Chapter 2

BACKGROUND, ASSETS AND CONSTRAINTS

Natural Features

Introduction

This chapter references a number of maps some of which are located elsewhere in this Chapter and others in the pockets in the back of this Plan Document. For a listing of these maps please refer to the Table of Contents in the front of this Plan Document. These maps, together with the maps contained in the *Town of Farmington Open Space Index*, the adopted Official Major Thoroughfare Overlay District (MTOD) Map, the Federal Flood Insurance Rate Maps (FIRMs), the State Freshwater Wetland Maps, the U.S. Fish and Wildlife Federal Wetlands Inventory Maps, the U.S.G.S. Topographic Map for Farmington, the Ontario County Agricultural Districts Map and the Ontario County Soils Survey Maps comprise the mapping used in the analysis of the development constraints and opportunities identified in this chapter of the Plan.

Chapter 2 also examines the characteristics of the existing land use pattern (a snap shot of 2010) in the Town of Farmington and identifies the natural resources which act as constraints to and opportunities for development.

Background

The way in which land is developed and used affects the overall appearance of the community, the environment and the value of real estate. The analysis of the community’s land use is an integral part of a Comprehensive Plan because it lays the foundation for the future design of the community (see Map # 10 Future Land Use Plan in the Map Pocket located in the back of this Plan) and suggests how its land can be used by subsequent generations.

The Existing Land Use Map (see Map # 6, on the next page) identifies the Town of Farmington’s current landscape and development pattern. This snapshot in time of the community will be helpful to future updates of the Comprehensive Plan. It will be used to identify development trends occurring within the Town.
Insert Map #6 Existing Land Use Map
The Town of Farmington is a predominantly rural/agricultural community with two major concentrations of development. One concentration of development involves a mixture of industrial, commercial, recreational, office and residential along the Route 332 Corridor, extending south from exit 44 of the Thruway to the Canandaigua/Farmington Town Line. The other concentration of development involves a predominantly residential neighborhood with a few neighborhood businesses located in the northwest portion of the Town in the areas known as Sweet Briar and Pumpkin Hook.

Generally speaking, land located east of County Road 8 remains in agricultural use with a pattern of low density single-family dwellings fronting along the highways. The continued viability of farming in the Town depends upon a number of economic factors, some of which the Town can influence (i.e. nuisance complaints, taxes, eminent domain and farmland preservation programs). Other factors such as market prices for commodities, health and aging of the farm family community remain beyond the influence of the Town.

Most of the farmland in the Town is expected to remain in production during this Plan Update Period, especially in the area north of the Thruway (Interstate 90) and east of County Road 8. Exceptions occur in the areas of major traffic corridors such as New York State Route 332 and the western portion of New York State Route 96, where commercial developments, higher density residential developments (e.g. townhouse projects, apartment complexes, etc.) and single-family detached residential subdivisions are concentrated. The availability of vacant land within this portion of the Town will continue to attract a diversity of development proposals during the plan period. Such an attraction will continue to pose the greatest threat to the conversion of farmland for non-farm use.

During the past seven years, the County continued its economic development efforts to attract new industrial development especially in the manufacturing sector. Since 2003, there have been a number of new industrial types of land use move into existing structures; however, there have been no new manufacturing structures built. Examples of the reuse of existing industrial sites include: the St. Pauly clothing warehouse on Gateway Drive; American Tractor Equipment and Villager Construction on Collett Road; Eastman Savings & Loan on Commerce Drive; Crescent Moon on Loomis Road; Monag Clothing Warehouse on Loomis Road; One-Stop Auto Repair and Leonard Express on Collett Road. Therefore, it is essential for the Town to continue to be prepared for additional industrial development and growth by having sufficient land area available with adequate utilities for this type of use.
The Town of Farmington contains 39.45 square miles (or 25,248 acres) of land, making it the sixth (6th) largest municipality (in total land area) in Ontario County. The Town, based upon the findings of the 2010 Census, is no longer the only First Class Town in this County. The adjacent towns of Canandaigua and Victor are now also First Class Towns.

