance process has been used to permit business development in areas that are not zoned for commercial use.

3.5.5 Town of Barrington

Within the Town of Barrington, the corridor study area includes only one zoning district, the Agricultural-Residential district (ARD). The Town zoning code also includes Lake-Residential, Highway-Residential and Planned Development districts. These districts are located outside of the Route 14A corridor study area. The Town’s Zoning Code was originally adopted in 1971, and has been amended several times since then. The Town of Barrington’s Comprehensive Plan was adopted in the mid-1970s, and has not been updated. The plan contains a summary of the history and resources of the community. The goals set forth in the Town’s Comprehensive Plan include:

- encouragement of agriculture
- increasing the recreational potential of the Keuka Lake area, and providing public access to the lakeshore
- encouragement of reforestation on submarginal lands
- improvement of roads throughout the Town
- provision for sound development patterns that will not conflict with transportation, natural resources and other development.

A. Residential District

Principal permitted uses in ARD include residential, agricultural or open space, or any non-commercial or non-industrial uses. Permitted special uses include campgrounds, mobile home parks, junkyards, or any business, commercial and industrial uses. Bulk regulations for the ARD require a minimum lot size of one acre per dwelling unit. The minimum front setback from the road ROW is 40 feet.

The minimum front setback requirement allows buildings to be constructed within 40 feet of the road right-of-way. The width of the Route 14A ROW varies through the Town of Barrington from approximately 75 feet to over 120 feet. This setback does not allow sufficient front yard space for off-street parking for businesses that have developed along the Route 14A corridor in Barrington.

B. Proposed Community Commercial District

The Town is considering a Community Commercial District (CCD) along both sides of Route 14A from the Windmill south to Welker Road. The purpose of this proposed district would be to “provide a range of integrated and planned commercial areas and facilities necessary to serve the needs of the population of the Town and the traveling public.”

Principal permitted uses that would be included in the current draft of the “Community Commercial District” include one- or two-family dwellings; retail businesses; essential services; auto-related uses including motor vehicle service stations, auto repair shops, used vehicle sales, car, truck, and trailer rentals, and self-service gasoline units; drive-through uses including car wash establishments; and commercial storage buildings and mini-warehouses. The proposed bulk regulations require a minimum area of two acres per unit and a minimum front yard of 60 feet from the road right-of-way.

A *de facto* highway commercial area has developed in recent years along the Route 14A corridor in Barrington between Welker Road and the Milo Town Line. Businesses located in this commercial area include the Windmill Farm and Craft Market, Oak Hill Bulk Foods, and several others. The “Community Commercial District” recognizes the pressure to expand commercial uses along the Route 14A corridor.

A review of the draft regulation indicated that the proposed language should be revised to eliminate uses that are not appropriate for areas that are not served by public water and sewer (e.g., car washes), and to make potentially large-scale developments with multiple tenants or uses, such as shopping plazas, auto dealerships, and drive-through uses such as banks, fast food restaurants subject to special permit review.

The district was not adopted as proposed in 2002. An interview with the code enforcement officer indicated that this type of district is still under consideration, but appropriate language and uses must be developed.

C. Site Plan and Subdivision Regulations

The Town of Barrington lacks site plan and subdivision regulations. Issues related to the lack of subdivision and site plan regulations are discussed elsewhere in this report.

3.5.6 Village of Dundee

The Village of Dundee is completely contained within the Town of Starkey. The Barrington-Starkey town line (Pre-Emption Road) forms the western limit of the Village of Dundee. Route 14A enters Dundee from the west and heads east on Millard Street for about 1.25 miles and then turns 90 degrees to the south onto Water Street and Main Street for a distance of 0.7 mile to the south village limit.

The Village of Dundee was included with the Town of Starkey in a joint Comprehensive Plan that was prepared by Candeub, Fleissig and Associates of Albany, NY in 1969. The Plan recommended that Route 14A should be relocated to bypass downtown Dundee, relieving traffic pressure in that area and providing for better traffic flow on the road. The Plan also recommended improvement of north-south highways to serve the Village of Dundee and proposed industrial and residential areas.

The Zoning Code was adopted in 1975, and has been amended infrequently. Interviews with Village Trustee Judy Duquette and Code Enforcement Officer Gary Boardman indicated that the Village has initiated a revision of its Comprehensive Plan. The Village has also re-appointed a Planning Board to review development proposals.

The Village Board has also submitted plans to the New York State Historic Preservation Office to designate a portion of the Route 14A Corridor as a Historic District. The proposed district limits extend from the intersection of Millard Street (Route 14A) and Water Street south along Route 14A to the Big Stream bridge. The district would also include portions of Seneca Street and Union Street. The designation is being sought to assist property owners to maintain the numerous historic buildings present in this area.

The Village contains four zoning districts along Route 14A. The zoning code requires landscaping and buffering, special permits for auto-related and drive-through uses, and contains sign regulations. The zoning does not regulate the design or location of driveways and curb cuts and cellular towers, nor does it set minimum parking setbacks.

A. Residential Districts

The Low-Density Residential District (R-1) is located on the north side of Millard Street (Route 14A) from Hillcrest Drive to Pre-Emption Road and from the southern village limit to Big Stream Creek on the east side of Route 14A, and on both sides of Main Street from Saunders Street north to about halfway between Bigelow Street and Saunders Street. The Millard Street R-1 district includes the Hillcrest Cemetery.

The minimum lot size for the R-1 district is 20,000 square feet. Minimum lot width is 100 feet, and the minimum front setback is 35 feet. The maximum allowable lot coverage is 20%. The zoning regulation clearly identifies the purpose of the R-1 district as being predominantly residential.

Permitted accessory uses include customary home occupations, signs and professional offices. Special permit uses include community buildings and social halls, golf courses, essential services, planned unit developments, mobile home parks, multi-family attached dwellings, adult homes, and mobile homes.

The Medium Density Residential District (R-2) is located on the north side of Millard Street from Hillcrest Drive to Water Street, on the south side of Millard Street from Washington Street to Water Street, and extends south on Water Street (Route 14A) to Stoll Street. The R-2 district also includes the Dundee Central School property on the east side of Water Street and surrounds the commercial (C-1) district from Stoll Street to Hollister Street. The minimum lot size for the R-2 district varies with the type of dwelling.

A minimum lot area of 10,000 square feet is required for a detached single-family residence, 15,000 square feet is required for a two-family residence, and a minimum lot area of 4,000 square feet per dwelling unit is required for multi-family developments.

Permitted uses within the R-2 district include single- and two-family detached residences. Multi-family apartment buildings are permitted by special permit. Other special permit uses are the same as the R-1 district.

Both districts also permit general uses such as school, parks, libraries, and museums.

B. Commercial

The Village's commercial zone (C-1) delineates the central business district. The C-1 district is located along the east side of Water Street (Route 14A) from the Millard Street turn to the middle of the block between Hollister Street and Bigelow Street. On the west side of Route 14A, the C-1 district is located from the south side of Stoll Street to the north side of Spring Street. Dundee's Village Center along Route 14A includes a number of historic structures that are in commercial use (e.g., professional offices, small retailers, restaurants) with a few newer commercial buildings (e.g., gas station, grocery store).

Principal permitted uses in the C-1 district include any retail or personal service establishment. Special uses permitted in C-1 include automobile service stations, amusement uses, bowling alleys and single-family dwellings.

Bulk regulations for C-1 require a minimum lot area of 4,000 square feet and 85 percent maximum lot coverage. The minimum front yard for structures in C-1 is 75 feet. A number of older buildings in the commercial district are located closer than 75 feet from the right-of-way.

C. Industrial

The Industrial (M-1) zone is located along the east side of Route 14A just north of the Village limit. The M-1 district accounts for just 60 feet of frontage along the east side of Route 14A in the Village.

Principal permitted uses in M-1 include any manufacturing, assembly or other industrial or research operation meeting the required performance standards outlined in the zoning ordinance; farm, farm uses, and customary farm occupations; and warehouses for enclosed storage of goods and materials, distribution plants, and wholesale businesses. Special uses permitted include large-scale industrial park development; extraction of stone, sand, and gravel; automobile service and repair stations; and uses involving outdoor sewage areas.

The minimum lot area within the M-1 district is 40,000 square feet. The minimum lot width is 100 feet and the minimum front setback is 50 feet. Maximum building height is 35 feet. Maximum lot coverage is 40%.

D. Other Regulations

1. Signage

The Village of Dundee zoning law contains sign regulations that prescribe the size, illumination and quality of signs in residential and nonresidential districts. The ordinance also prohibits signs that are erected or maintained on trees, rocks, or other natural features of the landscape, signs that are structurally unsafe or in disrepair, signs that are obscure or ineffective, and freestanding advertising signs located off the premises where the business or activity is conducted.

2. Other Issues

The Village of Dundee does not have subdivision or site plan regulations. The Village also exercises strong control over businesses in the R-2 district using the special permit process.

3.5.7 Town of Starkey

The status of the Town of Starkey Comprehensive Plan is unclear. The Town adopted a Comprehensive Plan and Zoning Ordinance in 1969. A draft revised Comprehensive Plan (ca. 1993) was made available for this study, but no information was available to indicate that this revised plan was ever adopted. Numerous objectives and recommendations are presented in the draft plan. Key recommendations affecting the Route 14A corridor include:

- Pre-existing, non-conforming uses should be encouraged to work toward conformity by land purchase, moving or some other strategy. Any pre-existing, non-conforming use closed for a year should be terminated. Special use permits should be periodically inspected to insure no unauthorized modifications have been made.
- Development should be encouraged within and adjacent to the existing Village and hamlets.

- Any development in the agricultural zones should be limited, using cluster-zoning where possible. Industrial and commercial development should have the smallest impact possible.
- Delineate centralized areas where shopping, cultural and recreation facilities are provided.
- Allow compatible commercial development in non-commercial areas with a Special Use Permit on a case-by-case consideration.
- Use land use controls to protect industrial sites from incompatible uses.
- Allow compatible industrial development in non-industrial areas with a special use permit on a case-by-case consideration.
- Conserve major wetlands and gorges in a land conservation area.
- Prevent pollution of land conservation areas.

From the Dundee village limit at Chambers Road, Route 14A heads south to the Yates-Schuyler County line. Route 14A is only present in the southwest quadrant of the Town. Three zoning districts are mapped along Route 14A. The zoning for these districts does not restrict the design or location of cellular towers, driveways and curb cuts or signs. No minimum setbacks for parking are provided. The law requires landscaping and buffering. The zones along Route 14A prohibit the development of auto-related or drive-through uses.

A. Agricultural

With the exception of two small areas, the entire 14A corridor is zoned Agricultural (A-1). The stated intent of the A-1 zone is to, “preserve land for agricultural purposes governing the growth and development in the Town.” However, the zone does not provide incentives to promote or protect agricultural land.

Permitted principal uses include farm and other agricultural operations, single-family dwellings, individual mobile homes and customary home occupations. Among the permitted special uses subject to a public hearing include mobile home parks, professional offices, industrial/ commercial uses, signs, two-family dwellings, religious and educational uses, and multiple dwellings. Bulk regulations for the A-1 district require a minimum lot area of 44,000 square feet and 10 percent maximum lot coverage. The front yard must be 50 feet from the front lot line, defined as being 33 feet from the centerline of Route 14A.

B. Land Conservation

A small portion of Route 14A runs adjacent to the Town’s Land Conservation zone (L-C) on the east side of the corridor, opposite the intersection of Crawford Road. The L-C district protects a steep gorge and tributary of Big Stream Creek. The purpose of the L-C zone is to, “delineate those areas where substantial development of the land ... is prohibited due to special or unusual conditions of topography, drainage, flood plain...” and to “preserve soil and maintain water quality.”

The L-C district permits farms or other agricultural operations, as well as special uses including parks, golf courses, athletic fields, campsites, single-family dwellings or agricultural structures.

Bulk regulations for the L-C zone require a minimum lot area of 88,000 square feet and ten percent maximum lot coverage. The front yard must be 50 feet from the front lot line, defined as being 33 feet from the centerline of Route 14A.

C. Industrial (M-1)

Within the corridor, the Town of Starkey has a small M-1 district located immediately south of the Dundee village limit. The purpose of the M-1 district is to delineate areas best suited for industrial development because of location, topography, existing facilities and relationship to other land uses. Permitted principal uses include manufacturing, assembly or other industrial or research operations meeting the requirements of the performance standards, farm, farm use, or customary farm occupations, warehouses, and automobile service or repair. Special uses within the industrial district include large-scale industrial development, extraction of stone, sand, gravel or topsoil, junk yards, uses involving outdoor storage, and recycling facilities. The minimum lot area is 44,000 square feet. The minimum lot width is 150 feet. The maximum allowable lot coverage is 50%. The minimum front setback is 75 feet. Some confusing wording is also found in the ordinance, “the front lot line shall be established 33 feet from the centerline of the road.” This language is not always appropriate because the Route 14A right-of-way is considerably wider. The Route 14A right-of-way varies, but is typically at least 75 feet wide in the Town of Starkey. This language allows encroachment of structures and parking into the State’s right-of-way.

D. Other Regulations

The Town of Starkey’s zoning requires that all buildings undergo site plan review and must adhere to design standards and landscaping design standards. Specific regulations pertaining to design and landscaping are not provided.

1. Slope Regulations

The Town’s zoning code stipulates that no street, road, access road, or driveway shall be built on a sustained grade greater than 10 percent, nor should construction or grading be permitted on a slope greater than 15 percent unless the applicant develops a plan for erosion and sediment control.

2. Subdivision Regulations

The Town of Starkey adopted subdivision regulations in 1969, and revised the ordinance in 1997.

3.6 Land Use and Market Trends

Land Use

Patterns of land use are defined and created by the location of physical and natural resources within a landscape. In Yates County, the primary natural resources are Keuka and Seneca Lakes, the Keuka Outlet channel, fertile soils uniquely suited for farms, pastures and vineyards, and sloping wooded hillsides. The Villages of Dundee and Penn Yan developed near water resources that were harnessed to power grain mills and factories. These villages also developed as centers of commerce to serve the business needs of the industries and surrounding farmlands. Route 14A serves as the main thoroughfare connecting the Villages of Watkins Glen in Schuyler County, and Dundee and Penn Yan in Yates County. Industries also developed in proximity to railroads. Railroads were often laid along watercourses to obtain the most level route.

The manner and intensity in which land is used along Route 14A in Yates County is of prime importance to this corridor study. Land uses and the pattern of land development affect safety, access, connectivity and the visual character of the community. A wide variety of land uses are found along Route 14A. The Towns are generally characterized by rural residential and agricultural landscapes, whereas higher density residential and commercial development is found in the Villages and hamlets. Some scattered industrial development is found within the corridor. These areas are found at the edges of Penn Yan and Dundee.

3.6.1. Land Use - Town of Benton

Lands along the Route 14A Corridor in the Town of Benton consist mainly of agriculture-related uses, including dairy, grain and vegetable farms. Interspersed among the farms are rural farmhouses, modular homes and a few businesses. The landscape along Route 14A in the Town is dominated by farms, barns, silos, homes, and green fields, meadows and forested areas. Many of the scenic vistas along Route 14A remain untouched by development and commercialization. Some newer developments contrast with existing rural development patterns characteristic of the Town. The Town and the County both own land in the Town along Route 14A and have an opportunity to take the initiative in setting an example for the private sector.

A. Ferguson Corners Road

Development patterns in Benton are typical of a rural town in the Finger Lakes region. Heading south, the first node of activity is located at Ferguson Corners Road. The intersection of Ferguson Corners Road and Route 14A is the site of Tomion's Farm Market. The Market is set back from both the main and side roads, and the roadway frontage is occupied by an expansive parking lot. The developed parcel is surrounded by vacant land. The special use permit issued to Tomion's Farm Market is limited to the sale of farm produce and related products.

The parcel has driveway entrances on both Route 14A and on Ferguson Corners Road. The speed limit at this location is 55 mph. Traffic must slow down to permit vehicles to turn into the business from Route 14A.



Figure 3-25. Tomion's Farmer's Market, taken from Route 14A looking west.



Figure 3-26. Tomion's Farm Market temporary signage in front of building, taken from Route 14A looking west.

Tomion's Farm Market is the first large farm market located on Route 14A between the hamlet of Hall in Ontario County and Penn Yan. From Ferguson Corners Road to Benton Center, the Route 14A corridor is largely agricultural. A few roadside stands with temporary signs are located on both sides of the road. No gasoline or rest areas are available to the traveling public between Geneva and Penn Yan along Route 14A.

B. Benton Center

The crossroads of Route 14A and Havens Corners Road (CR 14), located roughly at the center of Town is the area known as “Benton Center.” Uses located on the west side of Route 14A at Benton Center include the Benton United Methodist Church, Ace Auto, the Benton Town Hall and Highway Garage and a small playground. The only sidewalk is on the east side of Route 14A. The Yates County Highway Department is located on the east side of Route 14A in Benton Center. The speed limit on Route 14A is 45 mph in Benton Center. Safe access to the playground and other community areas is limited due to the absence of a sidewalk on the west side of the street.



**Figure 3-27. Benton Center United Methodist Church,
southwest corner of Havens Corners Road and Route 14A.**

Martin’s Equipment Store and Horning’s Greenhouse and Garden Supply Store are located on the west side of Route 14A north of Havens Corners Road. These businesses appear to have adequate off-street parking.

Several other seasonal farm stands have opened along Route 14A north of Benton Center. It is anticipated that these businesses will generate some roadside parking as drivers stop to investigate the displayed goods.

Ace Auto Sales parks its sale vehicles very close to the shoulder of Route 14A in Benton Center. The driveway entrance to the establishment has a wide apron that allows cars to locate close to the road. Pedestrians must walk on the narrow shoulder of the road because cars are parked so close to the edge of pavement.



Figure 3-28. Ace Auto, taken from Route 14A looking west, in Benton Center. The spire of the Benton Center United Methodist Church is visible at the top of the photo.

C. Baldwin Road

The well-known Essenhaus Restaurant, and several smaller cottage-type businesses are located on Route 14A between Baldwin Road and Benton Center. The historic Baldwin Road Cemetery is located at the northwest corner of Baldwin Road and Route 14A. An abandoned building, possibly a former gasoline station or repair shop, is located behind a residence at the southwest corner of Baldwin Road and Route 14A.



Figure 3-29. Historic school building and Baldwin Road Cemetery with the Essenhaus Restaurant in the photo background.

D. Route 14A between Benton Center and Penn Yan

Of the 1,580 acres of land in the Benton study area along Route 14A, over 1,380 acres are undeveloped. The Town recently established three new water districts, one of which is located along Route 14A and was completed in 2002. These new water districts have implications for growth along the Route 14A corridor from the Village of Penn Yan line to Benton Center. A third water district is located in the hamlet of Bellona.

The availability of public water to parcels along Route 14A between Penn Yan and Benton Center makes this area more attractive for development. Recent census figures indicate that a growing number of people now commute from Yates County to jobs and shopping in Canandaigua, Geneva and Rochester. With the availability of public water, the pressure for residential and business growth along the Route 14A corridor is likely to increase.

As of Fall 2005, there were no new major developments planned or proposed in the Town. It is important to note that there are no sanitary sewers in Benton, so residents and businesses must rely on on-site wastewater treatment systems. In the past few years, several new businesses have been developed on Route 14A in Benton. These include the Essenhous Restaurant, Martin's Equipment, Tomion's Farm Market, the Los Gatos Bed and Breakfast, an animal hospital, and Horning's Greenhouse and Garden Supply. Several existing businesses have also expanded in their present locations or have added services.

A number of retail and professional service businesses such as Marbles' car dealership and an insurance office are located immediately north of the Village of Penn Yan. A steep embankment on the west side of Route 14A limits the visibility and access for these businesses. The appearance of the village gateway is characterized by a few large billboards and signs. A large amount of fill has been placed on properties along the east side of Route 14A north of the North Main Street intersection. It appears that this area is being developed for more intensive use. This section of Route 14A has an important vista overlooking the valley to the east and the hill on the south side of the Village of Penn Yan.

3.6.2. Land Use - Village of Penn Yan

The Penn Yan northern village limit is located approximately one-half mile north of the intersection of Route 14A (Liberty Street) and Maple Street/North Avenue. The northern section of Liberty Street (north of Maple Street) contains a mix of residential uses and small, professional and personal service-oriented businesses. Many of the houses and outbuildings are over 50 years old, reflecting the area's history as a residential area.

The shift toward business and professional uses began when Liberty Street was designated as State Route 14A in the mid- to late-1950s. Land uses along Liberty Street have changed over the last forty years, with the conversion of large, single-family homes into multiple-unit apartment dwellings. While some of the homes have maintained their historical integrity,

many of the homes have not been adequately maintained. The Village actively enforces its property maintenance codes and works with residents to bring all structures into compliance.

The location of more businesses along Liberty Street increases the number of trips generated by vehicles entering and leaving these businesses. The types of businesses located on Liberty Street are different from those located on Main Street. Main Street businesses tend to be more tourist-oriented, including antique shops, art galleries, restaurants, a drug store, a book store, gift shops, and specialty stores. Businesses on Liberty Street (Route 14A) tend to be used more by area residents, including health care and professional offices, convenience stores, two grocery stores and service stations.

The Horizon Business Park is an 85-acre property east of Route 14A. The Yates County Industrial Development Agency and the Village are working to market the site to prospective tenants. As of 2005, the park hosted four businesses: Coach and Equipment, Yates Supply, CASP and Keuka Footwear Company. Once fully occupied, the business park could contain up to 2.2 million square feet of commercial and industrial space. Other industrial uses are primarily focused in the northern section of the Village at the Penn Yan Industrial Park site on North Avenue. There are also a number of scattered sites throughout the Village, including the Penn Yan Marine complex located off Lake Street adjacent to Keuka Lake Outlet. The Finger Lakes Railroad right-of-way is an identified industrial use traversing the Village of Penn Yan.

A growing number of commercial and retail uses occupy frontage along Liberty Street in the Village Center. Between Elm Street and Lake Street, Route 14A contains a number of high traffic generators including gas stations, drug stores and fast food restaurants. Single-family homes are interspersed among these uses.



Figure 3-30. View of Hess gasoline station and Byrne Dairy south of the Mobil Station on the southwest corner of Route 54A and Route 14A.



Figure 3-31. Detailed view of Sunoco Station at northeast corner of Route 14A and Elm Street (Route 54A).

A. Recent and Proposed Developments

One significant recent development along Route 14A in the Village is the Yates County administrative complex, including a new Courthouse and Office Building. In 2004, the Village of Penn Yan constructed a new Village Office Building at 111 Elm Street, next to the existing fire station. Improvements are also planned for the fire station at the northwest corner of Main and Elm Street.

The Penn Yan Central School district is currently improving its athletic fields on the west side of Liberty Street opposite the County Office Building and Courthouse complex.

An Aldi's grocery store was constructed south of the Byrne Dairy/Hess Gas Station in 2004. A new 43-room Best Western Motel opened in 2005 at the southeast corner of Route 14A and Lake Street. A new Lyons National Bank was constructed in 2004 adjacent to the Rite-Aid Drug Store. Rezoning from residential to commercial has been proposed for the Starlite Bowling property on the west side of Route 14A, south of South Avenue.

B. Annexation of Adjoining Lands

Penn Yan has annexed adjoining lands from surrounding towns in recent years, including the Horizon Business Park property. The Horizon Business Park property includes limited frontage along Route 14A. The majority of the development is served by an internal roadway, which exits onto Route 14A north of the Yates County Chamber of Commerce building in the Town of Milo. A review of parcels adjacent to the Horizon Business Park property indicates that four adjacent exception parcels were omitted from the annexation. These include the Phelps Sungas propane dealership, the Yates County Chamber of Commerce property, an existing small business, and a backlot parcel attached to a residential lot fronting on South Avenue.

3.6.3. Land Use - Town of Milo

From the southern limit of the Village of Penn Yan to the intersection of Old Route 14A, the Route 14A corridor is zoned for commercial development in the Town of Milo. Two car dealerships, Friendly Dodge and Cooter's Used Cars, are located in this commercial zone. Friendly Dodge is a new and used car dealership. The layout and signage of this dealership are typical of highway-style suburban development in an otherwise rural setting. The dealership also displays vehicles on the west side of the road, adjacent to the end of the Yates County Airport runway. Display vehicles are sometimes parked very close to the edge of pavement.



Figure 3-32. Entrance of Friendly Dodge. View looks southeast on Route 14A.

Other businesses included in the commercial strip south of Penn Yan are A.L. Blades contractors yard and the Penn Yan-Yates County Airport. Although the airport does not have frontage on Route 14A, the runway protection zone includes about 700 feet of frontage along Route 14A. This area is located in front of the Friendly Dodge dealership. Any new buildings constructed in this area are subject to height restrictions imposed by the Federal Aviation Administration to protect runway approaches.

Of the 5,200 acres in the corridor study area, the majority is agricultural and residential uses. The land that is developed is mainly residences (two-story farmhouses and pre-fabricated or manufactured homes) or small commercial establishments along Route 14A. Rural businesses in the Town of Milo along Route 14A include the Mac's Ice Cream shop and Mostly Memories, a specialty shop.

An attractive wooded, NYSDOT rest area is located between Second Milo Road and Old Route 14A. It is not associated with any historic or scenic areas of the Town of Milo. This rest area includes picnic tables, grills and trash receptacles, but no toilet facilities.

Second Milo, a hamlet area at the intersection of Route 14A and Second Milo Road, contains Second Milo Woodcraft, the Second Milo Baptist Church, a small cemetery and several residences. This area has historic significance because it served as the settlement center for the Town of Milo in the early 19th century. At one time, several businesses were located in Second Milo. Today, the intersection is significant for its historic church and for the scenic vista overlooking the Keuka Outlet valley.

The Finger Lakes Produce Auction is located south of Second Milo. Auctions are held at this facility several times a week for the benefit of local growers. This business recently expanded.

Temporary signage is found at a few key properties including the produce auction and ice cream shop, and is not prohibited by the Town's zoning (Section 140-31(C)).



Figure 3-33. View of Mac's Ice Cream Shop looking east from Route 14A right-of-way. Note location and size of temporary sign.

Figure 3-34. View of signage at the Finger Lakes Produce Auction. Business is located immediately north of the Milo-Barrington town line on the east side of Route 14A.



3.6.4 Land Use - Town of Barrington

Approximately 3,500 acres of land are included within the Route 14A corridor in the Town of Barrington. The overwhelming majority of this acreage is undeveloped open or agricultural land.



Figure 3-35. Pond in the Town of Barrington, taken from Route 14A, looking east.

The most notable commercial use in the corridor in Barrington is the Windmill Farm and Craft Market, located at the north end of the Town along Route 14A. Other commercial uses in Barrington include Windy Acre Farm Wood and Craft shop, the Quilt Room (just off of Route 14A), David's Upholstery, Community Wood Supplies, and Finger Lakes Log Homes.

Figure 3-36. View of Windmill Farm and Craft Market, looking southwest from Route 14A.





Figure 3-36A. Windy Acres roadside business located south of the Windmill Farm and Craft Market on the west side of Route 14A. Note proximity of displayed goods to edge of pavement and lack of off-street parking.

The Town is considering the creation of a Community Commercial zone in the vicinity of the Windmill. A sample zoning ordinance was reviewed but not adopted. The need for this district is evident from the rapid development and expansion of home-based and agricultural-oriented businesses along the Route 14A corridor in the Town of Barrington.

3.6.5 Land Use - Village of Dundee

The Village of Dundee is located within the Town of Starkey, and is bordered on the west side by the Town of Barrington. Like the Village of Penn Yan, Dundee is more densely developed than the surrounding Towns. Route 14A is located in the central business district (CBD). Union Street, west of the intersection with Route 14A, contains the Village Offices and State Police barracks. The offices for the Town of Starkey are also located in Dundee, west of Route 14A. Another notable use is the Black Rock Speedway, which is located further south on Route 14A. Several residential dwellings are located on Route 14A, on both sides of the street along the east-west portion, and on both sides of the street along the north-south portion.

Leading into the CBD from the south is an attractive residential area with closely-spaced homes on small, village lots along the tree-lined streets. This neighborhood blends into the CBD between Hollister Street and Bigelow Street. A cemetery and community park is located at the point along Route 14A where it turns south towards Starkey.

The point where Route 14A turns east-west is problematic for the Village from a visual and safety standpoint. A gas station is located at this intersection, immediately south of the Dundee Central School property. No sidewalks are present along the gas station frontage. Students must access the school property by walking across the gas station parking lot and driveway entrances, which are busy during normal school hours.



Figure 3-37. Sunoco Station in Dundee, taken looking north on Route 14A. Intersection at photo left is Millard Street. Note students walking across parking area to access school property.

The gas station also has many design deficiencies, including an oversized canopy, out-of-scale signage, a wide curb cut located at the intersection, and no landscaping or buffering between the street and parking lot/pump island area.

A tourist information booth is located in the parking lot of Giles' Shurfine grocery store. It lacks sufficient signage to identify its function adequately. Its hours of operation also appear to be limited.

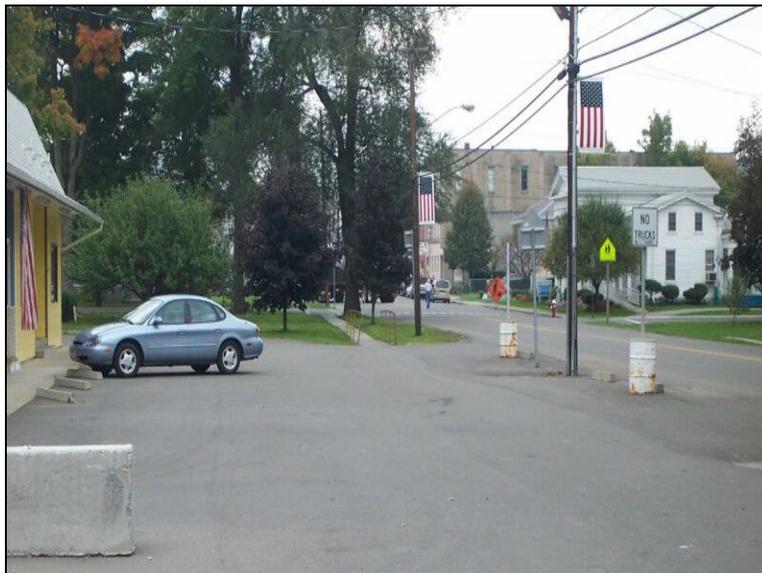


Figure 3-38. View of sidewalk ending south of the Sunoco Station in Dundee. View looks south from pump islands in front of gas station.

Approximately 360 acres of land are included within the Route 14A corridor in the Village of Dundee. Of this total, approximately 130 acres have been developed for residential, commercial and industrial use. The remaining acreage, approximately 230 acres, is used primarily for forest, watershed protection, dairy farms, and open space. Most of the developed lands in Dundee are located directly on Route 14A, with less developed lands occurring further away from the main road near the Village limits.

The former Seneca Foods plant was recently taken over by LiDestri Foods of Fairport, NY. LiDestri plans to use the site to make olive oil and tomato products.

The appearance of the Village of Dundee’s southern “gateway” is affected by the presence of billboards near the Black Rock Raceway.

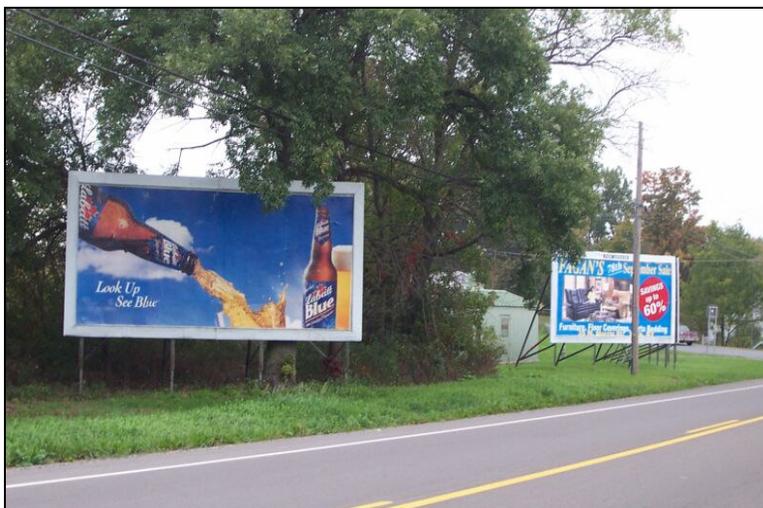


Figure 3-39. Billboards at Dundee’s southern “gateway”.

The Village of Dundee is currently revising its Comprehensive Plan. Land uses within the Village are being reviewed.

A new medical center will be constructed on the south side of Route 14A across from the Hillside Cemetery. This facility will replace an existing medical office on Route 14A. The Village has also received a proposal to develop an apartment complex on Vine Street.

3.6.6 Land Use - Town of Starkey

Like the other towns in Yates County, Starkey is largely agricultural in character and the lands along Route 14A are dedicated mainly to farming, as seen in Figure 3-40. Predominant land uses along Route 14A include orchards, dairy farms, woodlots and wooded stream channels, barnyards, and farmsteads. Homes on large lots are scattered along Route 14A in the Town. In addition, there are several small, developed parcels. Views toward the east in Starkey are long and uninterrupted by development.



Figure 3-40. Entrance to the Town of Starkey, looking north on Route 14A.

Market Factors and Trends

3.6.7 Market Factors and Trends - Population

The Route 14A Corridor in Yates County is situated between the Town of Geneva in Ontario County in the north and the Town of Reading in Schuyler County in the south. Ontario County, and Geneva in particular, have experienced substantial population growth over the last decade according to the U.S. Census. Between 1990 and 2000, the population of Ontario County increased by five percent, and the population of the Town of Geneva increased by 10.8 percent. The other major town in Ontario County, Canandaigua, grew by 6.8 percent. Canandaigua is located at the north end of Canandaigua Lake, and is northwest of Route 14A.

A. Total Population

In 2000, Yates County had a population of 24,621 people. Approximately 59 percent of this total, or 14,527 people, lived in one of the four towns or two villages along Route 14A. About 21 percent of the County's population resides in the Village of Penn Yan. Similarly, Yates County had 9,029 households, and 60 percent (5,421) are located in one of the four towns or two villages in the study area. About one-quarter of the County's households are located in Penn Yan.

As a whole, the population of Yates County increased 8% between 1990 and 2000. Within the study area, the Town of Barrington's population increased by 17% during that time period. The towns of Benton and Starkey also experienced double digit increases in population between 1990 and 2000. Table 3.6-1 and Table 3.6-2, provide detailed population and household data for the study area.

Table 3.6-1 Population Trends in Yates County				
	Population 1990	Population 2000	% Change 1990-2000	% of Yates County (Pop. 2000)
Yates County	22,810	24,621	8%	---
Town of Benton	2,380	2,640	11%	11%
Town of Milo (excluding Penn Yan)	1,775	1,807	2%	7%
Town of Barrington	1,195	1,396	17%	6%
Town of Starkey (excluding Dundee)	1,585	1,775	12%	7%
Village of Penn Yan	5,248	5,219	-1%	21%
Village of Dundee	1,588	1,690	6%	7%

Source: U.S. Census Bureau, 1990 Census and 2000 Census

Table 3.6-2 Household Trends in Yates County				
	Households 1990	Households 2000	% Change 1990-2000	% of Yates County (2000)
Yates County	8,444	9,029	7%	---
Town of Benton	805	864	7%	10%
Town of Milo (excluding Penn Yan)	687	683	-1%	8%
Town of Barrington	419	490	17%	5%
Town of Starkey (excluding Dundee)	522	582	11%	6%
Village of Dundee	626	661	6%	7%
Village of Penn Yan	2,155	2,141	-1%	24%

Source: U.S. Census Bureau, 1990 Census and 2000 Census

The growing population of Ontario and Yates County has implications for development within the Route 14A corridor. Increased population creates a need for local jobs, retail services, educational and community facilities.

Coach and Equipment Corporation of Penn Yan recently constructed a new manufacturing facility in the Horizon Business Park. Three additional businesses have relocated to this site as well. In the Village of Dundee, LiDestri Foods recently took over the former Seneca Foods plant, and plans to expand operations at that site. Many new agriculture-related and home-based businesses have opened as the Mennonite population of the area has grown.

Route 14A serves as a commuter route between Watkins Glen, Dundee and Penn Yan, and provides access to employment centers in Geneva, Canandaigua and Rochester. Increased population also requires additional infrastructure investment and housing.

B. Income and Poverty

As shown in Table 3.6-3, residents of Yates County had a median income of \$34,640 in 1999, compared to a New York State median household income of \$43,393. The Towns of Benton and Barrington experienced a higher median household income than the County as a whole, whereas the Towns of Milo and Starkey experienced a lower median household income. The large range of household incomes is seen in the varying housing types along Route 14A in Yates County. Homes in the study area corridor range from large farmhouses to apartments and mobile homes.

The percentage of individuals below the poverty level in Yates County was 13.1 percent, which compares to 14.6 percent statewide, and is about the same proportion as in Benton and Milo. The percentage of individuals below the poverty level was highest in Starkey (19.3 percent). The Town of Starkey also had the lowest median income.

Municipality	Median Household Income (1999)	% of Individuals Below Poverty Level	% of Population 21-65 Years of Age	% Unemployed**
Yates County	\$34,640	13.1%	52.5	4.1
Town of Benton	\$37,500	13.5%	49.0	*
Town of Milo	\$31,102	13.8%	52.4	*
Town of Barrington	\$36,184	16.9%	51.5	*
Town of Starkey	\$29,337	19.3%	46.3	*
Source: U.S. Census Bureau, 2000				
*No data available for municipalities with population less than 25,000.				
**Source: NYS Department of Labor, 2002				

The Yates County unemployment rate in September 2002 was 4.1%, below the New York State unemployment rate of 5.5%. In September 2002, the New York State Department of Labor reported that 13,500 persons were employed in Yates County.

3.6.8 Market Factors and Trends - Economic Profile

A. Industry

In 2000, approximately 11,200 people were employed in Yates County. Of those, 57 percent (6,421 people) were employed in the towns and villages in the study area. The most prominent industry sector in Yates County is education, health, and social services (28 percent), followed by manufacturing (15 percent), similar to the proportion employed in each Town. The most notable difference in industry trends is the slightly higher proportion of employment in agriculture, forestry, fishing and hunting, and mining in the Town of Benton, as compared to the County and the surrounding Towns. Benton also has a lower proportion of employees in the arts, entertainment and recreation industry.

Reflecting its role as the educational, community service and retail center for much of the County, Penn Yan has the highest proportion of employment in the education, health and social service, and retail trade sector.

**Table 3.6-4
Yates County Industry Profile - 2000**

(Source: U.S. Census Bureau, 2000)

Industry	Yates County		Benton % of Total	Milo (inc. Penn Yan) % of Total	Barrington % of Total	Starkey (inc. Dundee) % of Total
	# of Employees	% of Total				
Agriculture, forestry, fishing and hunting, and mining	731	6.5	11.7	3.5	8.6	9.4
Construction	839	7.5	7.5	5.5	11.5	7.2
Manufacturing	1,713	15.3	14.1	16.0	15.6	15.8
Wholesale Trade	306	2.7	1.8	2.6	2.9	5.6
Retail Trade	1,251	11.2	9.7	13.8	11.3	11.6
Transportation and Warehousing, and Utilities	438	3.9	4.4	3.3	3.6	3.9
Information	177	1.6	2.3	1.3	0.7	1.8
Finance, insurance, real estate, and rental and leasing	420	3.8	5.3	4.2	2.7	3.6
Professional, scientific, management, administrative, and waste management services	512	4.6	4.8	4.4	5.2	3.9
Educational, health, and social services	3,096	27.7	26.3	29.9	21.9	16.7
Arts, entertainment, recreation, accommodation, and food services	801	7.2	4.0	7.7	5.9	9.3
Other services	484	4.3	4.1	4.0	4.8	6.1
Public Administration	423	3.8	4.0	3.8	5.3	5.1
Totals	11,191	100.0%	100.0%	100.0%	100.0%	100.0%

B. Occupation

As indicated in Table 3.6-5, over one-quarter of the Yates County employed persons are in management, professional or related occupations. This is similar to the Towns in the study area, with Benton having a slightly higher proportion (35 percent). Farming, fishing and forestry occupations have the lowest percentage of employment (three percent) in Yates County. Starkey has the highest proportion of employment in this sector (five percent).

Occupation	Yates County		Benton % of Total	Milo (inc. Penn Yan) % of Total	Barrington % of Total	Starkey (inc. Dundee) % of Total
	#	% of Total				
Management, professional, and related	3,184	28.5	34.9	23.8	29.6	22.6
Service	2,085	18.4	15.6	21.0	16.2	17.8
Sales and office	2,478	22.1	23.6	24.8	21.7	22.0
Farming, fishing, and forestry	312	2.8	3.2	2.0	1.3	4.8
Construction, extraction, and maintenance	1,173	10.5	10.4	8.3	13.3	9.2
Production, transportation, and material moving	1,986	17.7	12.3	20.1	18.0	23.7
Totals	11,218	100.0%	100.0%	100.0%	100.0%	100.0%

The top three employers in Yates County are service-oriented activities (see Table 3.6-6, below). These include the Soldiers & Sailors Memorial Hospital, the Penn Yan Central School District and Yates County, all of which are located within the Route 14A corridor study area. The remaining top employers are mainly service and educational organizations and light industries.

Rank	Name	Number of Employees
1	Soldiers & Sailors Memorial Hospital*	500
2	Penn Yan Central School District*	365
3	Yates County*	273
4	Transelco Division of Ferro Corp.	190
5	Yates County Chapter of NYS Association of Retarded Citizens	165 +90 client employees
6	Dundee Central School District*	160
7	Advacom Technology Inc./Badger Interconnect Corp.	20/135
8	Clearpass Containers Inc.	130
9	Seneca Foods Inc.	110
10	Iron Age Corporation	105
	Subtotal	2,243

Source: 1998 Yates County Fact Book
*Employers located within the Route 14A Corridor Study Area

A key reason for the increase in average annual daily traffic counts along Route 14A can be found in commuting statistics from the 2000 census. Table 3.6-7 compares the percentage of workers who worked in their place of residence in 1990 and 2000. Table 3.6-8 compares the commuting times for workers in 1990 and 2000.