In 1990, the population of the Town was 10,381 persons making it the third (3rd) largest municipality in Ontario County (only the Cities of Geneva and Canandaigua contained more population). According to the 2000 Census of Population and Housing, Summary File 1, the population for the Town of Farmington was 10,585 (a 1.95 % increase over 1990) making it the third largest municipality in the County based upon population. By 2010, the population of Farmington had grown to 11,825, an increase of 11.7% according to 2010 Census: Public Law 94-171 Data. The Town of Farmington remains the third largest municipality (in population) for Ontario County behind the Town of Victor and the City of Geneva.

**Freshwater Wetlands**

Freshwater wetlands come in a variety of types. They include seasonally flooded bottomlands, forested or shrub-covered swamps, wet meadows, marshes with tall or short non-woody vegetation and open water areas with floating or submerged vegetation. They are usually found on flat or basin-shaped areas with poorly or very poorly drained soils.

Some of the wetlands have standing water only during wet periods, but their soils remain water-logged for much of the year. Some have highly organic muck soils that have formed through the accumulation of partially decayed plant materials. Because of their wetness, drainage difficulties, and poor soil characteristics, wetlands are difficult to develop, and many people regard them with disdain and consider them wasted land. In the past, concerted efforts were made to drain or fill as many wetlands as possible and others were used as dumping grounds.

Unfortunately, this mistreatment has ignored the variety of benefits that wetlands can provide, depending upon the particular circumstances that are present. The benefits can include natural storm water management, flood storage, fish and wildlife habitat, water quality improvement (e.g. filtering) aquifer recharge and scenic beauty. Widespread wetland destruction makes a significant contribution to environmental degradation.

In order to stem the loss of the remaining wetlands and give them some protection, both State and Federal requirements have been adopted to regulated activities that might adversely affect these areas.
New York State Freshwater Wetlands

Farmington contains a total of 2,668 acres of New York State designated freshwater wetlands, which represent approximately 11% of the total land area in the Town. The Town has the largest acreage of State freshwater wetlands of any municipality in Ontario County. Map # 8 shows these wetlands each of which comprise 12.4 acres or more as defined, delineated and regulated by the New York State Department of Environmental Conservation (DEC). Development within and at a distance of 100 feet around the delineated freshwater wetland boundary must conform to restrictions that are based upon four classifications of wetlands defined by the DEC (Article 24 of the Environmental Conservation Law).

The DEC provides an online resource, which allows users to interactively view mapped wetlands within the jurisdiction of the NYSDEC. The following web address may be used to view these wetlands: http://www.dec.ny.gov/imsmaps/ERM/viewer.htm

The law requires that the wetlands be identified on the basis of wetland indicator vegetation. These are plants that can become the dominant vegetative cover only if continuous standing water or extended periods of saturated soils are present. To make the program manageable, the law limited the mapping and regulation to wetlands with an area of 5 hectares (12.4 acres) or larger, except for smaller wetland areas that were found to have unusual importance. (None of these smaller wetlands were found in Farmington.)

This State law does not regulate routine maintenance of existing structures, continuation of lawful existing uses, normal agricultural practices, and selective tree cutting and recreation activities in wetlands. It does regulate activities that could have significant or permanent effects upon the wetlands, for example: filling, grading, excavation, drainage (except agricultural drainage) and modification of existing structures, new construction and pesticide application. A permit from the DEC is required before such activities occur in either the designated wetland or in the buffer zone that extends 100 feet beyond the wetland boundary.

Federal Freshwater Wetlands

In addition to State Freshwater Wetlands, the United States Army Corps of Engineers (USACE) is responsible for permitting development within federally designated freshwater wetland areas.
Section 404 of the Clean Water Act is the federal law that regulates activities in wetlands. It requires that a permit be obtained from the U.S. Army Corps of Engineers (the Corps) before any dredged or fill material can be discharged to the waters of the United States. Many, but not all, wetlands are considered part of these waters.