Municipality	% of Commuters over 16 Years of Age			% of Commuters Over 16 Years of Age		
	Worked in Place of Residence, 1990	Worked in Place of Residence, 2000	% Change (1990-2000)	Worked in County of Residence, 1990	Worked in County of Residence, 2000	% Change (1990-2000)
	Barrington	14.2%	11.2%	-3.0%	72.2%	63.1%
Benton	6.3%	7.6%	21.2%	56.6%	62.7%	10.8%
Jerusalem	0.4%	0.2%	-40.0%	67.6%	69.4%	2.5%
Milo*	38.5%	35.4%	-7.9%	69.7%	66.6%	-4.4%
Starkey*	19.9%	20.2%	1.6%	70.3%	66.3%	-5.7%
Dundee	39.4%	41.4%	5.0%	77.1%	69.1%	-10.4%
Penn Yan	56.6%	52.2%	-7.8%	71.8%	67.1%	-6.6%

* Milo includes the Village of Penn Yan; Starkey includes the Village of Dundee

Municipality	% of Commuters over 16 Years of Age			% of Commuters over 16 Years of Age		
	Under 25 Minutes, 1990	Under 25 Minutes, 2000	% Change (1990-2000)	Over 25 Minutes, 1990	Over 25 Minutes, 2000	% Change (1990-2000)
	Barrington	65.4%	62.7%	-4.2%	34.6%	37.3%
Benton	69.6%	66.3%	-4.7%	30.4%	33.7%	10.7%
Jerusalem	66.2%	71.9%	8.6%	33.8%	28.1%	-16.8%
Milo*	68.5%	63.3%	-7.5%	31.5%	36.7%	16.4%
Starkey*	71.9%	65.8%	-8.4%	28.1%	34.2%	21.6%
Dundee	80.9%	76.8%	-5.1%	19.1%	23.2%	21.9%
Penn Yan	71.6%	66.0%	-7.8%	28.4%	34.0%	19.8%

* Milo includes the Village of Penn Yan; Starkey includes the Village of Dundee

The mean travel time to work was 23.6 minutes for Yates County as reported in the 2000 census. Within the project study area, a significant percentage of workers travel outside Yates County to their places of employment (over 30% in all municipalities). The percentage of workers commuting more than 25 minutes to reach their places of employment increased in all communities in the study area except Jerusalem. This increase indicates that a significant number of workers are commuting to jobs that are quite distant from their places of residence. The closing and downsizing of at least two plants within commuting distance of the study area may have contributed to the increase in workers driving outside the county to seek higher-income employment.

Farm-related businesses have a noticeable niche along Route 14A. All towns in the study area have their share of home-based farm stands and farmer’s markets. These businesses are well used by residents and tourists.

C. Trends in Land Values

1. Agricultural Lands

Outside of the Villages of Penn Yan and Dundee, the vast majority of the land included in the Route 14A Corridor Study Area is used for agriculture, vineyards, pastures or woodlots. Yates County produced over \$40 million in agricultural products in 1997. This figure represents an increase of 24% from 1992. Of this \$40 million total, crop sales accounted for 48% of this total and livestock sales accounted for 52% of the total. The per-farm market value of agricultural products sold also rose 13% between 1992 and 1997. This increase in per-farm value of agricultural products may result from a changing mix of products, with a shift toward higher value crops.

A comparison of agricultural land values in New York and Pennsylvania may help explain why the agricultural sector of the Yates County economy is so strong. The value of farm real estate (including cropland, pasture and improvements) has increased 27% from 1994 to 2002. The value of cropland has also shown a steady increase from 1997 to 2002. The value of pasture land has shown a slight increase during the same time period. Table 3.6-9 shows a comparison of agricultural land values in Pennsylvania and New York.

Comparison of Farm Real Estate Values									
Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
NY	1260	1280	1260	1250	1280	1340	1410	1500	1600
PA	2150	2200	2270	2300	2390	2500	\$2620	\$2840	\$2950
Comparison of Per Acre Cropland Values									
NY	N.D.	N.D.	N.D.	1020	1040	1100	1160	1240	1300
PA	N.D.	N.D.	N.D.	2650	2740	2870	3020	3260	3400
Comparison of Per Acre Pasture Land Values									
NY	N.D.	N.D.	N.D.	515	530	550	560	620	700
PA	N.D.	N.D.	N.D.	1630	1740	1790	1920	2000	2100
N.D. = No data									
Source: U.S. Department of Agriculture, National Agricultural Statistical Service, 2002.									

In general, Pennsylvania agricultural land values are higher than in New York because of the greater pressure for urban area expansion. Cities such as Philadelphia and Lancaster are growing rapidly. Mennonites located near Lancaster are being forced to look elsewhere for low cost agricultural lands to maintain their agricultural lifestyle.

A review of recent agricultural land sale prices in Yates County revealed some interesting results. Table 3.6-10 shows a summary of agricultural land prices for Towns in the project study area. The general agricultural land prices include the value of vineyard acreage sold.

Table 3.6-10						
Per Acre Agricultural Land Prices (\$) (1997 - June 2002)						
Town	1997*	1998	1999	2000	2001	2002**
Barrington	1310	1419	6647	911	1681	1008
Benton	1256	3064	2017	2791	5139	1790
Jerusalem	1780	2266	2109	1865	1601	1792
Milo	1163	708	3094	2467	2826	5450
Starkey	3929	1496	1797	895	2001	N.D.
4 Town Average	1527	1953	2125	2431	2505	1829
Vineyards Only	2285	1959	2319	3318	3043	4781
Source: Yates County Real Property Office, Penn Yan, New York						
N.D. = No data						
*Data for 1997 includes first and third quarters only. Digital files for second and fourth quarters were unreadable.						
**Data for 2002 is complete through June 30, 2002.						

In general, the average value of vineyard acreage is higher than the average value of general cropland. The price of general cropland in the four town corridor study area tends to be slightly higher than the average per acre value of general cropland in New York State. A variety of factors can influence the sale price of agricultural land, including the amount of non-arable land, the type of soil and history of crop production, the presence of functioning land improvements (drainage systems, strip crop patterns, etc.), and the presence and condition of farm buildings.

A review of the individual land sales in the Towns of Benton and Barrington indicated that significant amounts of agricultural land were purchased by Mennonite families during the period 1997 to 2002.

The availability of public water to properties along Route 14A and on adjacent roads such as Stape Road, Havens Corners Road and Clark Road, is likely to increase real estate values for property owners in these areas. These areas may experience increased pressure for development due to the availability of public water.

2. Commercial and Industrial Land Values

Commercially-zoned properties within the Corridor study area tend to be concentrated in or near hamlet centers such as Benton Center and Second Milo, in the central business districts of Penn Yan and Dundee, and in outlying areas around the villages that may be served by public utilities. An analysis of per acre commercial and industrial land values was completed for the project study area. The results of this analysis are presented in Table 3.6-11.

Table 3.6-11 Comparison of Commercial and Industrial Property Values (\$/acre) 1997-2002						
	1997*	1998	1999	2000	2001	2002**
Commercial Land (Property Classification Code 400-499)	33,862	35,267	20,962	44,358	40,872	29,372
Industrial Land (Property Classification Code 700-799)	2094	N.D.	72,487	45,946	N.D.	33,333
Source: Yates County Real Property Office, Penn Yan, New York. *Data for 1997 includes first and third quarters only. Digital files for second and fourth quarters were unreadable. **Data for 2002 is complete through June 30, 2002. Note: No industrial property sales were recorded for the years 1998 or 2001 within the Corridor Study Area. One sale per year occurred in the study area during 1997, 1999, 2000 and 2002. Data from single sales are not representative of the value of all industrial lands within the project area. They are representative of the value of the individual property sold.						

The per-acre sale value of commercial property has generally declined within the Corridor study area. This trend appears to be consistent with the general downturn in the U.S. economy during the period 2000-2002. A sufficient supply of commercial properties is available for entrepreneurs wishing to start new business ventures in the corridor study area.

The value of industrial properties is governed by the type of industry, the viability of the individual business occupying the site, the condition of the property and the availability of infrastructure. A sufficient supply of industrial-zoned land is available for businesses and developers requiring industrial sites in Yates County. Within the Corridor study area, the Horizon Business Park has several lots available for light industrial and business development.

3.6.9 Market Factors and Trends - Market Opportunities

The establishment and growth of corridors is dependent upon their location within a region. Route 14A in Yates County owes its early beginnings to its proximity to Seneca and Keuka Lakes. This unique location contributes to an ecosystem with soils and climate conducive to agriculture, particularly vineyards. These factors have also attracted a large Mennonite population, a group of people dedicated to an agrarian way of life. Other prominent agricultural industries in Yates County include dairy farms, vegetables, livestock, poultry, and general crop production.

Tourism also plays an important part in the development along Route 14A. Route 14A passes through two historic villages in Yates County and provides access to over 60 sites listed on the National Register of Historic Places. Tourists are also attracted to the Finger Lakes for recreation, scenery, wineries and bed and breakfasts.

Because Route 14A connects the Yates County to other communities in the Finger Lakes region, it functions as a gateway to various tourist destinations, making the appearance and function of the corridor important from an economic development perspective. Destination sites such as the Watkins Glen International Raceway and wineries along the Seneca and Keuka Lake Wine Trails are accessible from Route 14A. Specialty markets and recreation sites such as the Windmill Farm and Craft Market, the Keuka Outlet Trail and the Black Rock Speedway attract residents and tourists alike to Yates County.

A. Empire Zones

Empire Zones are designated areas throughout the State that offer incentives to encourage economic development, business investment and job creation. Empire Zones consist of a maximum of either 1,280 acres (two square miles) or 640 acres (one square mile). Businesses operating inside a zone are eligible for a range of tax benefits that are applied against new capital investments. Benefits include tax reduction credits, real property tax credits, sales tax exemptions, wage tax credits, and utility rate reductions, among others.

Yates County's application for an Empire Zone was rejected in 2002, but County officials will continue to work with State representatives to obtain an Empire Zone. This zone would include ten sub-areas, five of which are located on or near Route 14A. The sub-areas include a large area of Penn Yan that encompasses the business district, the Horizon Business Park in Penn Yan, the western portion of Route 14A in Dundee, and Dundee Center south of the turn. Other sub-areas in Yates County under consideration are the Penn Yan-Yates County Airport, Soldiers and Sailors Hospital, and the Powell Lane Industrial Park in Penn Yan; Keuka College in Jerusalem; and the Dresden Electrical Plant. Award of the Empire Zone designation could have a substantial effect on the marketability and build-out of a significant section of the Route 14A Corridor study area.

B. Regional Access

Yates County is located 20 miles south of the New York State Thruway (Interstate-90). The Thruway is accessible from Route 14 in Geneva, a 25-minute drive from Penn Yan. Route 14A intersects New York State Routes 54, 54A, 14, 364, and 230. Route 54 provides access to the eastern shore of Keuka Lake and links Penn Yan with Hammondsport, Bath and other Southern Tier communities along I-86 (formerly Route 17). Route 54 also links Penn Yan with the Village of Dresden, on Seneca Lake and terminates at Route 14. Route 54A provides access to the western shore of Keuka Lake and also links Penn Yan with Hammondsport. Route 14A connects directly with Route 14 in Geneva and a few miles north of Watkins Glen. Route 14 provides access to the communities of Geneva, Dresden, Watkins Glen, Montour Falls and Elmira. At Elmira, Route 14 connects with I-86. New York Route 14 is a National Highway System route.

NY Route 364 connects Penn Yan with Canandaigua and the eastern shore of Canandaigua Lake.

C. Rail

The Finger Lakes Railway is currently reconstructing the rail line that runs from the southeast quadrant of the village north to the Penn Yan Industrial Park. The Village is assisting the railway in the repair of railroad crossings. The rail line connects to the CSX tracks at Himrod. Current tenants at the industrial park and other industries in Penn Yan plan to utilize the tracks for freight shipments.

The closest passenger rail station is the Amtrak station in Rochester, Monroe County, located 25 miles north of Yates County.

D. Air

The Penn Yan-Yates County Airport, located just south of the Village west of Route 14A, has evolved from a solely private operation to a public facility operated largely by the private sector. Yates County owns the airport land, making the airport eligible for Federal Aviation Administration funding and state funding. The airport is operated by Seneca Flight. Corporations in Penn Yan and throughout the region utilize the recently-expanded airport for both passenger and freight service.

The airport runway was recently extended to 5,500 feet. A 1997 study prepared by the Genesee Finger Lakes Regional Planning Council found that the visitor/tourism market has been largely untapped by the airport to date. The airport is a public facility that is operated largely by the private sector. The airport serves corporations such as Clearpass, Transelco, and Corning Glass. The airport offers equipment and maintenance services. The report noted that the airport's potential to be a major access point for tourists to the Finger Lakes region has been largely untapped. There are several parcels at the airport which are available for development on Bath Road/County Route 17, which is located between Route 14A and Route 54.

The Dundee Flying Club is currently constructing a new private airport in the Town of Reading, in Schuyler County. This airport is just south of the Yates County line, adjacent to Route 14A. It will primarily serve private, small, single-engine planes. While this facility is located in Schuyler County, it is likely that pilots and passengers flying out of this airport will use Route 14A for ground access. This facility is visible from Route 14A, a factor which may increase usage of the airport.

E. Business Development

1. Horizon Business Park

To help to meet the continuing demand for industrial and business development opportunities in Penn Yan, the Village annexed 76.5 acres of the former Pulver Farm just south of Pleasant Avenue from the Town of Milo. The Village rezoned the property for light industrial and business uses, and provided connections to all utilities. Including the area of the farm that was already within the Village, the Horizon Business Park property totals approximately 85 acres.

2. Tourism

Yates County is home to an array of destinations for a wide variety of tourists. The presence of wineries, museums, historic sites, farmer's markets, bed-and-breakfasts, specialty retailers and fishing, hunting, and boating opportunities – as well as a host of festivals and special events - has helped Yates County grow into a regional tourist destination for heritage and agri-tourists, sportsmen and boaters. Many of these destinations are located on or near Route 14A, including Keuka Lake and Keuka Lake Outlet, the Penn Yan Historic District, the Windmill Market and Black Rock Speedway in Dundee.

3.6.10 Market Factors and Trends - Market Challenges

A. Lack of Tourist Amenities

With the exception of a small highway rest area in the Town of Milo, the entire Route 14A Corridor has few tourist amenities. Gateway signage in Penn Yan is too small for visitors to see. In Dundee, small green directional signs have been placed at road intersections. However, these signs are the same color green as the road signs. A lack of direction arrows makes it difficult to interpret the meaning of these signs.

The central business districts of Penn Yan and Dundee could be improved to make the areas more visually appealing. In Penn Yan, many of the building facades have been restored and the street and sidewalk conditions are generally good. A 1998 Streetscape Development Plan for the downtown area identified a number of negative visual characteristics which require improvement, including: lack of adequate signage at downtown "gateways"; lack of adequate screening for parking areas; the need for more benches and lighting; and deteriorating sidewalks on certain side streets, including Maiden Lane, East Elm Street and Water Street. Some of these issues were addressed with the construction of the new Village Hall in Penn Yan.

A shortage of conveniently located parking spaces in downtown Penn Yan also discourages tourists from spending time in the Village. The Maiden Lane parking lot is over-utilized. Signage directing visitors to alternate public parking areas is difficult to find.

The central business district of Dundee has attracted some new businesses and some storefronts have been upgraded during the period of this study. However, sidewalks and streets are generally in poor condition. On-street parking is scarce in downtown Dundee. Signage directing visitors to off-street parking areas is difficult to find. An information kiosk is located in the Shurfine Grocery store parking lot, but its hours of operation are limited, and its function is not clearly identified.

B. Indirect Highway Access

Though connected by a number of state and county routes, Yates County has no direct access to Interstate 90 and is approximately 20 miles from the nearest Thruway interchange. Most notably, Route 14A does not directly connect to the Interstate because its northern terminus is in Geneva, Ontario County.

C. Airport Distance

The nearest international airport is located in the City of Rochester, 40 miles northwest of Yates County.

D. Few East-West Connections

Yates County is located in Central New York State, and has no east-west interstate connections and few east-west state route connections. The Interstate 90 connects the northern half of New York State. Interstate 86, located 25 to 30 miles south of Yates County and Route 14A, is the main east-west connector for the southern half of New York State. Due to the geographical features of the region (e.g., the Finger Lakes), travelers must drive south via NY Route 14 or NY Route 54 to I-86 or north to Route 5 & 20 or I-90 before making a direct east-west connection.

E. Multi-Modal Road Usage

The diversity of the Yates County population indicates the need for a more multi-modal roadway. Large numbers of the County's Mennonite community live on or in close proximity to Route 14A, particularly in Barrington and Benton. The Mennonites traditionally use horse-drawn vehicles or bicycles for transportation. Farm vehicles such as tractors also use Route 14A routinely. Many of the non-traditional vehicles drive on the roadway shoulder, but many areas along the corridor have shoulders that are too narrow to accommodate slow-moving buggies, wagons and tractors.

F. Zoning

As described in Section 3.5, “Zoning,” and illustrated in Table 3.5-1, “Zoning Regulations,” zoning regulations in most of the Towns and Villages along Route 14A do not contain language to control certain uses that are incompatible with the rural character of the Corridor. Many of the recent developments have been permitted without adequate off-street parking and other site amenities that improve safety and visibility, and reduce potential conflicts with dissimilar adjacent land uses. There are few regulations that adequately restrict auto-related uses, cellular towers and temporary signage. The “Build-Out Analysis” discusses the ramifications of these trends and potential future scenarios in further detail.

3.7 Other Information

3.7.1 Salt Usage

The New York State Department of Transportation is responsible for plowing and applying de-icing compounds on Route 14A in Yates County. De-icing compounds used by NYSDOT include sodium chloride (readily available in the area), magnesium chloride and “Magic”, a by-product of the brewing industry. Periodic application of road de-icing compounds is necessary to maintain safe driving conditions during winter snow and ice events.

The issue of the effect of salt-laden water runoff affecting agricultural fields adjacent to Route 14A was highlighted during a public information meeting. Two area farmers commented that a portion of a field bordering the east side of Route 14A near Bellona Station Road was found to have a high concentration of sodium in the soil, while the rest of the field showed a much lower sodium concentration. It was their opinion that the production capacity of the field may have been affected by localized high concentrations of sodium.

4 NEEDS ASSESSMENT

Building on the baseline information of existing conditions detailed in Chapter 3 and presented at the December 2002 public meeting, this chapter summarizes the issues expressed by Yates County residents, Steering Committee members, town and village officials, and users of the Route 14A Corridor that need to be addressed.

The issues focus primarily on the safety and efficiency of the roadway, recognizing the inherent importance of the Route 14A corridor to the economic health of Yates County businesses and access to jobs for Yates County residents.

In light of the growing Mennonite population, an analysis of the needs of non-motorized vehicles (primarily horse-drawn vehicles and bicycles) and equipment is integral to the assessment of the safety of the roadway.

The needs assessment also considers factors associated with potential development along the Route 14A corridor and the impacts that land use has on the safety and efficiency of the roadway in the future.

4.1 Safety

The safety needs of the Route 14A corridor in Yates County have been assessed qualitatively using New York State Department of Transportation (NYSDOT) records, accident records provided by the Yates County Sheriff's Department, verbal and written comments from county residents and staff, village and town board members and highway department staff.

No previous engineering studies were available for this report and no detailed engineering analyses were completed as part of this project. This safety needs assessment is meant to identify key areas for further evaluation.

Safety concerns along the Route 14A Corridor are presented by municipality. Safety concerns due to the presence of non-motorized vehicles are also presented.

4.1.1 Town of Benton

- A. Speeding along Route 14A in the northern portion of the Town.
Residents have expressed concern that many drivers utilizing the Route 14A corridor between the Yates-Ontario County Line and the hamlet of Benton Center exceed the posted 55 mph speed limit.
- B. Town and county officials have expressed a safety concern for vehicles making turns into businesses and residential driveways.
These officials report that the stretch from the Yates-Ontario County Line to Benton Center has been the site of rear end collisions and near-collisions. Skid marks observed on the pavement near commercial driveways and intersections along this section of Route 14A indicate that drivers have difficulty anticipating turning movements.

- C. Placement of signage limits visibility at the Curtis-Ferguson Corners Road intersection.
Drivers of trucks and large farm vehicles noted that the placement of sign limits visibility of the intersection.
- D. Potential Encroachment into the State's right-of-way (ROW).
Several buildings in the hamlet of Benton Center along Route 14A are located very close to the pavement and may encroach on the State's ROW.

4.1.2 Village of Penn Yan

- A. Pedestrian crossings at Liberty Street/Elm Street, Brown Street/Lake Street, and Elm Street/ Main Street can be difficult to cross.
Pedestrians with impaired mobility and persons in wheelchairs may have difficulty crossing these intersections within the time allowed by the traffic signals. It is likely that this issue will take on greater significance if the population of senior citizens and/or those with impaired mobility increases in the Village.
- B. Shortage of parking within the Village Center and near the County Complex.
The Penn Yan Comprehensive Plan noted a lack of available parking spaces in downtown Penn Yan. This situation was complicated by the elimination of on-street parking along Route 14A between Elm Street and North Avenue in 2005. Additional off-street parking is needed within convenient walking distance of the Penn Yan central business district.
- C. Inadequate turning radii for large trucks on Main Street at Clinton Street, Elm Street and Lake Street.
The Penn Yan Infrastructure Improvement Strategic Plan noted that large trucks damage curbs, sidewalks and lawn areas while trying to turn at these intersections.
- D. On-street parking on Main Street reduces travel lane widths and contributes to congestion.
This finding was noted in the Penn Yan Infrastructure Improvement Strategic Plan.