Rather than attempt a new mapping effort, the Corps uses the National Wetlands inventory that was prepared by the U.S. Fish and Wildlife Service as a preliminary indication of regulated wetland areas. When a permit application is submitted, an evaluation is done of the wetland’s hydraulic, soil and vegetative characteristics to determine whether the requirements apply. As with the DEC, the Corps helps applicants to identify ways to minimize the adverse impacts that their proposed activities would have on wetland areas. The most current National Wetland Mapping can be viewed online through the following web address: [http://137.227.242.85/wetland/wetland.html](http://137.227.242.85/wetland/wetland.html)

**Assets**

- Wetlands serve as natural flood retention reservoirs.
- Wetlands located along streams and riverbanks perform erosion control by filtering out sediment.
- Wetlands act as a pollution control device by trapping sewage, industrial waste, agricultural runoffs and other potential pollutants before they enter into downstream waters.
- Wetlands protect drinking water sources by keeping surface waters clean and by helping in some cases to recharge aquifers.
- Wetlands located near urban and suburban areas can become important as aesthetic enhancements as well as low maintenance recreational areas.
- Wetlands are unique habitats for flora and fauna.

**Waterways and Flood Plains**

**Background**

Flood plains (both 100 year and 500 year frequencies) are defined, delineated and regulated by the Federal Emergency Management Agency (FEMA), under the authority of the National Flood Insurance Program (NFIP). A study of the...
Areas of Special Flood Hazard (the delineated one-hundred year flood plains) located in the Town of Farmington was conducted by FEMA in 1982. Since 1982, there have been a number of new developments that have occurred along portions of streams where there has been a history of frequent flooding. However, there have been no updates to the FIRMs for these areas.

Insurance premium rates offered to owners of these Areas of Special Flood Hazard are based on the frequency of flooding anticipated in certain flood-prone areas. The Areas of Special Flood Hazard are the areas within the boundary of the 100 year flood. They include everything from very frequently flooded lands to lands that are infrequently flooded.

Most flood-prone areas (Areas of Special Flood Hazard) are located near the western boundary of the Town, along Ganargua (Mud) Creek, Trap Brook, Black Brook, Beaver Creek and Hosey Swamp. There are also other flood zones which have been mapped for which no base flood elevation has been determined. These are known as un-numbered Areas of Special Flood Hazard. Map # 8 shows the location of major streams and creeks in the Town and their delineated floodplains.

The reason for using the 100-year flood as the basis for regulating development is that buildings are built to last. The chance that a 100-year flood might occur is small--statistically it is a one percent chance in any one year. However, over the lifetime of a building, or even over the lifetime of a building’s mortgage, the chance of occurrence is significant. Therefore, by using the 100-year flood elevation, all of the area that has significant exposure to flooding is encompassed. A significant exposure can be eliminated by elevating the building’s first floor elevation slightly above that base flood elevation.

The elevations of the 100-year flood are shown on flood profile diagrams in the Town of Farmington Flood Insurance Study and on the Flood Insurance Rate Maps (FIRMs) that accompany the study. The FIRMs also show various zone designations for the special flood hazard area. The zones affect insurance premium rates. Property owners purchase flood insurance through regular insurance agents.

**Assets**

- Waterways act as contributors to the Town's water resources. They are a source of groundwater recharge.

- Waterways contribute to overall environmental health. Streams and creeks are major corridors for transporting nutrients and sediments.
Waterways serve as pathways for many species of birds. Along with wetlands, they act as reservoirs. They are integral parts of the hydrological and nutrient cycles.

Flood plains can act as open space areas along streams and creeks because of their limited ability to be developed.

Flood plains provide flood control.

**Constraints**

Flood insurance premiums for structures located within mapped areas of special flood hazard are additional costs to homeowners and are based upon the exposure of the structure (or its risk) to flooding.