4.1.3 Town of Milo

- A. Residents and town officials are concerned about the 55 mph speed limit near the Horizon Business Park entrance.
The Town of Milo requested the NYSDOT to study the need to reduce the posted speed limit from 55 mph to 45 mph at the entrance to the Horizon Business Park in 2000. The NYSDOT concluded that a change in speed limit was not warranted at that time.
- B. Use of Route 14A rest area near Second Milo Road by truck trailers.
Residents commented at the December 12, 2002 public information meeting that the tourist rest area north of Second Milo Road (the only one located along Route 14A between Geneva and Watkins Glen) is used to store truck trailers. Other officials commented that they did not see many trucks at this location. The occasional presence of tractor-trailers at this rest area may indicate a need for a truck rest area.

4.1.4 Town of Barrington

- A. Lack of sufficient off-street parking for businesses along Route 14A.
This problem is particularly acute on Saturdays between May and December when the Windmill Farm and Craft Market is open. Parked vehicles fill the road shoulders on both sides of the road, reducing visibility for vehicles and pedestrians entering the travel lane from the side. Slow-moving vehicles are forced into the travel lane to avoid parked cars on the shoulders.
- B. Low point on Route 14A at the intersection of Route 230.
The Barrington Town Highway Superintendent noted that a dip in the road at the intersection of Route 230 and Route 14A causes trucks with low-boy trailers to bottom out and occasionally get stuck.
- C. Perceived visibility problem on Route 14A between Route 230 and Welker Road.
The NYSDOT studied the no-passing zone striping between Route 230 and Welker Road and found it to be within design specifications in the early 1990s. Drivers who use this stretch of road regularly report that heavily loaded trucks cannot maintain highway speed while ascending the grade. Traffic sometimes builds up behind these trucks and drivers may try to pass illegally.
- D. Deer/car accidents along Route 14A between Route 230 and Porter's Corners Road.
Accident data supplied by the Yates County Sheriff's Department indicated a higher number of deer/car collisions along this stretch of road than others in the corridor.

4.1.5 Village of Dundee

- A. Uneven walking surfaces on sidewalks; blocks heaved, cracked and deteriorating.
The Village maintains the sidewalks within the Village limits. Although sections of sidewalk have been repaired within the CBD, other deteriorated sidewalk sections remain. These sidewalks present a continuing safety issue. Uneven, deteriorated sidewalks limit accessibility for elderly and disabled persons. Sidewalk sections along Route 14A in Dundee also have sections less than five feet wide. Most sidewalk design guidelines call for a width of five feet¹.
- B. Inadequate truck turning radii.
 - 1. Southbound tractor-trailers turning right from Water Street onto Millard Street (Route 14A) must swing into the on-coming travel lane of Route 14A (Millard Street) to turn right at this intersection. Village residents also report that the turning radius is inadequate for school buses entering the school driveway from Water Street (Route 14A).

¹ Federal Highway Administration, Designing Sidewalks and Trails for Access, Chapter 4.
<http://www.fhwa.dot.gov/environment/sidewalks>

2. Seneca Street and Route 14A. Village residents also report that tractor-trailers have difficulty turning onto Seneca Street from Route 14A. Because of weight limitations on local road bridges, tractor-trailers must use Route 14A to access the Dundee Foods Plant on Seneca Street. Village residents note that tractor-trailers turning onto Seneca Street must swing wide and force vehicles in turn lanes to back up in order to make enough room for the truck's turning radius.
- C. No off-road parking for delivery vehicles in central business district.
Trucks making deliveries to downtown businesses on Route 14A frequently block the travel lane during normal business hours, forcing vehicles to swerve into the on-coming travel lane to go around parked vehicles. Vehicles parked in the travel lane, even temporarily, obstruct visibility and present a safety hazard.
- D. Turn signs at the intersection of Water Street and Millard Street are confusing for north/westbound traffic on Route 14A.
The only through travel direction is the westbound left turn. This through-left turn condition causes driver confusion to those unfamiliar with the intersection. The NYSDOT noted that a four-way stop was tried at this intersection in 1994. Village officials reportedly preferred the current configuration.
- E. Placement of posted speed limit signs at the south Village limit can confuse drivers as to where the 30 mph Village speed limit begins.
Village residents stated that speed limit signs are not located directly opposite each other, making the transition zone from 55 mph to 30 mph unclear for motorists.
- F. Non-standard features located within the State road ROW.
Site observation showed that signs without breakaway bases are located adjacent to the edge of pavement on the gas station property near the intersection of Water Street and Millard Street. Several utility poles were also located within the paved section of Water Street and Main Street in the Village of Dundee. These poles present a hazard for traffic because they are too close to the travel lane.
- G. Open drainage ditches along Route 14A in the Village.
Open drainage ditches have been reported to be a contributing factor in some accidents that have occurred. Trucks have been reported to get stuck in them.

4.1.6 Town of Starkey

A. Steep approaches at intersections with Route 14A.

Mud Lane, Crawford Road and Bossard Road intersect Route 14A from the west. The approaches to these intersections are characterized by steep descents, creating potential safety problems during winter driving conditions.

4.1.7 Non-Motorized Vehicles

The use of non-motorized vehicles presents safety concerns along roadways, primarily because of the differing speeds compared to motor vehicles. These issues are particularly acute in Yates County compared to other areas because of the growing population of Mennonites.

Large numbers of Mennonites have settled in Yates County in recent years because farmland is comparatively affordable and the area is relatively remote from urban development and traffic. While Mennonites may use motorized tractors and other equipment on their farms, they rely on horse-drawn buggies and wagons and bicycles for personal transport.

Numerous Mennonite families live along and near the Route 14A corridor. Buggies, wagons and bicycles are a common sight along Route 14A and its intersecting roads in Yates County. Drivers of horse-drawn vehicles must be especially careful when driving on busy state highways such as Route 14A.

Horse-drawn vehicles need more time than a car to cross at a road intersection. Horses become restless when they must be held at a stop sign to wait for long lines of traffic to pass. Intersections with limited sight distances are especially dangerous for horse-drawn vehicles. Unexpected noises such as car horns or loud radios may frighten horses and their drivers. Accidents may result if horse-drawn vehicles swerve into high-speed travel lanes.

Non-motorized vehicles lack air bags, crumple zones and other modern crash protection measures found on automobiles. Buggies and bicycles rely on lights and reflective signs to make them visible at night. Lights that are not in working order or reflective material that is soiled or damaged may make these vehicles difficult to see at night.

Lu Engineers met informally with representatives of the Benton Center Mennonite community on January 15, 2003, at which time the following concerns were expressed:

A. Cross slopes of the shoulders along Route 14A.

The Mennonite representatives explained that it is difficult to keep a horse-drawn vehicle on the shoulder of the road when that shoulder has a pronounced cross slope. A horse naturally wants to move toward a level surface such as the crown of a road. Mennonite representatives asked if the road shoulder's cross slope could be flattened somewhat to make it easier to keep the horse-drawn vehicles on the shoulder.

B. Width of shoulders along Route 14A.

Widening shoulders of 5 feet or less to 8 feet along Route 14A would be strongly supported by the Mennonite community. An eight-foot paved shoulder would allow the horse-drawn vehicles to drive entirely out of the travel lane with an adequate safety margin. The Mennonites stated that the stretch of Route 14A that is most intensively used by horse-drawn vehicles extends from Rasmussen Road to Penn Yan. If road improvements are scheduled for Route 14A in Benton, they would like to see the widened shoulders as a first priority. If budgets permit, they would like to see road shoulders widened all the way from Penn Yan north to the Ontario County line.

While the Mennonite representatives discussed the widening of paved shoulders, it should be noted that wide paved shoulders may invite dangerous and illegal passing on the right by motorists.

C. Difficulty crossing intersections with horse-drawn vehicles.

The intersections of Route 14A with Havens Corners Road and Ferguson Corners Road were mentioned specifically by the Mennonite representatives as being difficult to cross with horse-drawn vehicles. They explained that it is difficult to hold a horse in a stopped position, waiting for traffic to clear, and then get the animal to cross the intersection safely during the break in traffic. They also noted that the "Ferguson Corners Road-Curtis Road" sign was in an awkward location that blocked the visibility of drivers in horse-drawn vehicles.

D. Bicycle safety.

Residents and attendees at the December 12, 2003 information meeting raised concern about children, particularly Mennonite children, who bicycle 2 or 3 abreast down the middle of public roads. Mennonite children receive some bicycle safety training in school during 7th or 8th grade. The material is included as a small part of the health class curriculum. Instruction is limited to learning the hand signals and recognizing common traffic and caution signs.

Mennonite representatives said that their children are not specifically taught about driving rules that apply to bicyclists. Children are usually warned in church not to ride two or three abreast on the public roads.

E. Expected growth in Mennonite community.

Benton Center Mennonite representatives said there are over 100 Mennonite families in the Town of Benton. They estimated that each family has about six children. By their count, there are over 200 children between the ages of 10 and 20 in the community. These young people are expected to stay in the area and start families within the next five to ten years.

Conservatively, they expect the number of Mennonite families to increase by 50 to 60% within the next ten years. They also estimated that the number of horse-drawn vehicles using the Route 14A corridor in the Town of Benton would at least double in the next ten years. This estimate is probably low because it does not include an estimate of the number of Mennonites who may move into the area. The men reported that many more Mennonite families would move to the area if land became available. The Benton Center Mennonites estimated that there were an additional 250 Mennonite families located between Penn Yan and Reading Center, in Schuyler County.

The expected growth in the Yates County Mennonite population will translate directly into a proportional increase in the numbers of non-motorized vehicles utilizing Yates County roadways, including the Route 14A corridor.

4.2 Efficiency

During the course of the needs assessment, it became clear that nearly all of the issues concerning perceived congestion and delays in the movement of vehicles along the Route 14A corridor were limited to the Villages of Penn Yan and Dundee. The section bordering the Windmill Farm and Craft Market in the Town of Barrington becomes congested on Saturdays during the season.

Efficiency needs identified by the Steering Committee at the public meeting in December 2002, and in discussions with other users of the roadway are itemized as follows:

A. Traffic congestion in the Village of Penn Yan.

Anecdotal information from Village residents and frequent users of the Route 14A corridor indicates that long lines of vehicles develop during peak traffic times such as late afternoons and on Saturdays during the tourist season.

B. Increasing turning movements at the intersection of the Horizon Business Park Road and Route 14A.

The traffic study completed for the Horizon Business Park project indicated that the need for intersection improvements should be reviewed as new businesses move into the park. Traffic count data show a steady increase of one percent compounded annually since 1990, on the segment of Route 14A where the park is located. The park currently has four occupants. A traffic study completed in 2004 did not show a significant increase.

- C. Concern regarding queues of eastbound traffic on Elm Street (Route 54A) at Liberty Street (Route 14A).
The Yates County Highway Superintendent noted that this turning movement is the only left turn arrow that is missing for this intersection. Under current conditions, eastbound traffic turning north onto Liberty Street forms long traffic queues at this intersection during peak travel times.
- D. High volume traffic generators with closely spaced driveways between South Avenue and Elm Street.
Traffic hazards develop when businesses that generate high traffic volumes are located on small lots. Frequent turn movements created by multiple business driveway entrances along Route 14A in this area contributes to traffic congestion and potential accidents.

4.3 Maintenance

According to the NYSDOT Highway Data Services Bureau's 2004 Highway Sufficiency Ratings, more than 80% of the sections of roadway totaling the length of Route 14A in Yates County received pavement condition scores of six or higher representing fair or better pavement conditions.

Approximately 2.7 miles of Route 14A received a pavement sufficiency rating of 5 in Yates County. A section of 0.26 miles was located in the Village of Dundee. A 2.44-mile long section was located in the Town of Benton south of the Ontario County line.

Other maintenance issues along the Route 14A corridor as identified through the needs assessment include:

- A. Pavement maintenance and drainage improvements.
The Village of Penn Yan Infrastructure Strategic Plan noted a need for pavement maintenance and drainage improvements on South Avenue, Maiden Lane, and portions of Main, Clinton, Elm, and Lake Streets.
- B. Road shoulder pavement is deteriorated in the vicinity of the Horizon Business Park entrance in Milo.
This pavement deterioration may be exacerbated as the business park continues to develop and more vehicles make right turns into the business park.
- C. Route 14A bridge over the Keuka Outlet (BIN 1011090).
The NYSDOT noted the potential for major maintenance to the superstructure and the need for minor rehabilitation to the substructure of the Route 14A bridge over the Keuka Outlet (BIN 1011090). Penn Yan Village public works staff indicated that the bridge deck required emergency repairs in 2001. Further evaluation of non-standard bridge features may also be required.

- D. Village of Penn Yan public works staff identified the Elm Street and Clinton Street culverts over Jacobs Brook as being deteriorated.
The Village of Penn Yan maintains Route 54 on Clinton, Main and Elm Streets within the Village limits. There is a posted weight limit of 10 tons for vehicles using the Clinton-Main-Elm section of Route 54. The weight limit is in effect to prolong the life of these structures. Penn Yan staff indicated that the Clinton Street culvert is a higher priority for being repaired.
- E. Shallow open storm drainage ditches on either side of Main Street from Saunders Street (Dundee-Glenora Road) to Hollister Street, and on either side of Millard Street (Route 14A) from Water Street to Hillcrest Drive (approximately).
Village residents and staff identified these drainage ditches as safety and maintenance issues within the Village of Dundee. The drainage ditches are within three feet of the pavement edge. With narrow lane widths, tires of tractor-trailers and other large vehicles often drop into these ditches during turning movements. This creates a safety hazard for large vehicles, and causes damage to exposed culverts. The ditches also require frequent cleaning by Village staff. The ditches must also be used for snow storage during heavy snow events, further reducing their effectiveness for maintaining adequate surface drainage along Route 14A.
- F. Deteriorated pavement in the Village of Dundee along Main Street/Water Street (Route 14A) from Hollister Street to the Millard Street intersection.
This section has a closed storm drainage system. Several broken or damaged catch basins were observed.
- G. Paved-over manhole covers on Millard Street (Route 14A) from Water Street to Hillcrest Drive.
Manhole covers within this section of roadway were observed to have been paved over with a thin top coat of asphalt. The locations of these manhole covers were determined because they were painted with yellow marking paint. Paving over manhole covers is a non-standard practice for maintenance, and results in additional repair costs for road surfaces and utilities.
- H. Use of steel-lug wheels on paved surfaces.
The Yates County Highway Superintendent noted that use of steel lug wheels on some farm vehicles causes excessive wear on asphalt pavement. It is expected that the number of farm vehicles using steel lug wheels will increase over the next ten years.

4.4 Economic Development

Route 14A is an integral part of the economic system of Yates County and numerous surrounding central Finger Lakes communities. It provides access to numerous local produce markets, auction sites, feed mills, hardware and farm supply stores, small engine repair shops and other services needed by area farmers, vineyard operators, and local businesses.

4.4.1 Access to Jobs and Shopping for Residents

Data from the 2000 Census of Population and Housing indicate that approximately 40% of Yates County residents work outside the County. Mean travel time to work for Yates County residents increased approximately seven percent from 22 minutes to 23.6 minutes. While no route specific origin-destination studies or commuter travel studies have been done, it is likely that Route 14A also functions as an important commuter route from Yates County to Rochester, Geneva, Canandaigua, Watkins Glen, and Elmira. Further evaluation of the uses of Route 14A is warranted.

The Yates County Chamber of Commerce Updated Long Range Planning Report (December 2002) noted that, “the ongoing erosion of the retail sector is evidenced by the changing face of ‘Main Street’ in Dundee and Penn Yan, plus the loss of Ames, the anchor store at Lake Street Plaza.” The report also stated that Yates County is now without a major retail outlet store. Route 14A serves as the primary connector for many County residents who must now travel to Canandaigua, Geneva, Watkins Glen or elsewhere to shop at a major department or discount store.

4.4.2 Access to Local Businesses

Route 14A is the main artery serving the businesses in Penn Yan and Dundee. As a result, numerous commercial tractor-trailers utilize Route 14A in Yates County. In addition, some of these vehicles may use Route 14A to avoid weight-limited bridges on Route 54 in Penn Yan. The importance of Route 14A as a truck travel route was discussed by several individuals at the public information meeting in December 2002. Dundee Village officials also noted that trucks must use Route 14A in Dundee to access the Dundee Foods plant because bridges on local roads in the Town of Starkey are weight-limited.

Many of the newer establishments along Route 14A in Yates County are agriculture-based. They serve the needs of farmers in the immediate area and invite tourists to stop and purchase locally grown produce and crafts. The visibility afforded by a busy road front location is key to the success of many of these small family businesses.

Nodes of commercial development have emerged along Route 14A in recent years. In the Town of Benton, a farm market was constructed at the intersection of Ferguson Corners Road and Route 14A as well as the opening of several businesses along Route 14A between the Penn Yan northern corporate limit and the hamlet of Benton Center.

Village of Penn Yan Public Works Department noted that turning radii at the intersections of Elm Street and Main Street, and Main Street and Clinton Street are not adequate for trucks pulling trailers or low-boys that are 48 feet or longer. These vehicles go over the curbs on these intersections, and damage curbing and other property improvements. Comments received at the public meeting in December 2002 also indicated that there was some confusion about the routing of Route 54 through the Village.

The Windmill Farm and Craft Market, a feed mill and several small businesses form the nucleus of a developing commercial node along Route 14A in the Town of Barrington between Welker Road and the Milo Town line. These businesses represent a growing trend in Yates County, and generate much traffic on weekends.

A minor amount of new commercial development has occurred in the Village of Dundee. A new medical office complex is expected on Millard Street (Route 14A) near the western Village limit, close to existing medical offices. Li Destri Foods recently re-opened a closed food processing plant in Dundee, and reportedly have plans to expand operations there. While not located within the corridor study area, trucks servicing this plant must travel on Route 14A to access the plant.

4.4.3 Horizon Business Park

Horizon Business Park opened in 2000 to meet the need for additional land zoned for mixed business and light industrial use. The park currently has four occupants, Coach and Equipment Corporation, Yates Supply, CASP, and Keuka Footwear. These businesses represent a mix of manufacturing and warehouse-distribution type uses.

The park is approximately 20-30% developed. A parcel with frontage on Route 14A is earmarked for a commercial use that would benefit from road front exposure and traffic. The remainder of the lots in the park are served by a dedicated internal roadway with an intersection at Route 14A. The following needs were noted for this site:

- A. The Horizon Business Park identification sign is not easily visible from Route 14A. No signage identifies the location of the business park from the southbound travel lane.
- B. The business park entrance is not distinguished from surrounding business entrances.

4.4.4 Tourism

Tourism activity in Yates County has expanded significantly due to the active involvement of the Yates County Chamber of Commerce and the outreach efforts of wineries along Keuka and Seneca Lakes.

The Yates County Chamber of Commerce also noted that the Finger Lakes area has benefited from the national trend to vacation close to home since the terrorist attacks of September 11, 2001.

Tourism needs identified by the Yates County Chamber of Commerce, this study and community residents include:

- A. Additional hotel and motel accommodations in or near Penn Yan. This need was partially met in 2005 when a Best Western Inn was opened. This facility can host business meetings and small conventions, but is not suited for large meetings.

- B. A quality, upscale restaurant along Keuka Lake that would attract tourists, business travelers, corporate personnel, area residents, and seasonal residents.
- C. A highly visible, upscale restaurant in downtown Penn Yan that is available for lunch and dinner.
- D. Business meeting facilities for trade shows, seminars, and training sessions.
- E. Additional, conveniently located off-street public parking and rest room facilities in downtown Penn Yan and Dundee.
- F. Improved tourist information facilities in downtown Penn Yan and Dundee.
- G. Linkage of recreational facilities such as the Keuka Outlet Trail and the Elm Street Sports Complex.
- H. Improved appearance of downtown streetscapes.
- I. Improved access for delivery vehicles servicing downtown businesses in Penn Yan and Dundee.
- J. Improved off-road customer parking for roadside businesses in Benton, Milo, Barrington and Dundee.
- K. Reduction of traffic congestion in downtown Penn Yan.
- L. Improved communications between government units and business groups.
- M. Addition of a highway rest area between the Ontario County Line and Penn Yan.
- N. Addition of rest room facilities and an information kiosk to the highway rest area in the Town of Milo.

4.4.5 Access to Farms

In addition to providing access to jobs, shopping and local businesses, the Route 14A corridor also provides access to many farms. Agriculture is a key component of the Yates County economy. The ability of the roadway to serve the transportation needs of farm equipment involves both economic and safety considerations. Large farm equipment is often transported at speeds significantly slower than the posted speed limit. Drivers of tractor-trailers and automobiles frequently pass slow-moving tractors and horse-drawn wagons.

Mennonite representatives described a difference of opinion they have with the NYSDOT driveway access policy and the movement of farm equipment. Mennonite farmers want to widen their field driveways beyond the NYSDOT standard for driveway width to provide access for larger pieces of farm equipment. The Mennonites would like to see a re-evaluation of this policy to allow some flexibility for agricultural field entrances, and a reduction in the permit fees charged for agricultural driveway entrances.

4.5 Future Land Use

Land use and transportation are closely interconnected. The use of land will dictate the economic and social needs to be fulfilled by the transportation system, in this case the road network of the Route 14A corridor serving Yates County. The needs identified above are the result of the current mix of land uses in the corridor.

To determine the future needs of the Route 14A corridor, a build-out analysis of the vacant and underutilized parcels within the corridor was conducted with the vast majority of these parcels located along Route 14A. Appendix B of this report includes the build-out analysis conducted by Allee, King, Rosen and Fleming, a subconsultant to Lu Engineers on this study.

Maximum land use densities are projected under current zoning district regulations to provide an estimate of the commercial/industrial floor area (in square feet) and/or additional housing units that could be developed. The analysis takes into account physical constraints to development and existing land uses to arrive at the remaining buildable area within the Route 14A corridor.

It is important to note that the build-out estimates are not based on a market analysis or land development trends and therefore are not intended to serve as development projections. The estimates provide the *theoretical* amount of development that could occur if each vacant or underutilized parcel were developed fully under current land use regulations.

Given these parameters (if the vacant and underutilized parcels within the Route 14A corridor were developed to the maximum allowed under current land use regulations given physical constraints), there is the potential for approximately 900 to 1,700 additional residential units to be located in the corridor. This number of new residential units would result in a population increase of between 2,500 and 4,700 residents.

The build-out analysis indicates that between 9 and 16 million square feet of additional commercial/industrial space could be built in the corridor. In the Town of Benton alone, there is the theoretical potential to see an increase in commercial space in the magnitude of the Carousel Mall in Syracuse.

While it is highly unlikely that the theoretical maximum development of vacant or underutilized parcels will occur within the study area, the build-out analysis highlights the impact that current zoning and land use regulations have on the development of land and subsequently on the number of trips made along the roadway.

As an example, if the additional 1,700 residential units that could be built within the corridor were built and each residence made an average of four trips per day (two leaving and two returning), this would result in an additional 6,800 trips per day – more than the annual average daily traffic along all of Route 14A with the exception of the segments at the Routes 54 and 54A intersection and the Route 364 overlap in Penn Yan.

These 6,800 additional trips do not include any originating outside of the Route 14A corridor that would be traveling to the additional 9 to 16 million square feet of commercial/industrial space that could also theoretically develop.

The following provides an overview of likely (versus theoretical maximum) development along the corridor by municipality:

4.5.1 Town of Benton

It is anticipated that the Town of Benton will experience increased pressure to allow commercial and small industrial uses in the AR-1 district along Route 14A between Penn Yan and Benton Center. Currently, the Town allows limited commercial and industrial uses within the AR-1 district by special use permit.

The Town of Benton will likely experience pressure for more intensive commercial development due to the availability of public water in this section. However, the type and size of development is constrained because no sanitary sewers are currently available to this section of roadway.

4.5.2 Village of Penn Yan

The amount of land available for new commercial development is limited in the village center of Penn Yan. All the properties along the corridor in the Village of Penn Yan are served by village utilities (water, sanitary and storm sewers, and electricity). Several new businesses have opened along Route 14A in Penn Yan, including the Aldi's Grocery Store and the Lyons National Bank. A new Best Western Inn opened in 2005 at the corner of Brown Street and Lake Street. Four residential properties were rezoned to accommodate this construction. A request was received in 2005 to rezone the Starlite Bowling property north of the former Coach and Equipment site from residential to general commercial. It is proposed that the McCredy car dealership be relocated from the downtown business district in Penn Yan to this location.

The Village continues to experience pressure to rezone some residential properties along Route 14A for commercial and business uses. Although some commercial uses are permitted within the Planned Business District zone of the Horizon Business Park, the amount of available land with frontage on Route 14A is limited.

4.5.3 Town of Milo

Land in the Route 14A corridor is zoned commercial in the Town of Milo from the Penn Yan Village line south to the intersection of Old Route 14A. The potential for intensive commercial or industrial development outside of the Village of Penn Yan is limited because properties are not served by public water or sanitary sewer service.

The New York State Department of Transportation owns a large parcel of land in this section further reducing the amount of road front land available for commercial or industrial development.

The proximity of a runway at the Penn Yan-Yates County Airport limits commercial development between the DOT property and Old Route 14A because of restrictions on building heights due to the runway protection zone.

Elsewhere along the corridor in the Town of Milo, special use permits or variances have been issued to allow commercial uses in agriculturally zoned areas.

4.5.4 Town of Barrington

The potential for commercial and industrial development along Route 14A in the Town of Barrington is limited in the Town of Barrington near the Village of Dundee because the Village's wellhead protection area is located at the west edge of the Village, and includes the intersection at Route 230 and Route 14A.

4.5.5 Village of Dundee

The majority of future development in the Village of Dundee along Route 14A will be infill development and rehabilitation of existing buildings. The presence of the Norfolk Southern railroad line could accommodate an intermodal transferring station in the future but no discussions have taken place to date.

4.5.6 Town of Starkey

The Town of Starkey has not experienced significant pressure for commercial development along the Route 14A corridor. A few road front businesses are located along the corridor, but they are not centered around any particular intersection.

4.6 Zoning Needs

Several of the Towns and Villages have Comprehensive Plans that have not been updated since the 1970s. Comprehensive plans include an inventory of existing land use, natural resources, existing zoning, agriculture, transportation and infrastructure. These plans may also review the history of land use changes within the community, and the factors that drive these changes. The New York State Department of State recommends that comprehensive plans be reviewed and updated at least every ten years. Comprehensive Plans are used to support and direct needed land use and zoning changes.

Comprehensive plans for the Towns of Barrington and Milo were completed in the 1970s. These plans have not been updated since. The Town of Starkey updated its comprehensive plan in 1990.

Corridor-wide zoning needs include:

- A. Zoning code changes are needed to increase front setbacks for buildings and parking to prevent or eliminate encroachment into the Route 14A right-of-way.
- B. These changes are needed to reserve adequate space for widening shoulders, making drainage improvements, and adding turn lanes or acceleration lanes.
- C. Application of the State's Highway Access Management guidelines to new development along Route 14A to reduce the potential for congestion and traffic accidents.
- D. Early coordination with NYSDOT on revisions to local zoning codes, comprehensive plans, and new special uses along the Route 14A corridor.
- E. NYSDOT officials report that the Towns and Villages in the corridor are not routinely contacting the Department for review of projects affecting the Route 14A corridor. By law, the NYSDOT is an involved agency under SEQRA any time a driveway access permit or other right-of-way use permit is required.

4.6.1 Town of Benton

Specific zoning needs identified include:

- A. Review use of "special permits" to allow commercial and business development in the AR-1 district of the Route 14A corridor. "Special permits" are only appropriate when the proposed land use is fundamentally compatible with the stated intent of the district.
- B. Revision of regulations to limit commercial and "for sale" vehicle parking and storage of materials within State highway right-of-way.
- C. Adoption of subdivision regulations to assure the provision of developable lots with adequate size, access and drainage.
- D. Implementation of recommendations in the Town's Comprehensive Plan for zoning revisions for increased lot sizes and front setbacks.
- E. Review of existing sign regulations to improve appearance, quality and maintenance of permanent and temporary business signs, and to require removal of outdated, inappropriate, and unsightly signs.
- F. Provision in special use permits and site plan regulations to maintain adequate off-street parking, to require safe and efficient vehicular and pedestrian circulation patterns, and implementation of the State's Access Management guidelines.
- G. Provision in special use permits and site plans to require the placement of landscaping and/or buffering between residential and commercial or industrial uses.

4.6.2 Village of Penn Yan

Specific zoning needs include:

- A. An update to the 2000 Comprehensive Plan to include a sub-area study focusing on commercial land use in the vicinity of Liberty/Brown Streets (Route 14A) and Lake Street (Route 54). Recommendations from such a study could be used to guide decisions on rezoning properties from residential to commercial use.
- B. Review of existing permitted uses within each zoning district to assure that each “as of right” permitted use is compatible with the underlying intent of the district.
- C. Identification of “special uses” which are fundamentally compatible with the underlying intent of the district, but which may require special use permit conditions or lot size or dimensions to accommodate the use.
- D. Development of special use permit regulations to govern special uses within each district.
- E. Education of planning board members regarding the implementation of site planning policies consistent with State access management policies to reduce potential conflicts between through traffic and turning vehicles. Such measures may include requiring the use of shared-access driveways for adjacent business and commercial uses; requiring access from secondary roads where possible; reduction of on-street parking during peak traffic hours; enforcement of posted speed limits; and improved identification and location of pedestrian crossing points.
- F. Consideration of regulations pertaining to the location and design of communication towers to preserve important scenic views and village character. Measures might include co-location of equipment.

4.6.3 Town of Milo

- A. Update of Town Comprehensive Plan. The existing Milo Comprehensive Plan dates from 1971. In 2001, the Town revised sections of the industrial and commercial zoning code without updating the comprehensive plan. Land uses, business conditions and residential development have changed in the 30 years since this plan was adopted. One of the purposes of the comprehensive plan is to support the zoning code for the community.
- B. Review of minimum lot sizes, front setbacks and other bulk and density factors in the zoning code is needed to assure compatibility with NYS Health Department requirements for separation of potable water sources and septic systems and to avoid encroachment on NYS highway right-of-way.
- C. Parking and material display setback requirements are needed to reduce encroachment of auto dealership display vehicles and home-business display items into the State highway right-of-way. These items block visibility of driveways and encroach on clear zones.

- D. Code revisions are needed to require adequate off-street parking for road-front businesses along Route 14A. Several new businesses have been permitted in the agricultural districts of the Town by special permit. While parking may be adequate for a small, initial business use, as business uses expand, off-street parking may become inadequate, forcing customers to park on the highway shoulder. This condition may result in congestion and obstructed visibility of driveway entrances.
- E. Code revisions are needed to site plan approval requirements that commercial driveways on Route 14A must comply with the State's Access Management Guidelines
- F. The current zoning code has no requirements for landscaping or buffering between residential and commercial or industrial uses. Incorporation of landscaping and buffering requirements could improve the visual appearance of properties along Route 14A.
- G. Consideration of regulations pertaining to the location and design of communication towers to preserve important scenic views and rural character.
- H. Existing sign regulations do not require maintenance of existing approved signs in a legible condition, removal of signs for businesses that are closed, or control placement of signs to avoid visual obstruction of intersections and driveways.

4.6.4 Town of Barrington

Specific zoning needs identified for the Town of Barrington include:

- A. Revision of the AR District language to include a statement of intent, and list more specific list of compatible and special uses. At the present time, there is no stated intent included for the AR district within the zoning regulation. Zoning regulations normally include a statement of intent or purpose for a zoning district. The intent establishes the primary land uses permitted within a given zoning district. Normally, all other uses that are not specifically compatible with the stated intent of the district are not permitted. Existing language in the regulation could allow incompatible uses such as "junkyards" and "any business, commercial or industrial uses" within a district that appears to be primarily intended for residential, agricultural and non-commercial uses. Without improvement of the zoning language, the Town could be vulnerable to undesirable and incompatible land uses being placed in the community without adequate controls.
- B. Revisions of the zoning code are needed to address the development and expansion of home-based businesses along the Route 14A corridor. Special use permits for business uses must include provision for adequate off-street parking, and parking and display item setbacks to maintain an adequate clear zone along the State highway.

- C. Proposed Community Commercial District. In 2002, the Town reviewed a proposed regulation for a Community Commercial District that would apply to the section of Route 14A between Welker Road and the Milo-Barrington Town Line. The draft regulation was never adopted because it contained some significant flaws. The regulation must contain language that specifies which uses are appropriate for the area. Uses that require sanitary sewer and public water, such as large-scale shopping plazas, fast-food restaurants, and car washes, are not appropriate for areas that do not have adequate infrastructure. The proposed district must also include an intent section, as well as appropriate bulk, density and setback requirements, as well as provisions for off-street parking, pedestrian and non-motorized vehicle circulation.
- D. Site Plan and Subdivision Regulations. The Town of Barrington lacks specific site plan and subdivision regulations. The adoption and implementation of site plan and subdivision regulations helps to assure an orderly pattern of land development, eliminates substandard lots and access issues, and preserves the value of real property by reducing the potential for land use conflicts. Well-constructed site plan and subdivision regulations also require the provision of adequate drainage and sediment controls, buffering, landscaping, and other amenities that add value to future developments. Site plan and subdivision regulations also determine driveway spacing, and minimum road dimensional standards.
- E. Preservation of scenic vistas. The Town's zoning code does not specifically regulate the placement of communication towers, and other uses that could impact the visual aesthetics of the community. The open vistas and scenic beauty that typify the Town of Barrington are vulnerable without appropriate site plan and special use provisions.
- F. Language to protect the Village of Dundee Wellhead Protection Area. This wellhead protection area includes the intersection of Route 230 and Routw 14A. While the Village has enacted Wellhead Protection Regulations, these regulations are implemented by the Town of Barrington Planning Board. The Village of Dundee recently acquired property within the wellhead protection area, but some areas remain in private ownership. Land uses that are not permitted within the Wellhead Protection Area need better definition. Development pressure is low in this area at the present time. However, this area could be seen as having some development potential because of the intersection of two State highways.

4.6.5 Village of Dundee

Specific zoning needs include:

- A. Update of the Village's Comprehensive Plan. The Village of Dundee re-constituted its Planning Board and is currently revising its Comprehensive Plan. An update of this plan is needed to support revisions to the zoning code that may be necessary due to changes in economic conditions and land use.
- B. Adoption of subdivision regulations. Subdivision regulations are needed to assure the orderly development of land, and the creation of developable lots. While most of the lots within the Route 14A Corridor are developed in the Village of Dundee, several lots remain undeveloped.

- C. Adoption of site plan regulations. Site plan regulations are needed to assure safe and efficient vehicular and pedestrian circulation patterns, maintenance of adequate setbacks, use of landscaping and buffering, and appropriate storage of waste materials and sale goods.
- D. Sign regulations. Sign regulations are needed to regulate placement, size, maintenance, lighting, and removal of business signs. Billboards at the Village’s southern “gateway” are out of character with the historic residential area at the south end of the Village.
- E. Adoption of parking restrictions along Route 14A in the Central Business District to reduce the potential for pedestrian and vehicular accidents.

4.6.6 Town of Starkey

Specific zoning needs include:

- A. Revision of the definition of “front setback”. Wording in the zoning code that defines the front set back line as “33 feet from the center line of the road” creates the potential for encroachment on the State’s right-of-way. The underlying assumption is that the right-of-way width is uniformly 66 feet. The front setback line should be defined as the limit of the road right-of-way. Along Route 14A, the right-of-way width is at least 75 feet in the Town of Starkey. Without this change, building and parking setbacks may encroach on the State’s right-of-way. This change should be implemented in all zoning districts.
- B. Regulations to require setbacks for parked vehicles in business or commercial areas along Route 14A. The Town currently has no regulations that restrict parking of vehicles within the clear zone of Route 14A. Businesses frequently allow vehicles to park along the shoulder of the road, causing visibility and traffic congestion problems during special events.
- C. Preservation of scenic vistas. The Town of Starkey has no regulations that govern the location or design of communication towers. The unbroken vistas that characterize the Route 14A corridor in the Town of Starkey contribute to the rural character and aesthetic of the community.

4.7 Other Information

4.7.1 Potential Effect of De-Icing Salt on Agricultural Fields

High concentrations of sodium have been reported from a field on the east side of Route 14A near Bellona Station Road. It is unknown whether road de-icing salt is the source of this sodium. Further evaluation is needed.

5 ALTERNATIVES

This chapter examines potential alternatives to improve and enhance safety, efficiency, maintenance and economic development along the Route 14A Corridor based on the issues and opportunities identified in Chapter 4 Needs Assessment.

5.1 Safety

5.1.1 Town of Benton

A. Need

Vehicles exceed the posted speed limit along Route 14A in the northern portion of the Town of Benton.

Alternatives

- Increase enforcement of the posted speed limits between the Yates-Ontario County line and the hamlet of Benton Center.

Responsibility: Yates County Sheriff/New York State (NYS) Police

Estimated Cost: \$4,000-5,000

Potential Funding Sources: Governor's Traffic Safety Grant, reallocation of resources

Timing: Immediate

- Utilize digital speed displays to make drivers aware of how fast they are traveling.

Responsibility: Yates County Sheriff, NYS Police

Estimated Cost: \$10,000/display

Potential Funding Sources: Governor's Traffic Safety Grant

Timing: Immediate

B. Need

New commercial and residential development along Route 14A in the Town of Benton has created more driveway entrances. Concerns have been expressed about the increased number of vehicles turning into these driveways, and the potential for increased numbers of accidents.

Alternatives

- Revise the local comprehensive plan to include NYSDOT access management guidelines and require these measures when approving site plans for new development along Route 14A.

Responsibility: Town of Benton Planning Board

Estimated Cost: \$35,000-50,000

Potential Funding Sources: Local funds, Governor's Office of Small Cities grant

Timing: 0 to 5 years

- NYSDOT monitors accidents on all State highways via the Highway Safety Improvement Program (HSIP). Locations identified as having a statistically higher

number of accidents are studied via this program to determine the cause of the accidents. Appropriate measures are developed to resolve them. The HSIP has not identified this location as having a statistically higher number of accidents to date.

Responsibility: New York State Department of Transportation (NYSDOT); Town of Benton (monitoring)

Estimated Cost: N.A.

Potential Funding Sources: NYSDOT budget

Timing: Ongoing

C. Need

Concern was expressed by drivers of horse-drawn vehicles about sign placement limiting visibility at the Curtis-Ferguson Corners Road intersection.

Alternative

- Review location of signs to determine if relocation is warranted, and if so, determine more appropriate location options.

Responsibility: NYSDOT

Estimated Cost: \$2,500

Potential Funding Sources: NYSDOT budget

Timing: 0 to 5 years

D. Need

Buildings are potentially located in the right-of-way (ROW) and clear zone of Route 14A, particularly at the intersection of Havens Corners Road.

Alternative

- Review ROW plans and as-built drawings to determine if existing buildings are encroaching into the State's ROW. Notify owners of encroaching buildings and structures that they must be removed from State ROW.

Responsibility: NYSDOT

Estimated Cost: \$0 to State; variable for building owners depending on size of building

Potential Funding Sources: None needed

Timing: 0 to 5 years

5.1.2 Village of Penn Yan

A. Need

Pedestrians have difficulty crossing the Liberty Street/Elm Street, Brown Street/Lake Street, and Elm Street/Main Street intersections within the time periods allowed by traffic signals.

Alternatives

- Complete a pedestrian accessibility study for the central business district of Penn Yan to determine the need for more pedestrian-controlled walk signals.

Responsibility: Village of Penn Yan

Estimated Cost: \$35,000-50,000

Potential Funding Sources: Village budget, Genesee Transportation Council (GTC) United Planning Work Program (UPWP)

Timing: 0 to 5 years

- Install pedestrian-controlled walk signals.

Responsibility: NYSDOT

Estimated Cost: \$25,000/location

Potential Funding Sources: NYSDOT budget

Timing: 0 to 5 years

- Determine if traffic control signals can be retimed to allow persons with impaired mobility more time to cross, and, if so, increase times between changing of signals.

Responsibility: NYSDOT

Estimated Cost: \$1,000

Potential Funding Sources: NYSDOT Department budget

Timing: Immediate

- Installation of designated pedestrian crossing areas and “yield to pedestrian” signs.

Responsibility: Village of Penn Yan (recommendation); NYSDOT (implementation and funding)

Estimated Cost: \$2,000

Potential Funding Sources: NYSDOT Department budget

Timing: 0 to 5 years

5.1.3 Town of Milo

A. Need

Town officials expressed a safety concern for the 55 mph speed limit at the entrance to the Horizon Business Park. The concern is for accidents that may occur as a result of vehicles turning into the Park.

Alternatives

- Conduct a speed limit study to determine if a reduced speed limit is warranted.

Responsibility: Yates County (request to NYSDOT for study)

Estimated Cost: N.A.

Potential Funding Source: NYSDOT budget

Timing: 0 to 5 years

- Conduct a Traffic Impact Analysis at Horizon Business Park to determine if and when additional mitigation is necessary (e.g., traffic signal, turn lanes, driveway widening). Create a development district to offset mitigation costs equitably.

Responsibility: Yates County IDA

Estimated Cost: \$10,000

Potential Funding Source: IDA budget

Timing: 0-5 years

- Monitor and enforce posted speed limits at Horizon Business Park entrance.

Responsibility: Town of Milo and Village of Penn Yan (initial request); NYS Police, Yates County Sheriff’s Department

Estimated Cost: \$4,000-\$5,000

Potential Funding Sources: Governor's Traffic Safety Grant, re-allocation of resources

Timing: Immediate

- Create a transitional speed limit of 45 mph on Route 14A between Old Route 14A and the south Village limit.

Responsibility: Town of Milo, Village of Penn Yan, Yates County (request); NYSDOT (implementation)

Estimated Cost: \$300-\$500 (signage)

Potential Funding Sources: NYSDOT budget

Timing: 0 to 5 years

B. Need

Commercial trucks occasionally use rest area near Second Milo Road, reducing availability of parking for tourist use.

Alternatives

- Conduct a survey of businesses, commercial truck drivers, and recreational vehicle drivers who regularly use Route 14A to determine the need for additional, conveniently located truck and RV parking areas.

Responsibility: Yates County Planning Department, Yates County Chamber of Commerce, and Yates County IDA

Cost: \$10,000-\$15,000

Potential Funding Sources: GTC UPWP, Yates County Industrial Development Agency, Yates County Chamber of Commerce

Timing: 0 to 5 years

- Post signage prohibiting overnight parking at the rest area.

Responsibility: Yates County Highway Department, NYSDOT

Estimated Cost: \$50-\$150

Potential Funding Sources: Department budgets

Timing: Immediate

- Request that law enforcement agencies to monitor and issue warnings to commercial truckers about using this area to store unoccupied truck trailers.