Increased amounts of impervious surface that come with development will increase flooding and sedimentation conditions in streams and creeks unless appropriate stormwater retention areas are created and waterways are maintained.

Increases to impervious surfaces from development also affect the quality of surface run off into these streams. The potential for increased amounts of contaminants and for warmer water temperatures adversely affect water quality standards.

**Stormwater**

**Background**

Much of Farmington's land is relatively flat. Two natural factors have shaped the topography of the Town. First, the area was covered with glaciers in the geologic past. When the glaciers receded, drumlins and swamps were created throughout the Town. In addition, the Town lies on the edge of the Appalachian Plateau. The plateau is a relatively flat highland area without steep slopes. The combination of the topography and the development that has occurred in the past leads to significant drainage problems during periods of moderate to heavy precipitation.

Stormwater is water that originates during precipitation events. It may also be used to apply to water that originates with snowmelt that enters the stormwater system. Stormwater that does not soak into the ground becomes surface runoff, which either flows directly into surface waterways or is channeled into storm sewers, which eventually discharge to surface waters.
Because impervious surfaces (i.e. parking lots, roads, buildings, compacted soils, etc.) do not allow rain to infiltrate into the ground, more runoff is generated than in the undeveloped condition. This additional runoff can erode watercourses (streams and rivers) as well as cause flooding when the stormwater collection system is overwhelmed by the additional flow. Because the water is flushed out of the watershed during the storm event, little infiltrates the soil, replenishes groundwater, or supplies stream base flow in dry weather.

Stormwater is of concern for two main reasons: one related to the volume and timing of runoff water (flood control and water supplies) and the other related to potential contaminants that the water is carrying, i.e. water pollution.

Pollutants entering surface waters during precipitation events are termed polluted runoff. Daily human activities result in deposition of pollutants on roads, lawns, roofs, farm fields, etc. When it rains or there is irrigation, water runs off and ultimately makes its way to our streams, creeks and freshwater wetlands.

In the United States, the Environmental Protection Agency (EPA) is charged with regulating stormwater pursuant to the Clean Water Act (CWA). Point source discharges are the major contributor to polluted runoff.

Under the CWA, point source discharges require National Pollution Discharge Elimination System (NPDES) permits. To address the problem of stormwater pollution, Congress broadened the CWA definition of “point source” to include industrial stormwater discharges and municipal separate storm sewer systems (“MS4”). These facilities were required to obtain NPDES permits. This 1987 expansion was promulgated in two phases: Phase I and Phase II. The Town of Farmington is subject to the Phase II requirements. Under these requirements all industrial discharges, construction sites of one acre (4,000m2) or more, and other large property owners have NPDES permits for their stormwater discharges. The Phase II rules came into effect in 2003.

In New York State, the Department of Environmental Conservation enacted the State Pollutant Discharge Elimination System (SPDES) requiring General Permits for both Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s) and Construction Activities (affecting one acre or more of disturbance).
In 2007, the Town of Farmington enacted our own stormwater management law (Chapter 165, Article IX, Sections 103 – 110). These regulations meet the minimum measures of the SPDES General Permits and require all land development activities subject to review to submit a stormwater pollution prevention plan (SWPPP) to the Town’s Stormwater Management Officer for review and approval as part of any development action.

In 1992, the Town authorized the MRB Group, P.C., to update the *Town of Farmington Stormwater Master Plan*. This master plan, among other issues listed below, identified the natural drainage basins that exist within the Town. These basins are shown on Map #8. The master plan addressed the following issues:

- It identified areas that need priority attention and the facilities that should be built.
- The Plan proposed the installation of facilities to meet future needs, based on projected population growth, past development and future land use trends.
- The Plan contained recommendations for the phasing in of each of the drainage management areas in the Town.
- The Plan addressed the benefits for expanding the existing drainage district boundary to include the entire Town.