Responsibility: NYSDOT (initial request); Yates County Sheriff, NYS Police (implementation)

Estimated Cost: \$1,000

Potential Funding Sources: Department budgets, reallocation of existing resources

Timing: 0 to 5 years

5.1.4 Town of Barrington

A. Need

Lack of sufficient parking for businesses along Route 14A results in safety issues when customers park along the road shoulder on days when the Windmill Farm and Craft Market is open.

Alternatives

- Consult with affected businesses to identify potential off-street parking alternatives and sites that can be used.

Responsibility: Yates County IDA, Town of Barrington, Yates County Planning Department, and NYSDOT

Estimated Cost: \$4,000 to \$6,000 (staff time only)

Potential Funding Sources: Yates County IDA

Timing: Immediate

- Revise local planning regulations (including zoning) with updated parking standards to insure that future development does not further exacerbate the parking problem.

Responsibility: Town of Barrington

Estimated Cost: \$5,000

Potential Funding Sources: Local funds, Governor's Office of Small Cities grant

- Conduct a comprehensive parking and traffic circulation study for the growing commercial node on Route 14A between Welker Road and the Milo-Barrington Town Line. Determine the feasibility of constructing interior roadway(s) between properties to carry vehicles between destinations.

Responsibilities: Town of Barrington (initial request); NYSDOT (funding source); GTC (implementation)

Estimated Cost: \$35,000-50,000

Potential Funding Sources: NYSDOT Industrial Access Program Grant, GTC UPWP

- Install "No Parking" signs along Route 14A in front of the Windmill.

Responsibility: Town of Barrington (request); NYSDOT (implementation)

Estimated Cost: \$150-\$300

Funding Sources: NYSDOT budget

Timing: Immediate

B. Need

Low point at the intersection of Route 14A and Route 230 causes low-boy trailers to get stuck in mid-turn.

Alternative

- Determine if there is a need for road profile adjustments to accommodate the use of low-boy trailers at this intersection.

Responsibility: NYSDOT

Estimated Cost: \$30,000

Potential Funding Sources: NYSDOT budget

C. Need

Slow-moving trucks on the grade between Route 230 and Welker Road cause higher speed vehicles to pass illegally. No-passing zones have been established, but are routinely ignored, causing traffic hazards.

Alternatives

- Place additional caution signs warning of limited sight distance.

Responsibility: NYSDOT
Estimated Cost: \$1,000-\$2,000
Potential Funding Sources: NYSDOT budget

- Increase monitoring and enforcement of posted speed limits and no-passing zones.

Responsibility: Town of Barrington (initial request); NYS Police and Yates County Sheriff's Department (implementation)

Estimated Cost: \$4,000-\$6,000

Potential Funding Sources: Governor's Traffic Safety Council grant

Timing: Immediate

- Determine the feasibility of a climbing lane for slow-moving vehicles on the northbound side of Route 14A between Route 230 and Welker Road.

Responsibility: NYSDOT

Estimated Cost: \$5,000-\$10,000 for study

Funding Source: NYSDOT budget

Timing: 0 to 5 years

D. Need

Large number of deer-car collisions between Welker Road and Route 230.

Alternative

- Place additional deer crossing caution signs in this vicinity.

Responsibility: NYSDOT

Estimated Cost: \$150-\$200/sign

Potential Funding Source: NYSDOT budget

5.1.5 Village of Dundee

A. Need

Although some sidewalks have been repaired in the central business district, uneven walking surfaces on older sidewalks along Route 14A in the Village present access and safety hazards for pedestrians and mobility-impaired individuals.

Alternatives

- Inventory the condition of sidewalks within the Village of Dundee, with special emphasis of sidewalks in the Central Business District and near pedestrian destinations (the Dundee Central School property).

Responsibility: Village of Dundee (incorporate as sub-study into Comprehensive Plan)

Estimated Cost: \$5,000

Funding Sources: Governor's Office of Small Cities grant, Village budget

- Prioritize and repair existing sidewalks, particularly those along Route 14A in the Central Business District.

Responsibility: Village of Dundee

Estimated Cost: \$200-\$250/LF

Funding Sources: Local funding sources, Governor's Office of Small Cities grant

- Develop a program for regular sidewalk maintenance within the Village.

Responsibility: Village of Dundee

Estimated Cost: \$500-\$5,000

Funding sources: Local funding sources, infrastructure bond, Rural Community Development Initiative (USDA matching fund grant)

B. Need

Coordinate sidewalk repairs with plans for roadway and/or utility improvements.

Alternative

- Meet with NYSDOT and utilities to discuss plans for utility or sidewalk repairs.

Responsibility: Village of Dundee, NYSDOT, New York State Electric & Gas (NYSEG)

Estimated Cost: \$1,000

Funding Sources: Village budget for staff time

C. Need

Turning radii for large tractor-trailers are too tight at the intersections of Water Street/Millard Street and South Main Street/Seneca Street.

Alternatives

- Conduct an intersection analysis at the intersections of Water Street/Millard Street and Seneca Street/South Main Street. Determine the need for improved turning radii for large vehicles.

Responsibility: Village of Dundee (request); NYSDOT (implementation)

Estimated Cost: \$25,000-\$30,000

Funding Source: NYSDOT

Timing: 0 to 5 years

- The Dundee Central School District should coordinate any planned repairs to its driveway entrance on Water Street (Route 14A) with the NYSDOT and the Yates County Highway Department, and should continue to advocate for improvements to this intersection.

Responsibility: Dundee Central School District

Estimated Cost: \$200-\$300/year – interagency communication process should be in place and on-going

Funding Source: Local funding source

Timing: 0 to 5 years

D. Need

Lack of off-street parking for delivery vehicles in Dundee CBD forces delivery vehicles to park in travel lane.

Alternatives

- Post “No Parking” signs along areas of Route 14A in front of downtown businesses.

Responsibility: Village of Dundee (request); NYSDOT (implementation)

Estimated Cost: \$300-\$500

Funding Sources: NYSDOT Department budget

Timing: Immediate

- Conduct a parking needs study for the Dundee CBD and identify off-street parking for delivery vehicles.

Responsibility: Village of Dundee, Yates County Chamber of Commerce, NYSDOT

Estimated Cost: \$10,000

Funding Sources: Governor's Office of Small Cities grant, GTC UPWP

- Consider revisions to business district parking policies and determine the need for “no parking-no standing” areas within the business district.

Responsibility: Village of Dundee (policy review, implementation); NYSDOT (safety review, implementation)

Estimated Cost: \$2,500 (study); \$300-\$500 (signage)

Funding Sources: NYSDOT Department budget; Village of Dundee budget

E. Need

Turn signs at Water Street (northbound) and Millard Street (Route 14A) are confusing for drivers.

Alternative

- See recommendation for intersection analysis at this intersection. Determine the need for a traffic signal.

Responsibility: Village of Dundee

Estimated Cost: \$10,000

Funding Source: NYSDOT budget

F. Need

Placement of speed limit signs on the northbound and southbound sides of Route 14A at the south Village limit is confusing. Speed enforcement is hampered by the offset placement of these signs.

Alternative

- Review location of sign placement and determine need for correction.

Responsibility: NYSDOT

Estimated Cost: \$1,000

Funding Source: NYSDOT budget

G. Need

Non-standard features, such as signs without breakaway poles, and utility poles within the paved section present safety hazards.

Alternative

- Conduct a survey of non-standard features within the roadway and determine the need for correction. Results of survey should be coordinated with Village of Dundee, NYSEG, and telephone/cable utilities.

Responsibility: NYSDOT

Estimated Cost: \$12,000

Funding Sources: NYSDOT

H. Need

Open drainage ditches along Route 14A (Millard Street) and from Hollister Street south to the Village limit may contribute to accidents.

Alternative

- Construct a closed drainage system within the Village limits.

Responsibility: NYSDOT

Estimated Cost: \$910,000 (includes curbs, catch basins)

Funding Sources: NYSDOT budget; Governor's Office of Small Cities, SAFETEA-LU, NYS Legislature Member Appropriations

5.1.6 Town of Starkey

A. Need

Steep approaches to Route 14A from Mud Lane, Crawford Road and Bossard Road limit sight distance of intersection.

Alternative

- Yates County Highway Department and Town highway superintendent should review sight distances and determine need for additional caution signage.

Responsibility: Yates County, NYSDOT

Estimated Cost: \$1,100

Funding Source: Yates County Highway Department budget

5.1.7 Non-Motorized Vehicle Needs

A. Need

Disparity in speed between slow moving vehicles and motorized traffic creates safety hazards when road shoulders are too narrow to accommodate slow moving vehicles. Drivers of horse-drawn vehicles noted the difficulty of keeping horses away from the travel lane if the shoulder cross slope is too steep.

Alternative

- Review the cross-slope of existing paved shoulders and determine potential to reduce it to the minimum design standard.

Responsibility: NYSDOT

Estimated Cost: \$3,000

Funding Source: NYSDOT budget

B. Need

Road shoulders are not wide enough to accommodate horse-drawn vehicles in certain areas.

Alternative

- Consider paving the shoulders to a width of 8 feet from the Ontario County line to the Penn Yan northern Village limit, from the Penn Yan south Village limit to Second Milo Road, and from Village of Dundee southern Village limit to the southernmost Schuyler County line.

Responsibility: NYSDOT

Estimated Cost: \$10,000

Funding Sources: NYSDOT budget

C. Need

Horse-drawn vehicles have difficulty crossing Route 14A from Ferguson Corners Road and Havens Corners Road. These intersecting roads are used extensively by Mennonite farmers to access fields and businesses. Their concern is that traffic on Route 14 does not allow a sufficient break in traffic to allow horse-drawn vehicles to cross safely during peak travel times.

Alternative

- Conduct an intersection study to determine the most appropriate means of controlling traffic on Route 14A at the intersections of Ferguson Corners Road and Havens Corners Road. Determine if additional signage or a change in speed limit is required to assure the safety of non-motorized vehicles.

Responsibility: Town of Benton and Mennonite community (initial request); NYSDOT (implementation)

Estimated Cost: \$5,000-\$10,000

Funding source: NYSDOT budget

- Monitor and enforce the traffic signs and speed limits at Ferguson Corners Road and Havens Corners Road.

Responsibility: NYS Police; Yates County Sheriff

Estimated Cost: \$4,000-\$5,000

Funding Source: Governor's Traffic Safety Council grant, Department budgets, reallocation of resources

D. Need

The Mennonite community indicated a general need for better bicycle safety training and "rules of the road" awareness.

Alternatives

- Develop a bicycle safety and "rules of the road" awareness curriculum materials in consultation with the local Mennonite communities.

Responsibility: NYSDOT, New York State Department of Motor Vehicles (NYSDMV), local school districts, Mennonite community, and Yates County Sheriff

Estimated Cost: \$5,000-15,000

Funding Source: Governor's Traffic Safety Council grant

- Develop a non-motorized vehicle driver safety training unit that could be used in the Mennonite community and elsewhere. This educational component could also be expanded to include rules for driving non-motorized vehicles on State and local roadways.

Responsibility: NYSDMV, local school districts, Mennonite community, Yates County Sheriff's Department

Estimated Cost: \$30,000

Funding source: Governor's Traffic Safety Council grant

- Develop a "share-the-road safely" information piece that could be distributed to tourists. Draw on experience and expertise from Ohio Department of Transportation.

Responsibility: NYSDOT, NYSDMV, NYS Office of Tourism, Yates County Chamber of Commerce

Estimated Cost: \$25,000

Funding Sources: Governor's Traffic Safety Council, Yates County Chamber of Commerce, NYS Office of Tourism

Timing: Immediate

E. Need

Plan ahead to reduce the number of potential accidents between non-motorized and motorized vehicles.

Alternative

- Because a large increase in the number of non-motorized vehicles is anticipated within the next ten years, law enforcement, NYSDOT, and local highway departments should establish regular contacts with Mennonite communities to build awareness of road improvement projects, shoulder and drainage repairs, driveway access permits, and the needs of non-motorized vehicles.

Responsibility: NYSDOT Resident Engineer and Regional Planning staff, Yates County Highway Department, Yates County Sheriff's Department, local highway or public works department staff

Estimated Cost: \$500-\$5,000 (costs can be kept down if contacts are established during regular road patrols or other road maintenance activities). This total does not include special meetings or outreach efforts.

Funding Sources: Department budgets

- Initiate a dialogue with the Mennonite community to address issues of concern, such as safety of non-motorized vehicles, access to fields and businesses, and "rules of the road" training for drivers of non-motorized vehicles. Mennonite community leaders and NYSDOT should cooperatively determine whether there are areas that could be served by internal roadways that would be used by non-motorized vehicles. In certain areas, where fields adjoin, there may be opportunities to reduce the number of driveways, and the number of non-motorized vehicles on Route 14A.

Responsibility: NYSDOT (outreach and consultation); Mennonite community leaders

Estimated Cost: Variable depending on road surface chosen

Funding Sources: Mennonite community, U.S.D.A. Rural Development

5.2 Efficiency

Traffic congestion affects several intersections in Penn Yan during peak traffic hours during weekdays, and on busy weekends during the tourist season. Localized areas of congestion may also develop in Dundee in the business district during week days, and in the Town of Barrington on Saturdays when the Windmill Farm and Craft Market is open.

5.2.1 Village of Penn Yan

A. Need

Reduce traffic congestion in the Village of Penn Yan.

Alternatives

- Conduct a traffic study focusing on congestion issues in the Village of Penn Yan.
Responsibility: Village of Penn Yan or Yates County Planning Office (request); GTC and NYSDOT

Estimated Cost: \$30,000-\$50,000 (combine with pedestrian accessibility study recommended in Section 5.1.2.)

Funding Sources: GTC UPWP

- Study the sequencing and timing of traffic signals at the intersections of Brown Street (Route 14A) and Lake Street (Route 54), Liberty Street (Route 14A) and Elm Street (Route 54A) to determine the potential for more efficient through-traffic movement and the need for longer turning movement signals.

Responsibility: NYSDOT

Estimated Cost: \$7,500

Funding Source: NYSDOT budget

- Install traffic calming measures (speed humps, speed tables) at the north and south Village limits to slow vehicles entering the Village to the posted speed limit.

Responsibility: Village of Penn Yan (request); NYSDOT (safety review and implementation)

Estimated Cost: \$2,000-\$4,000 depending on number and design of measures

Funding Source: NYSDOT budget, SAFETEA-LU

- Consider the use of additional traffic calming measures in developing streetscape plans for downtown Penn Yan.

Responsibility: Village of Penn Yan

Estimated Cost: Variable, depending upon measures chosen

Funding Source: Village of Penn Yan, Governor's Office of Small Cities, SAFETEA-LU

B. Need

Long traffic queues form on Elm Street (Route 54A) eastbound for the turn onto Liberty Street (Route 14A) northbound due to lack of left-turn arrow.

Alternative

- The Penn Yan traffic study should specifically consider a left-turn arrow from Elm Street ((Route 54A) eastbound onto Liberty Street (Route 14A) northbound.

Responsibility: NYSDOT

Estimated Cost: Include in combined traffic study

Funding Source: GTC UPWP, NYSDOT budget

C. Need

An increasing number of turning movements into Horizon Business Park Road is expected as a result of continued business park development. These turning movements may eventually cause congestion on Route 14A.

Alternatives

- Continue to monitor the traffic situation on Route 14A at the Horizon Business Park entrance with annual traffic counts.

Responsibility: NYSDOT, Yates County Highway Department

Estimated Cost: \$1,500-\$3,000

Funding Source: Department budgets

- Review accident records and interview law enforcement staff to determine if numerous accidents have occurred at or near this intersection.

Responsibility: NYSDOT

Estimated Cost: \$5,000

Funding Source: NYSDOT budget

- NYSDOT should request a traffic impact study and determine whether additional traffic measures are necessary.

Responsibility: NYSDOT

Estimated Cost: \$5,000

Funding Source: NYSDOT budget

5.2.2 Village of Dundee

A. Need

Insufficient off-street parking forces delivery trucks to park in the travel lanes of Route 14A in the central business district of Dundee.

Alternatives

- Initiate a parking study to determine an appropriate location and number of spaces to permit cars to park off the street, leaving the curb side for delivery vehicles and handicapped spaces.

Responsibility: Village of Dundee, NYSDOT, Yates County Chamber of Commerce

Estimated Cost: \$5,000

Funding Sources: Yates County Chamber of Commerce, Village budget, Governor's Council on Traffic and Safety grant

- Consider a “No Parking” regulation on Route 14A from Stoll Street to Hollister Street.

Responsibility: Village of Dundee (regulation and recommendation to NYSDOT); NYSDOT (approval of change); NYSDOT (funding and signage)

Estimated Cost: \$5,000-\$7,000

Funding Source: NYSDOT, Village of Dundee local budget

5.3 Maintenance Alternatives

The New York State Department of Transportation is responsible for maintaining Route 14A for its entire length within Yates County. Within the Villages of Penn Yan and Dundee, the Villages are responsible for sidewalk maintenance. In the Village of Penn Yan, the Village is responsible for maintenance along Route 54 on Clinton Street, Main Street, and Elm Street.

5.3.1 Town of Benton

A. Need

Pavement is deteriorated in the section from Penn Yan to Benton Center.

Alternative

- Repaving is planned for this section of roadway in 2006.

Responsibility: NYSDOT

Estimated Cost: Not applicable. Funding appropriated for FY 2006.

Funding Source: Department budget

5.3.2 Village of Penn Yan

A. Need

Paved shoulder near Horizon Business Park shows alligating and cracking.

Alternative

- Explore funding alternatives to upgrade the appearance of the Horizon Business Park entrance with NYSDOT to make the site more attractive to businesses. NYSDOT should make repair of this section a priority due to an anticipated increase in the number of trucks utilizing this roadway.

Responsibility: NYSDOT (pavement repair); Yates County IDA, Yates County Chamber of Commerce (project request)

Estimated Cost: \$10,000

Funding Sources: Yates County IDA, NYSDOT grant funds for industrial roadways

B. Need

2004 Highway Sufficiency Report indicates a pavement rating of 5 (poor) or 6 (significantly distressed) from the Village of Penn Yan/Town of Benton border to the Ontario County Line.

Alternative

- NYSDOT should further evaluate conditions for pavement rehabilitation, shoulder and drainage improvements. See alternative 5.3.1.A. This need is being address in 2006.

Responsibility: NYSDOT

Estimated Cost: N/A

Funding Sources: NYSDOT budget

C. Need

NYSDOT bridge inspection reports indicate that superstructure repair and minor substructure repairs are needed on the Liberty Street bridge over Keuka Outlet (BIN 1011090). It was reported that the superstructure of this bridge was repaired in 2001. NYSDOT stated that there are no immediate plans to rehabilitate or replace this structure, and that repairs would be made on a demand basis.

Alternative

- Monitor the condition of BIN 1011090 closely to determine the need for repairs. Schedule repairs to maintain bridge in serviceable condition.

Responsibility: NYSDOT

Estimated Cost: Variable depending upon nature of repairs needed.

Funding Sources: NYSDOT and FHWA

Timing: 0 to 5 years

D. Need

The Penn Yan Village Public Works Department identified the Clinton Street (NY Route 54) culvert and approaches at Jacobs Brook as “deteriorated”. This section of roadway has been weight-limited as a result.

Alternatives

- Prepare design plans to rehabilitate approaches and stone arch culvert for Clinton Street culvert at Jacobs Brook. Determine historic status of this structure and design replacement in context-sensitive manner.

Responsibility: Village of Penn Yan

Estimated Cost: \$25,000 (design); rehabilitation cost dependent upon design chosen

Funding Sources: NYSDOT “Pass-Through” funds, Village budget

- The Village of Penn Yan should coordinate with NYSDOT and other potential funding sources to obtain grant or loan funds to repair this structure.

Responsibility: Village of Penn Yan

Estimated Cost: N/A

Funding Sources: NYSDOT “Pass-Through” funds; Governor’s Office of Small Cities grant

E. Need

Trucks with 48-foot to 53-foot trailers and low-boys cannot complete turns at the intersections of Clinton Street and Main Street and Main Street and Elm Street without affecting curbs or other property.

Alternatives

- Further study is needed to develop an alternative truck route through the Village of Penn Yan to reduce pavement and curb maintenance costs, and relieve traffic congestion in the central business district. Two potential alternatives are shown in Figure 5-1.