**Assets**

- Newly enacted DEC regulations, effective March 1, 2011 require a new five step planning and design process be followed that incorporates what is commonly referred to as green design (or green infrastructure) standards. Examples include green roofs, vegetated swales, stormwater wetlands, infiltration, and protection of buffer and flood plain areas. This means that preferential design attention to green practices is required before the more standard (or traditional) stormwater management practices are to be considered. This approach reduces site runoff and thus the size of the devices used for collection, storage and treatment.

- Reducing stormwater runoff allows for less expensive stormwater treatment facilities.

2-10
Reducing stormwater runoff helps to sustain the community’s ecosystem.

One of the first stormwater projects completed was the “Race Track Pond Project,” located on the north side of County Road 41 adjacent to the Finger Lakes Race Tract property. This project was funded by the State’s Video Lottery Terminal (VLT) Host Benefit Agreement Program. This regional stormwater facility will improve drainage flows in the northern portion of the Town of Canandaigua, the southwestern portion of the Town of Farmington and the southeastern portion of the Town of Victor.

Constraints

Uncontrolled runoff delivers higher pollutants from development sites that can lead to stream erosion, encourage weed invasion, and alter natural flow regimes. Native species often rely on such flow regimes for spawning, juvenile development and migration.

Steep Slopes (Drumlins)

Background

Slopes of 15 percent or more can be identified from the United States Geological Service (USGS) topographic maps. There are approximately 1190 acres (or 5 percent of the Town's land) with slopes of 15 percent or more. Those areas are located on Farmington’s drumlins north of the Thruway. Their locations are shown on Map # 9.

Drumlins are glacial landforms created within the receding glacier ice and record the final direction of ice movement. Drumlins occur in symmetric, spindle, parabolic and transverse asymmetrical forms. Drumlins are commonly found with other major glacially-formed features and are related on a regional scale to these landforms. The large-scale patterns of these features exhibit spatial organization of the drumlin-forming flows with related tunnel valleys, eskers, scours and exposed bedrock erosion.

Drumlins are often in drumlin fields of similarly shaped, sized and oriented hills. Map Number 14, in the back of this Plan, shows this pattern of drumlin fields exist in the Town of Farmington. Drumlins usually have layers indicating that the material was repeatedly added to a core, which may be of rock or glacial till. The composition of drumlins varies depending on the area.
in which they are found, and can consist of similar material to the till of the surrounding moraine or be composed almost entirely of bedrock, sand and gravel of various mixtures thereof. Our drumlins are located in the Lake Ontario field where soil conditions were more advanced, for example with the formation of clay-enriched Bt horizons.

**Assets**

- The flat tops of drumlins afford excellent views of the surrounding countryside.

- The steep sides of drumlins are host to many of the wooded areas in Farmington.

**Constraints**

- The sides of drumlins are steep and, in most cases, their gravel subsurfaces are unstable. Development measures to control erosion of steeply sloped land can result in considerable expense to developers, adjoining property owners, the Town and the environment. Some of the other soil problems include malfunctioning septic systems and increased requirements for cut-and-fill operations.

**Soils**

**Background**

Lands that are both unsuitable for standard septic systems and are not within the sewer district have limited potential for development. The *Interpretive Soils Report, Ontario County*, published in 1978, and computer-aided mapping programs have identified sixty-seven percent (67%) of the land in the Town as either unsuitable for septic systems or not within a sewer district's boundaries. These areas are considered unsuitable because of their slow permeability, shallow depth to the seasonal high water table and shallowness to bedrock. On-site waste water treatment systems installed in these areas must be raised by bringing-in additional fill material or enlarged to function properly. These areas are described in greater detail in the County’s *Interpretive Soils Report*. In the Town of Farmington, individual on-site sewage treatment systems are regulated by standards set by the New York State Health Department.
Assets

- Most of the land that is unsuitable for standard septic systems is located in agricultural districts, which include a number of development restrictions and financial limitations for the extension of public utilities.

- Most residential and commercial development, not included in the present sanitary sewer district, has taken place in areas considered suitable for standard septic systems.

Constraints

- As developmental pressures increase, modified systems may have to be installed at an increasing rate. These modified systems have certain disadvantages that include:
  
  - Modified fill systems are expensive to install and maintain.
  
  - Modified fill systems have a higher failure rate than conventional ones, and will threaten the quality of surrounding ground water.
  
  - Raised fill systems are time consuming to construct, because fill takes time to settle.
  
  - Modified fill systems are not permanent solutions.

Agriculture

Background

Fertile soils, normally abundant rainfall and unique temperature patterns have resulted in a strong, diversified agricultural industry in the Town of Farmington. Our area's proximity to Lake Ontario and to the Finger Lakes tends to moderate seasonal extremes. The result is a longer growing season with a greater number of growing-degree days for crop production than in other counties farther south of Lake Ontario, according to the 2001 Cornell Guide for Integrated Field Crop Management. Most of the land being actively farmed in the Town is located on "United States Department of Agriculture Prime Farmland".
Agricultural areas in Farmington have been maintained in three ways. Through New York State’s Agricultural and Market Law, Ontario County has established County Agricultural Use Districts. Also, the Town has established agricultural-residential zones that carry certain non-farm types of development restrictions. Finally, the Town has established a “Right To Farm” law, created an Agricultural Advisory Committee and currently is seeking State grant funding assistance to create a Farmland Protection Plan.

New York State Agricultural Districts were first formed in 1973 with the consent of the landowners. They are reviewed every eight years. The renewal process has become the land use policy contributing the most to the perpetuation of the agricultural industry in Farmington. Farmington is in the State-approved Ontario County Consolidated Agricultural District #1 (see Map#9). The following is a summary of the benefits and restrictions applicable to lands in these Districts under the New York State Agricultural and Market Law, Section 305 of Article 25-AA:

- Local governments are limited in enacting regulations that would restrict or regulate farm structures or farming practices.
- State agencies must modify administrative regulations and procedures to encourage the maintenance of commercial agriculture.
  1. The right of public agencies to acquire land or to advance funds for new non-farm development may be restrained or subjected to delays. The agencies may be required to consider alternative areas.
  2. The power of public services districts to tax farmland for sewer, water, light and non-farm drainage will be restricted.
  3. Landowners in New York State Agricultural Districts may apply for an agricultural exemption on their land. Should any part of the exempted land be converted to a non-farm use, the landowner must pay a penalty. The penalty is 5 times the taxes saved in the last year, plus 6% interest per year that the land was exempted, compounded annually, not exceeding five years. This penalty is applicable only to the converted portion of the land.

Currently, 70% of the land area in the Town of Farmington is located within a New York State Agricultural District. The district has been reviewed, consolidated and renewed three times over the past 24 years. According to District Review Profiles, approximately one half of the land in this district is listed as active cropland. The second largest portion of land within the district is a combination of woodlots, wetlands and brush land. Dairy and grain farms are the most prevalent operations. Most of the wetlands and drumlins in the Town are included in these districts. In 1981, a large area of land (containing a total of 322.3 acres) and known as the Hosey Swamp was included at the request of the Farmington Conservation Board and with the consent of the
many owners of this acreage. Recent County Agricultural District Review Profiles indicate that Farmington has a vital and stable agricultural industry, despite residential growth within the area.