Responsibility: Village of Penn Yan, GTC, NYSDOT, Yates County Highway Department

Estimated Cost: \$35,000-50,000

Funding Sources: GTC UPWP, SAFETEA-LU funds, Governor's Office of Small Cities grant

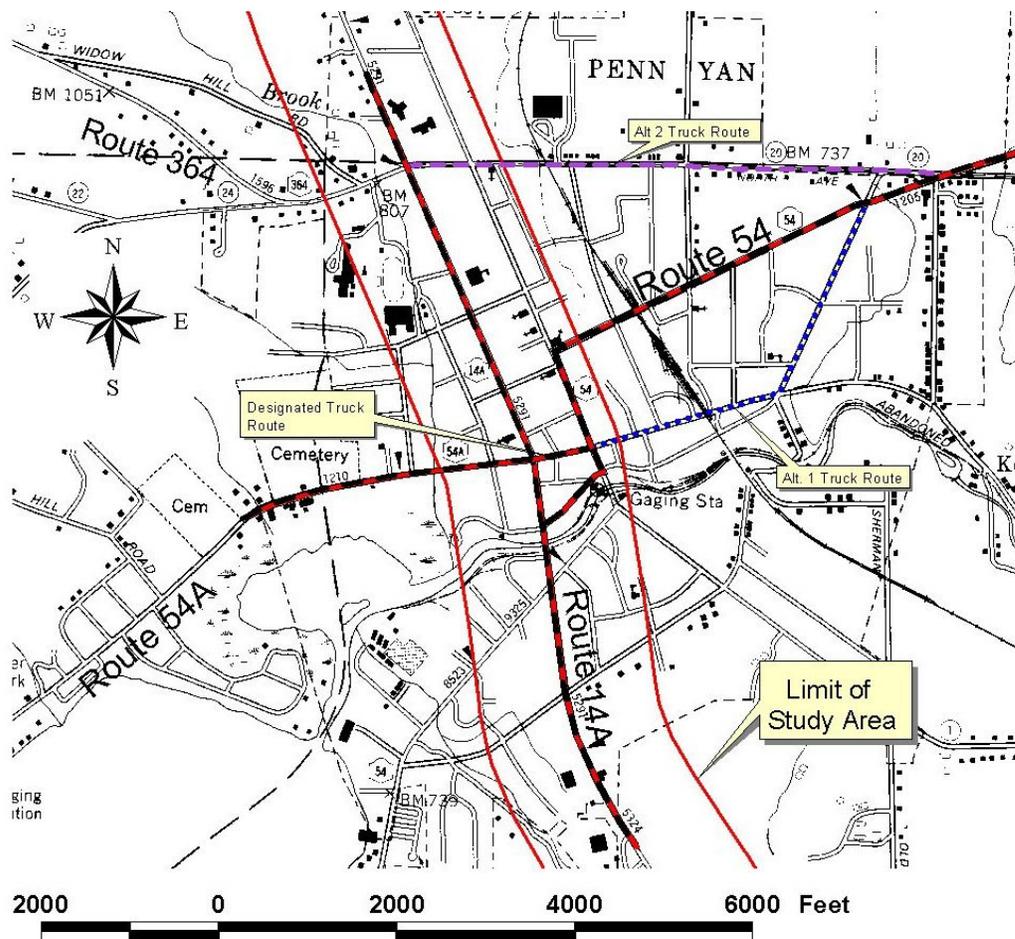


Figure 5-1. Potential alternative truck routes in Penn Yan.

- Widen the intersections at Main Street/Clinton Street and Main Street/Elm Street intersections to accommodate truck traffic on the existing designated truck route.
Responsibility: Village of Penn Yan, NYSDOT
Estimated Cost: N/A
Funding Sources: Local budget, NYSDOT

5.3.3 Village of Dundee

A. Need

Storm drainage ditches along Millard Street and Main Street cause drainage problems and maintenance problems.

Alternative

- Road or streetscape plans for Route 14A in the Village of Dundee should include a closed drainage system on Millard Street from Hillcrest Road to Water Street and on Main Street from Hollister Street to the south Village limit.
Responsibility: NYSDOT, Village of Dundee
Estimated Cost: \$910,000 (see recommendation 5.1.5.H)
Funding Source: NYSDOT, Village of Dundee
Timing: 0 to 5 years

B. Need

Closed storm drainage system on Water Street from Millard Street to Hollister Street has damaged catch basins and drop inlets.

Alternative

- NYSDOT and the Village of Dundee should review the condition of existing storm sewer catch basins and drop inlets to determine specific repair needs.
Responsibility: NYSDOT (primary) in consultation with Village of Dundee
Estimated Cost: \$2,000-\$5,000/catch basin
Funding Source: NYSDOT budget

C. Need

Residents report that the existing closed storm sewer system along Route 14A is undersized to handle flows from large storms. Residents also report that the problem is exacerbated by the high crown of the roadway in relation to basement windows of some structures.

Alternative

- Conduct a storm sewer study for Route 14A in the Village of Dundee and develop a comprehensive plan to address storm drainage problems.
Responsibility: NYSDOT, Village of Dundee
Estimated Cost: \$15,000
Funding Source: NYSDOT budget, Governor's Office of Small Cities

D. Need

Manhole covers along Millard Street are paved over from Hillcrest Street to Water Street (approximately).

Alternatives

- NYSDOT should coordinate with the Village of Dundee to identify affected manholes and repair as needed.

Responsibility: NYSDOT

Estimated Cost: \$500-\$1,000/manhole cover

Funding Source: NYSDOT budget

- Raise manhole covers to match the pavement elevation.

Responsibility: NYSDOT

Estimated Cost: \$1,000/manhole

Funding Source: NYSDOT budget

E. Need

Starting at County Route (CR) 44 (Glenora Road) to CR 5 (Water Street) pavement rating listed as 5 and 6 (poor to distressed) in 2004 Highway Sufficiency Rating Manual.

Alternative

- Rehabilitate pavement in Village of Dundee from CR 44 (Glenora Road) to CR 5 (Water Street). Incorporate street rehabilitation plans with drainage study, storm drainage improvements and utility replacement plans. Coordinate road improvement plans with Village of Dundee Comprehensive Planning process.

Responsibility: NYSDOT, Village of Dundee

Estimated Cost: Variable, depending on option chosen.

Funding Source: To be determined based on option chosen.

F. Need

Non-standard features such as bollards, utility poles, and signs are located in the paved section of the roadway from the intersection of Water Street to Hollister Street.

Alternative

- Future road improvement plans for Route 14A in this section should include relocation or removal of non-standard signs, utility poles, bollards and other potential obstructions from paved section.

Responsibility: NYSDOT

Estimated Cost: \$2,000-\$5,000/non-standard object

Funding Sources: NYSDOT budget, utility company budgets

G. Need

No pedestrian sidewalk access is available to the Dundee Central School property on the east side of Water Street.

Alternative

- Future road improvements for this section should include a program for improving pedestrian access to the Dundee Central School site.

Responsibility: Village of Dundee

Estimated Cost: \$150-\$250/linear foot of sidewalk

Funding Source: Local budget, Governor's Council on Traffic and Safety grant, Governor's Office on Small Cities grant

H. Need

Village water mains and sanitary sewers are very old and require constant repairs. The Village is planning to replace these utilities in the near future.

Alternative

- Coordinate plans to upgrade or replace water mains, storm and sanitary sewers with NYSDOT plans to rehabilitate pavement on Route 14A.

Responsibility: Village of Dundee (initial request)

Estimated Cost: N/A

Funding Sources: NYS Legislative Member Item, NYSDOT budget, Governor's Office of Small Cities grant

5.4 Economic Development Alternatives

5.4.1 Origin-Destination Survey

This study has affirmed that Route 14A is a major artery for commuters, tourists and goods transport for Yates County. Data from the 2000 Census indicated that a large percentage of employed persons in Yates County travel more than 20 minutes to their places of employment. An origin-destination study of motorists using Route 14A should be conducted to determine how this roadway is being used, and highway users' perceptions of issues such as congestion, views, and business accessibility.

Responsibility: NYSDOT, GTC, Yates County Chamber of Commerce

Estimated Cost: \$25,000

Funding Sources: GTC UPWP, NYS Legislature Member Item funds

5.4.2 Support for Local Businesses

Road front businesses depend on traffic and visibility from Route 14A for their economic survival. Most of the businesses in rural areas of Route 14A cater to the needs of local farms and vineyards. They also provide specialty craft and seasonal produce that attract tourists and residents alike. The following alternatives support and enhance the viability of local road front businesses:

- Maintain a clean and open aspect along the road front by trimming tree limbs and bushes that obscure signs and driveway entrances.
Responsibility: NYSDOT, individual property owners
Estimated cost: \$50/property/year
Funding Source: NYSDOT maintenance budget (for ROW areas), individual property owners
- Require road front signage to be clearly printed and easily readable from the road. Require signage to be placed where it does not obstruct drivers' vision of traffic from adjacent roadways or driveways.
Responsibility: Municipalities, NYSDOT
Estimated Cost: \$150-\$300/sign
Funding Source: Sign permit fees collected by local government; NYSDOT permit fee for sign located in State ROW
- Review driveway access permit applications using the NYSDOT Highway Access Management guidelines.
Responsibility: NYSDOT (responsible for all driveway access permits for Route 14A, and for educating local planning board members); local planning boards (responsible for initial plan review)
Estimated Cost: \$150 (or driveway access permit fee)
Funding Sources: Private and public sector applicants
- Encourage the use of shared driveways wherever possible to reduce the number of potential turning movements.
Responsibility: NYSDOT, local planning and zoning boards
Estimated Cost: \$0
Funding Sources: None needed
- On corner lots, encourage the placement of driveway access onto secondary roads wherever feasible. Discourage the placement of two driveway access into one lot from Route 14A.
Responsibility: NYSDOT, local planning and zoning boards
Estimated Cost: \$0
Funding Sources: None needed
- Discourage the placement of driveway access closer than 150 feet to existing cross streets in rural areas.
Responsibility: NYSDOT (for driveway access onto Route 14A); local planning and zoning boards (site plan review)
Estimated Cost: \$0
Funding Sources: None needed
- Require businesses to provide adequate off-road parking for customers and employees.
Responsibility: Local boards with site plan and special permit approval responsibility
Estimated Cost: Varies by size and type of business
Funding Sources: Individual business applicant

- Require road front businesses to locate outdoor storage and display areas outside the State road ROW.

Responsibility: NYSDOT (for clear zone maintenance); local planning, zoning and code enforcement officials; NYS Police, Yates County Sheriff's Department

Estimated Cost: \$500-\$1,000

Funding Sources: Yates County Sheriff's Department, NYS Police, permit review fees for local code enforcement officers

- Assist local road front businesses located in areas with insufficient frontage or on-site parking for business needs to relocate to more suitable sites or to acquire additional property to provide sufficient off-street parking.

Responsibility: Yates County IDA, local planning and zoning boards, individual business owners

Estimated Cost: \$50,000-\$200,000/business

Funding Sources: U.S. Department of Agriculture Rural Development grants, NYS Department of Agriculture and Markets, Yates County IDA

- Seek funding to provide assistance with street front appearance improvements and building renovations.

Responsibility: Local municipalities, local businesses and property owners

Estimated Cost: \$1,000-\$5,000/building

Funding Sources: Governor's Office of Small Cities grants, NYS Legislature Member appropriations, Community Block Grants, Yates County IDA, U.S. Department of Agriculture Rural Development grants

- Consider the use of interior access roads to reduce traffic congestion around projects such as the Windmill Farm and Craft Market. Seek funding to support the planning and development of such roads.

Responsibility: Town of Barrington, NYSDOT, Yates County Highway Department

Estimated Cost: N/A

Funding Sources: Yates County IDA, U.S. Department of Agriculture Rural Development grants and loans, NYS Department of Agriculture and Markets

- Consider the use of additional shared parking areas for developments such as the Windmill Farm and Craft Market to reduce the need for on-street parking. Provide shuttle service between parking areas and concession areas.

Responsibility: Town of Barrington, Yates County IDA, property owners

Estimated Cost: N/A

Funding Sources: Yates County IDA, U.S. Department of Agriculture Rural Development grants and loans, NYS Department of Agriculture and Markets

- Conduct a study of the trucking industry in Yates County to determine the need for a commercial trailer storage area. If a need is shown, identify potential sites for a commercial trailer storage area as an alternative to truck usage of the rest area in the Town of Milo.

Responsibility: GTC, Yates County Highway Department, NYSDOT, Yates County IDA

Estimated Cost: \$20,000-\$30,000

Funding Sources: GTC UPWP, Yates County IDA, NYSDOT

5.4.3 Horizon Business Park

- Enhance the visual appearance of the business park entrance from Route 14A with landscaping and lawn area.

Responsibility: Business park occupants, Yates County IDA

Estimated Cost: \$4,000-\$6,000

Funding Sources: Business park applicants, Yates County IDA

- Place directional signage (e.g., Horizon Business Park “Next Left”) at appropriate locations to be visible from Route 14A northbound and southbound.

Responsibility: Business park occupants

Estimated Cost: \$200-\$500/sign, application fee

Funding Sources: Business park applicants, Yates County Chamber of Commerce, Yates County IDA

5.4.4 Tourism

Tourism is one of the most important sources of revenue for Yates County businesses and communities. The success of the tourism industry also depends on promoting and maintaining those factors that make Yates County an attractive place to live and visit. Those factors include abundant clean water, clean air, open spaces, views of the Finger Lakes and rural landscape, attractive Villages, world-class wineries and restaurants, and recreational opportunities.

The most important need identified in the Yates County Chamber of Commerce Tourism Study (1999, updated in 2002) was more hotel and motel accommodations in or near Penn Yan. This need will be partially satisfied with the construction of a new boutique hotel project in Penn Yan during 2005.

Other alternatives that support the goal of promoting and enhancing tourism in the Route 14A corridor include:

- Identify and promote potential sites for a highly visible, upscale restaurant in downtown Penn Yan.

Responsibility: Village of Penn Yan, Yates County Chamber of Commerce

Estimated Cost: \$500-\$5,000 depending on input from volunteers

Funding Sources: Yates County Chamber of Commerce, Yates County IDA

- Identify and promote potential sites for business meeting facilities.

Responsibility: Village of Penn Yan, Yates County IDA

Estimated Cost: \$500-\$5,000

Funding Sources: Village of Penn Yan, Yates County IDA, Yates County Chamber of Commerce

- Study need for additional off-street parking that is conveniently located to the central business districts in Penn Yan and Dundee.
Responsibility: Villages of Penn Yan and Dundee, Yates County IDA, downtown businesses and property owners
Estimated Cost: \$4,000-\$6,000
Funding Sources: Yates County IDA, Villages, business owners
- Improve signage directing tourists and visitors to designated off-street parking areas.
Responsibility: Villages of Penn Yan and Dundee, Yates County IDA, Yates County Chamber of Commerce, NYSDOT
Estimated Cost: \$250/sign; consultation with NYSDOT regarding standards for signage
Funding Sources: Local budgets, Yates County IDA
- Improve access for delivery vehicles servicing downtown businesses along Route 14A in the Village of Dundee.
Responsibility: Village of Dundee, Dundee CBD business owners and property owners
Estimated Cost: \$400-\$4,000/business
Funding Sources: Property owners, Village of Dundee
- Relocate tourist information facilities close to existing downtown businesses in Penn Yan and Dundee. Identify these facilities clearly with signage that is easily visible from Route 14A.
Responsibility: Villages of Dundee and Penn Yan
Estimated Cost: \$5,000-\$10,000/building
Funding Sources: Yates County Chamber of Commerce, Villages of Penn Yan and Dundee
- Continue developing a streetscape plan for the Dundee downtown business district. Program elements might include building façade improvements, use of street planters, benches, lights, and signage.
Responsibility: Village of Dundee Planning Board
Estimated Cost: Incorporate into Comprehensive Planning process
Funding Sources: Village budget
- Provide additional public rest rooms in or near downtown business districts in Penn Yan and Dundee.
Responsibility: Villages of Penn Yan and Dundee, local business owners
Estimated Cost: \$36,000-\$100,000 to purchase relocatable, seasonal use facility
Funding Sources: Village budgets, Yates County IDA, event admission fees
- Consider locating a highway rest area at a scenic overlook between Penn Yan and the Ontario County Line on Route 14A.
Responsibility: NYSDOT, Town of Benton
Estimated Cost: \$100,000
Funding Sources: NYSDOT budget

5.4.5 Alternatives to Support Agribusiness

- Consider a more flexible approach to driveway access permits for agricultural fields because large, modern planting and harvesting equipment cannot be accommodated within standard-width commercial driveways.

Responsibility: NYSDOT

Estimated Cost: \$500-\$2,000 for cost of meeting with representatives of agricultural community

Funding Sources: Driveway permit applicants, NYSDOT program budget

- Consider a sliding scale for insurance fees charged for agricultural driveway entrances.

Responsibility: NYSDOT

Estimated Cost: \$500-\$2,000 for cost of meetings

Funding Source: Driveway permit applicants

5.5 Future Land Use Alternatives

5.5.1 Town of Benton

A. Need

The Town of Benton is experiencing increased pressure to allow expansion of existing commercial and industrial uses and development of new commercial and industrial on residential and agriculturally-zoned properties served by public water on Route 14A between the Village of Penn Yan and Ferguson Corners Road. These expansions are typically regulated by special use permit, which do not adequately address issues related to site planning and subdivision of land.

Alternatives

- Consider a moratorium on all business expansions and new development along Route 14A until appropriate site planning and land subdivision regulations can be implemented.

Responsibility: Town of Benton

Estimated Cost: \$10,000

Funding Source: Local budget, Governor's Office of Small Cities grant

- Conduct a more focused study to determine the long-term development potential of the Route 14A corridor in the Town of Benton. Identify important scenic and historic resources for preservation (e.g., views of classic, 19th and early 20th century barns and homes, open vistas looking east toward Seneca Lake, particularly between Buckle Road and Baldwin Road, development around the historic Benton Methodist Church). Develop recommendations for preservation of key resources.

Responsibility: Town of Benton

Estimated Cost: \$20,000-35,000

Funding Source: Local budget, Governor's Office of Small Cities grant

B. Need

Permits for special uses are being granted along the Route 14A corridor with little or no coordination with the NYSDOT, until a driveway access permit is requested for the new or expanded use. Early coordination with the NYSDOT would reduce the potential for conflicts in land use and would allow adequate review to assure compliance with the NYSDOT Highway Access Management guidelines.

Alternative

- Require State Environmental Quality Review Act (SEQRA) coordination with NYSDOT on all applications requiring road access from NYS highways. SEQRA coordination should be implemented as early in the process as possible to incorporate design changes to comply with the NYSDOT Highway Access Management guidelines.

Responsibility: Town of Benton Planning Board

Estimated Cost: \$5-\$10/application

Funding Source: Applicant fees

C. Need

Special permits have been granted for commercial uses that are inappropriate for small, residential lots in the Hamlet of Benton (e.g., used car sales, auto body repair shops).

Alternatives

- Determine an appropriate minimum lot size and dimension for uses such as automobile and truck dealerships, automotive repair services, and other commercial and business uses requiring large outdoor parking, product storage and display areas.

Responsibility: Town of Benton Planning Board

Estimated Cost: \$2,500 (coordinate this planning effort with the long-term development study)

Funding Source: Local budget, Governor's Office of Small Cities grant

- Review the need to maintain an adequate "clear zone" along Route 14A, particularly in the Hamlet of Benton and in areas heavily traveled by non-motorized vehicles. Identify areas where clear zone encroachment is occurring, and coordinate with NYS Police and Yates County Sheriff's Department to warn property owners and businesses about need to maintain an adequate clear zone. Issue tickets as a last resort to obtain compliance.

Responsibility: NYSDOT (identification of inadequate clear zones), NYS Police, Yates County Sheriff's Department, Town of Benton (request)

Estimated Cost: \$1,500 (NYSDOT inspection); \$150-\$300 for education of road patrol officers

Funding Source: Local budgets and ticket fines

5.5.2 Village of Penn Yan

A. Need

Conversion of small, residential lots to commercial and business uses along Route 14A has resulted in more frequent turning movements, causing congestion and an increased potential for accidents.

Alternatives

- Consider increasing the minimum lot size for special permit business uses in R-2 and RT zones.

Responsibility: Village Board of Trustees (implementation); Village Planning Board (recommendation)

Estimated Cost: \$2,500

Funding Source: Local budget

- Consider using the NYSDOT Highway Access Management guidelines for ingress and egress from properties with frontage on two streets (Route 14A and side streets).

Responsibility: Village of Penn Yan Planning Board and Zoning Board of Appeals

Estimated Cost: \$500-\$1,500/property

Funding Source: Applicant

- Review and revise site plan regulations to require shared parking and driveway access for adjacent business uses.
- Review and revise site plan regulations to require adequate off-street parking for business uses in all zoning districts.
- Review and revise site plan regulations to require sidewalk repair or replacement as needed to provide adequate pedestrian access.

Responsibility: Village of Penn Yan Planning Board (recommendation); Village of Penn Yan Board of Trustees (implementation)

Estimated Cost: \$10,000-15,000

Funding Source: Village budget, Governor's Office of Small Cities grant

B. Need

Village and County residents have noted a need for more parking in the vicinity of the County Office Building and at the Penn Yan School property on Liberty Street.

Alternatives

- Create shared parking near the County Complex and school for students, County office workers and the general public. Install signage to direct students, school employees and visitors to use the new lots.

Responsibility: Yates County, Penn Yan School District, Village of Penn Yan

Estimated Cost: \$5,000-\$10,000

Funding Source: Yates County budget, Penn Yan School District budget

- Seek opportunities to develop additional off-street, public parking areas between the Elm Street and Court Street.

Responsibility: Village of Penn Yan, Yates County IDA, Yates County Chamber of Commerce

Estimated Cost: \$30,000-\$40,000

Funding Source: Yates County IDA, Village of Penn Yan, local business entrepreneurs

5.5.3 Town of Milo

A. Need

Special use permits have been used to allow commercial uses in agriculturally zoned areas. These permits are frequently issued without SEQRA coordination with the NYSDOT. Coordination with NYSDOT is essential to assure adequate review of traffic impacts, parking and ingress/egress issues.

Alternative

- Require SEQRA coordination with NYSDOT on all applications requiring road access from NYS highways. SEQRA coordination should be implemented as early in the process as possible to facilitate compliance with the NYSDOT Highway Access Management guidelines and allow mitigation of parking and traffic issues.

Responsibility: Town of Milo Planning Board, Town of Milo Zoning Board of Appeals

Estimated Cost: \$5-\$10/application

Funding Source: Applicant fees

5.5.4 Town of Barrington

A. Need

Traffic congestion results on Route 14A due to inadequate parking and poor through-traffic circulation in the vicinity of the Windmill Farm and Craft Market on Saturdays. Town officials have indicated a need for an internal roadway to relieve congestion on Route 14A and provide safer access to adjoining roadways for non-motorized vehicles.

Alternative

- Conduct a traffic and non-motorized vehicle circulation study on Route 14A between Welker Road and the Barrington-Milo Town Line. Review property ownership, consult with property owners, business operators and the Mennonite community regarding needs of non-motorized vehicles within this area. Develop a potential route for an internal reliever road within and adjacent to the Windmill complex.

Responsibility: Yates County Highway Department, GTC, Town of Barrington (request)

Estimated Cost: Combine with parking and circulation study in Section 5.1.4

Funding Source: GTC UPWP, Yates County IDA, NYSDOT industrial access grant

B. Need

Better protection of Village of Dundee Wellhead Protection Area in vicinity of Route 230 and Route 14A.

Alternative

- Conduct a joint workshop with the Planning Boards of the Village of Dundee and the Town of Barrington to identify the limits of the Wellhead Protection Area, and the need for wellhead protection. Discuss and identify land uses that could potentially have adverse effects on groundwater quality for the Village of Dundee wells (e.g., manure spreading, leaking underground storage tanks, subsurface injection wells, natural gas pipelines). Develop joint policies to restrict land uses that could potentially adversely affect Village of Dundee wells.

Responsibility: Planning Boards of the Village of Dundee and Town of Barrington, NYS Department of Health (DOH), Yates County Soil & Water Conservation District

Estimated Cost: \$2,500

Funding Source: NYSDOH, Environmental Protection Agency (EPA)

5.5.5 Village of Dundee

The Village of Dundee began revising its Comprehensive Plan during 2005. Land uses will be updated and existing policies will be reviewed.

A. Need

The infrastructure (water lines, sanitary sewers and storm sewers) in the Village are in need of repair and/or replacement. Future development will require improvements to the water, sanitary and storm sewers.

Alternatives

- The Comprehensive Plan revision should address the issues of infrastructure replacement and extension to serve new development. A general principle of planning is to encourage in-fill development before extending infrastructure to serve new development.
- The Comprehensive Plan revision should include a review of potential infrastructure extension locations within and adjacent to the Village. The issue of capacity should also be addressed.
- The Comprehensive Plan should include a review of potential limiting factors such as water supply, storm runoff capacity and sewage treatment capacity.
- Future developments should be reviewed with an eye toward cumulative impact on key infrastructure components.

Responsibility: Village of Dundee Planning Board, and consultant

Estimated Cost: Negotiated between Village of Dundee and consultant

Funding Sources: Village budget, other grant sources

5.5.6 Town of Starkey

Land use concerns along the Route 14A corridor in the Town of Starkey are limited to scattered business uses among the largely agricultural and residential lands. These concerns are similar to those enumerated for the Towns of Benton, Milo and Barrington, and include encroachment on the highway “clear zone”, maintenance of adequate visibility at intersections, implementation of the NYSDOT Highway Access Management guidelines and provision of adequate off-street parking for businesses.

5.6 **Regulatory and Zoning Alternatives**

Section 4.6 of this report identified a number of zoning and regulatory needs for communities in the Route 14A corridor. County-wide needs include the following:

A. Need

Increased minimum front setback distances are needed for buildings and parking to prevent or eliminate encroachment into the Route 14A ROW or clear zone.

Alternative

- Revise zoning codes in the Towns of Benton, Milo, Barrington and Starkey to increase minimum front setback distances and minimum side setbacks from state highways on properties where frontage is on side roads. Setback distances should be adequate to maintain community character and reserve space for widening shoulders, making drainage improvements and adding turn lanes. Specific recommendations should be developed in consultation with the NYSDOT.

Responsibility: Individual communities

Estimated Cost: \$10,000-15,000 (per community; combine with other code revision recommendations)

Funding Source: Local budgets, Governor’s Office of Small Cities grant

B. Need

Reduce congestion from turning movements into commercial and business developments along Route 14A.

Alternatives

- Apply the NYSDOT Highway Access Management guidelines to new development along Route 14A.

Responsibility: Community Planning Boards and Zoning Boards of Appeals, Yates County Planning Board, Yates County Planner, Yates County Highway Department, NYSDOT

Estimated Cost: \$300/application

Funding Source: Driveway permit applicant

- Coordinate all site plan applications along Route 14A with NYSDOT for review of driveways.

Responsibility: Community Planning Boards and Zoning Boards of Appeals, Yates County Planner (referrals); NYSDOT (review)

Estimated Cost: \$0

Funding Source: Not applicable

Timing: Immediate

C. Need

Zoning changes and special use permits affecting properties on the Route 14A corridor have not been coordinated with the NYSDOT consistently. By law, the NYSDOT is an involved agency under the SEQRA whenever a driveway access permit is required. The NYSDOT is an interested agency in the event of zoning changes affecting properties adjacent to NYS highways.

Alternative

- Refer all special use permit applications, zoning variance requests and zoning changes affecting properties along State highways to the NYSDOT for review and comment under the SEQRA.

Responsibility: Community boards, planning boards and zoning boards of appeal

Estimated Cost: \$5-\$10/application for postage

Funding Source: SEQRA review fees paid by applicant

5.6.1 Town of Benton Zoning and Regulatory Alternatives

A. Need

Special use permits have been used to allow commercial and business development in the AR-1 district along the Route 14A corridor. The underlying intent of the AR-1 district is to preserve land for residential and agricultural use with some limited commercial and business uses.

Alternatives

- Review all special use permit applications to determine whether the proposed use is fundamentally compatible with the underlying intent of the zoning district. Impose conditions on the special use to assure that land use conflicts do not occur as a result of implementation.

Responsibility: Town of Benton Planning Board

Estimated Cost: \$200-\$500 per application

Funding Source: Applicant fee

- Consider revision of Comprehensive Plan and zoning code to permit more intensive development in areas served by public water along Route 14A. Develop appropriate lot sizes, zoning districts, and conditions for approval.

Responsibility: Town of Benton Board, Town of Benton Planning Board

B. Regulatory Needs

- Commercial and “for sale” vehicles, and materials appear to be located within the State highway ROW or within the “clear zone” in the Hamlet of Benton Center.
- Town of Benton lacks subdivision regulations.
- Comprehensive Plan recommends revision of zoning regulations to increase lot sizes and front setbacks.
- Existing sign regulations do not contain standards for appearance and quality, or requirements for maintenance of existing signs and removal of outdated, inappropriate or unsightly signs.
- Provisions are needed in special use permit standard conditions and site plan regulations to require adequate off-street parking, safe and efficient vehicular and pedestrian circulation patterns, and implementation of the NYSDOT Highway Access Management guidelines.
- Provisions are needed in special use permits and site plans for placement of landscaping and buffering between residential and commercial or industrial uses.

Alternatives

- Revise local zoning and parking regulations to prohibit vehicle parking or storage of materials within the State ROW.
- Adopt land subdivision regulations consistent with local zoning and Comprehensive Plan to assure the provision of developable lots with adequate size, access and drainage.
- Revise zoning regulations for AR-1 district and hamlet district to increase minimum front setbacks and lot sizes.
- Revise sign regulations to require minimum standards of quality and appearance, maintenance of signs and removal of outdated, inappropriate or unsightly signs. Sign regulations should also require that placement of signs does not obstruct visibility of roadways from driveway access points.
- Review and revise special use permit and site plan regulations to include requirements for adequate off-street parking, safe and efficient internal pedestrian and vehicular circulation patterns, and implementation of the NYSDOT Highway Access Management guidelines.
- Review and revise special use permit regulations and site plan regulations to require placement of landscape plantings and/or buffer space between residential and commercial or industrial uses.

Responsibility: Town of Benton Planning Board (recommendations); Town of Benton Board (implementation)

Estimated Cost: \$10,000-15,000 (applies to all code revisions); cost for Comprehensive Plan Update is presented in section 5.1.1)

Funding Source: Governor’s Office of Small Cities grant, local budget

5.6.2 Village of Penn Yan

A. Need

Village Board has rezoned several properties from residential to commercial in the vicinity of Brown Street (Route 14A) and Lake Street (Route 54).

Alternative

- Update the 2000 Comprehensive Plan to include a sub-area study focusing on commercial land uses at the intersection of Brown Street and Lake Street. The updated plan should include evaluating the economic, social and environmental impacts of rezoning residential properties for commercial uses, and recommend appropriate limits to any rezoning.

Responsibility: Village of Penn Yan Planning Board (recommendation); Village of Penn Yan Board of Trustees (implementation)

Estimated Cost: \$20,000-25,000

Funding Source: Village budget, Governor's Office of Small Cities grant

B. Need

The Village code has historically allowed some uses which are not compatible with the underlying intent of certain zoning districts. In addition, certain "special uses" have been approved without appropriate site plan review or controls.

Alternatives

- Review existing permitted uses within each zoning district to assure compatibility with the underlying intent of the district.
- Identify codified "special uses" that are fundamentally compatible with the intent of the zoning district, but which may require special conditions on lot size and dimensions to accommodate the proposed use.
- Develop provisions in the Village zoning code to regulate "special uses" within each zoning district.

Responsibility: Penn Yan Planning Board and Code Enforcement Officer (recommendations); Penn Yan Village Board (implementation)

Estimated Cost: \$5,000

Funding Source: Village budget, Governor's Office of Small Cities grant

C. Need

Planning Board, Zoning Board of Appeals and Town Board members may not be aware of the NYSDOT Highway Access Management guidelines.

Alternative

- Provide educational opportunities for Board members regarding the implementation of site planning policies consistent with NYSDOT access management policies to reduce potential conflicts between through traffic and turning vehicles. Such measures may include requiring the use of shared-access driveways for adjacent business and commercial uses, requiring access from secondary roads where possible; reduction of on-street parking during peak traffic hours; enforcement of posted speed limits and no-parking zones; and improved identification and location of pedestrian crossings.

Responsibility: NYSDOT (education); Village Board, Planning Board and Zoning Board of Appeals (attendance at training session)

Estimated Cost: \$500 for work session

Funding Source: NYSDOT budget

D. Need

Village lacks regulations pertaining to location and design of communication and utility towers. Regulation is needed to preserve scenic views and Village character.

Alternative

- Adopt regulations governing the location and design of communication and utility towers within the Village limits. Regulations should assure the preservation of key scenic views and village character. Measures might include co-location of equipment to minimize the number of towers.

Responsibility: Village of Penn Yan

Estimated Cost: \$5,000

Funding Source: Village budget

5.6.3 Town of Milo

A. Need

The Town of Milo's Comprehensive Plan dates from 1971. In 2001, the Town revised sections of its Industrial and Commercial zoning code without updating the comprehensive plan. Land uses and economic conditions have changed significantly since the comprehensive plan was adopted. The Comprehensive Plan review should specifically address the use of special permits and/or variances to allow commercial uses in agricultural zones. The State of New York recommends updating Comprehensive Plans at least every 10 years.

Alternative

- Update the Town's Comprehensive Plan to include changes in land use, a review of community goals and objectives, and a review of existing zoning, subdivision and site plan regulations.

Responsibility: Town of Milo

Estimated Cost: \$35,000-\$50,000

Funding Sources: Local budget, Governor's Office of Small Cities grant, Local Waterfront Revitalization funds

B. Need

Minimum lot sizes, front setbacks and other bulk and density factors in the zoning code are not compatible with NYSDOH regulatory requirements for separation of potable water sources (private wells) and on-site wastewater treatment systems. Minimum lot sizes and inadequate front setbacks also allow encroachment on the State highway ROW.

Alternatives

- Review existing minimum lot sizes, front setbacks and other bulk and density factors to determine areas of incompatibility with NYSDOH requirements. Revise zoning codes to comply with NYSDOH requirements.

- Review existing minimum lot sizes, building setbacks, and parking requirements to avoid encroachment on highway ROW and clear zone.
- Add language to reduce encroachment of auto dealership display vehicles and home-business display items into the State highway ROW. These items block visibility at driveways and road intersections.
- Revise the zoning code to require adequate off-street parking for road front businesses.
- Review the process of issuing special use permits for commercial uses in the agricultural district. Determine if more appropriate zoning may be needed to support developing commercial nodes.
- Consider adding language to the site plan approval requirements that commercial developments must comply with the NYSDOT Highway Access Management guidelines.
- Consider adding language to site plan requirements for landscaping and buffering on commercial developments.
- Consider addition of requirements pertaining to location and design of communication and other utility towers (e.g., cell towers and wind towers) to preserve important scenic resources and rural character.
- Revise existing sign regulations to require maintenance of approved signs and removal of signs for businesses that are closed. Include language to control placement of signs to avoid visual obstruction of intersections and driveways.

Responsibility: Town of Milo

Estimated Cost: \$10,000-\$15,000

Funding Sources: Local budget, Governor's Office of Small Cities grant

5.6.4 Town of Barrington

A. Need

The language for the Agricultural-Residential (AR) zone lacks an intent section.

Alternative

- Revise the language in the AR zone to include an intent statement. This statement should clearly set forth the underlying intent or purpose of the zoning district (residential and agricultural uses).

B. Need

The language in the Agricultural-Residential (AR) zone allows uses that are not specifically compatible with the agricultural and residential primary use of the district. Some incompatible uses are currently being allowed by special use permit or by zoning variance. Special use permits and zoning variances do not include sufficient site plan or subdivision controls.

Alternatives

- Revise the language in the AR zone to exclude uses that are specifically incompatible with the underlying intent of the district. Such excluded uses might include landfills, junkyards and high-intensity uses requiring extension of public utilities.

- Develop language in the code to address special uses that would be permitted within the AR district. Include language requiring adequate off-street parking for business and commercial uses, as well as restrictions on parking vehicles and placing display items in the State highway ROW.

Responsibility: Town of Barrington

C. Need

Numerous commercial uses and businesses have been given special use permits or variances to operate on Route 14A between Welker Road and the Barrington-Milo Town Line. These businesses represent a developing commercial node and should be appropriately zoned.

Alternative

- Adopt a new Community Commercial zoning district to accommodate the growing number of commercial uses. The language for the zoning district should be appropriate for the community and should not include uses that require intensive use of public infrastructure (e.g., water and sanitary sewer). The zoning district should also include appropriate bulk, density and setback requirements, as well as provisions for off-street parking, pedestrian and non-motorized vehicle circulation.

Responsibility: Town of Barrington

D. Need

The Town of Barrington currently lacks specific site plan and land subdivision regulations.

Alternative

- Draft and adopt new code sections that set forth minimum standards for developing sites and subdividing properties. Site plan requirements should include provisions for adequate drainage, erosion and sediment control, parking, ingress and egress, buffering, landscaping and other amenities that will add value to the development. Subdivision regulations should specifically include provisions to eliminate substandard or undevelopable lots, and require adequate access. Site plan and subdivision regulations should also include requirements for driveway spacing and minimum internal road dimensional standards.

Responsibility: Town of Barrington

E. Need

The Town's code does not include regulations to control placement of communication towers, wind farms and other uses that could potentially affect the visual aesthetics of the community. The open vistas and scenic beauty are key attractions for the Town of Barrington.

Alternative

- Develop regulations to control the placement of communication towers, wind farms and other uses that may adversely affect important scenic vistas.

Responsibility: Town of Barrington

Cost: (for all code revisions recommended) \$10,000-15,000

Funding Sources: Local budget, US Department of Agriculture Rural Economic Development loans and grants, NYS Quality Communities

F. Need

The Village of Dundee's Wellhead Protection Area is located largely within the Town of Barrington. The Barrington Planning Board and Town Board are responsible for reviewing and approving development proposals that may affect this area. No specific protections for this area are included in the Town code.

Alternatives

- Develop a list of uses that may adversely affect the quality of potable water supply wells in the vicinity of Route 230 and Route 14A. Such uses might include manure spreading, leaking underground storage tanks and natural gas pipelines.
- Incorporate this list of uses into reviews done for projects within the designated Wellhead Protection Area.

Responsibility: Town of Barrington, Village of Dundee with help from NYSDOH and Yates County Soil & Water Conservation District staff

Estimated Cost: \$1,500

Funding Source: Village of Dundee budget, NYSDOH

5.6.5 Village of Dundee

The Village of Dundee is currently revising its existing Comprehensive Plan, according to Village officials. Key needs identified during the course of the Route 14A Corridor Study include:

A. Need

Subdivision regulations are needed to assure the orderly development of land and the creation of developable lots.

Alternatives

- Review model subdivision regulations and adapt for use in the Village of Dundee.
- Include language that requires the provision of adequate access and drainage for each lot.

Responsibility: Village of Dundee

B. Need

Site plan regulations are needed to assure safe and efficient vehicular and pedestrian circulation patterns, maintenance of adequate setbacks, adequate off-street parking, proper drainage, use of landscaping and buffering and appropriate storage of waste materials and sales goods.

Alternative

- Review model site plan ordinances from other communities, and adapt for use in the Village of Dundee.

Responsibility: Village of Dundee

C. Need

Sign regulations are needed to regulate placement, size, maintenance, and lighting of commercial and business signs, and to require removal of obsolete commercial signs.

Alternative

- Review model sign regulations from several communities and adapt for use in the Village of Dundee.

Responsibility: Village of Dundee Planning Board

Estimated Cost: \$10,000-15,000 (for all code revisions)

Funding Source: Local budget, Governor's Office of Small Cities grant

D. Need

Roadside parking along Route 14A in the Dundee Central Business District causes delivery vehicles to park in the travel lane while making deliveries to local businesses.

Alternatives

- Consult with NYSDOT regarding establishment of a "no parking zone" in the central business district, with special emphasis on the intersection of Main Street and Union/Seneca Streets.
- Review the need for additional off-street commercial parking in the Dundee Central Business district. Develop an appropriate convenient location for additional commercial parking within easy walking distance of businesses on Route 14A.

Responsibility: Village of Dundee, NYSDOT, local businesses

Estimated Cost: \$3,000 (study only)

Funding Source: Village of Dundee, Governor's Office of Small Cities grant

5.6.6 Town of Starkey

A. Need

The Town of Starkey's Comprehensive Plan was last revised in 1990. The NYS Department of State recommends updating of community comprehensive plans at least every 10 years.

Alternative

- Update Town Comprehensive Plan to reflect changes since 1990.

Responsibility: Town of Starkey

Estimated Cost: \$35,000-50,000

Funding Source: Town of Starkey, Governor's Office of Small Cities grant

B. Need

Wording in the zoning code defines the front set back line as “33 feet from the center line of the road” creates the potential for encroachment on the State highway ROW along Route 14A. The width of the ROW in the Town of Starkey is at least 75 feet. Without this change, building and parking setbacks may encroach on the State highway ROW.

Alternative

- Revise wording in all zoning sections to define the front set back line from the edge of the public ROW. Require all site plans and subdivisions to show the limits of the public ROW.

Responsibility: Town of Starkey

C. Need

The Town currently has no regulations that restrict vehicle parking in the “clear zone” of Route 14A. Businesses frequently allow vehicles to park along the side of the road, causing visibility and traffic congestion problems during special events and market days.

Alternative

- Revise the zoning code to require adequate off-street parking for all commercial uses, including special uses.

Responsibility: Town of Starkey

D. Need

The Town of Starkey currently has no regulations to protect scenic vistas important to the community or to regulate the placement or design of communication towers, wind-powered electrical generator facilities or other structures.

Alternatives

- Revise the zoning code to require site plan review and special use permits for communication towers and windmill farms.
- Identify key scenic vistas to be preserved.

Responsibility: Town of Starkey

Estimated Cost: \$7,000-10,000 (combine all code revisions)

Funding Source: Town of Starkey budget, Governor’s Office of Small Cities grant

APPENDIX A.
Selected References

Clark Patterson Associates. *Avon- Routes 5 and 20 Land Use and Access Management Plan*, March 2002. Genesee Transportation Council. <http://www.gtcmppo.org>.

Clark Patterson Associates and Fisher Associates. *Geneseo – State Route 20A Land Use and Access Management Plan*, May 2002. Genesee Transportation Council. .
<http://www.gtcmppo.org>

Clark Patterson Associates. *Mount Morris – State Route 408 Land Use and Access Management Plan*, February 2002. Genesee Transportation Council.
<http://www.gtcmppo.org>

Federal Highway Administration. *Flexibility in Highway Design*.
<http://www.fhwa.dot.gov/environment/flex/index.htm>

Genesee Finger Lakes Regional Planning Council. *Access Management Guidebook* and video. <http://www.glfRPC.org/publications>

James, Randall E. “Simple Written Resources and Neighborhood Demonstrations Help Amish Adopt Buggy Safety Recommendations”. *Journal of Extension*, August 2001.

National Cooperative Highway Research Program. *Synthesis 304: Driveway Regulation Practices. A Synthesis of Highway Practice*. Transportation Research Board of the National Academies. Washington, D.C., 2002.

National Cooperative Highway Research Program. *Synthesis 233: [Land Development Regulations that Promote Access Management](#)*, 1996.

NYS Department of Transportation, Corridor Management Group. *Arterial/Access Management* slideshow.

Ohio Department of Public Safety. *Amish Buggy Safety in Ohio: Status Report and Recommendations*. May 2000.
<http://www.highwaysafetyoffice.ohio.gov/amishstatus.pdf>.

Williams, Kristine M. and Margaret A. Marshall. *Managing Corridor Development: A Municipal Handbook*. Center for Urban Transportation Research College of Engineering, University of South Florida. October 1996.