The importance of the State’s Agricultural District to Farmington's agricultural industry is highlighted in a Cornell University Ph.D. thesis by James R. Cohen in 1991. Dr. Cohen's thesis is entitled *A Case Study Evaluation of the New York State Agricultural Districting Program*. The conclusion of Dr. Cohen's chapter on Farmington is as follows:

"The Town has taken no measures to supplement the agricultural districting program with other farm preservation strategies (e.g. Purchase of Development Rights, Agriculture Conservation Easements, or Sliding Scale Zoning). Minimum residential lot size requirements in Farmington’s A-80 Agricultural District or the RR-80 Rural Residential District are 80,000 square feet, a fairly weak disincentive to new home construction. The Town's lack of concern for implementation of a farm preservation strategy is reflected in Farmington's Planning Board members' general perception that recent development in the Town has not had much of an adverse effect upon the amount of viable farmland in production. The data on agricultural-district farmland conversion seems to support the board members' attitudes. By retaining their land in farming despite increasing development pressure, landowners in agricultural districts in Farmington have obviated the need for town officials to implement a land preservation strategy."

In the 1991 Town-wide Residents Survey, conducted in conjunction with the preparation of the *Town of Farmington Comprehensive Master Plan*, citizens were asked why they initially chose to live in Farmington and why they would choose to stay. The most important factor cited in response to both questions was the town's rural setting. When asked what concerns they had about development in the Town, the most frequent response was the loss of the rural character of their immediate area. Almost two-thirds of the respondents (64%) agreed that the Town should be more concerned with protecting farmland from non-farm development. The perception of the Town's rural character as one of its most outstanding assets was a dominant theme recurring throughout the survey.

In conjunction with the preparation of the original edition of the Town of Farmington Comprehensive Master Plan in 1990, a "Cost of Services" study was conducted, using a model developed by the American Farmland Trust and the Cornell Cooperative Extension. The study calculated the ratio of taxes and fees paid to the value of services received for three categories of development during 1990. The study found that for every $1.00 paid to the
Town in taxes and fees by the agricultural community, approximately $0.72 was received in services (a ratio of $1.00/$0.72). The ratio was $1.00/$1.22 for the residential sector of the Town, and $1.00/$0.27 for the commercial and industrial sector. These figures show that agriculture does not use all the services it pays for.

In June 2009, the Town conducted a random sampling of Town Residents’ opinions on a number of land use, zoning and planning issues. A total of 54% of the respondents felt that they would like to see about the same amount of farmland remain. A total of 39% of the respondents felt that the Town should do more to promote and preserve agricultural businesses in the Town. When combined with the responses of those who strongly felt the Town should do more (25%), a total of 64% want to see more done to promote and preserve agricultural businesses. It is important that the same percentage of Town residents still feel, 19 years after the 1991 Survey, that promoting and preserving agriculture is important. The most recent survey, however, revealed that this expressed sentiment is second to the expressed desire to acquire land to extend the Auburn Trail as a walking/hiking and bicycling trail.

Preservation of the agricultural industry in Farmington depends upon continued support from the New York State Legislature. Any changes in the State’s Agricultural District Laws that increase the tax burden on farms will force the conversion of land use from agriculture to other development.

With the exception of New York State wetlands, rural land containing environmentally sensitive areas and rural landscapes is being protected under the provisions of the New York State Agricultural Districts. As the rural landscape is converted to uses other than agriculture, these sensitive areas will lose their protection.

Agricultural land preservation zoning is only one of many tools needed to save this natural land resource base. In order for any community to succeed, it needs a strong agrarian culture that is sustained by weaving together shared values, good communication, mutual respect, a broad appreciation of the economics of agriculture and understanding of the land and farming as an art, science, business and practice. Most of all, such a culture is needed to create the political will and leadership that can overcome powerful market forces threatening farms and the land that supports them.
Assets

➢ Most residents appreciate the rural character of Farmington that is provided by its vast amounts of actively farmed land.

➢ Most residents consider agriculture as an industry that is totally dependent upon a land base and is a major provider to the quality of life in the Town.

➢ Agricultural Districts have served to protect the farmed acreage in the Town, as well as to protect the Town’s environmentally sensitive areas.

➢ Agricultural Districts Law serves to restrict the extension of public utilities into active agricultural areas by placing limitations on the ad valorem taxes that may be charged for these improvements. Often, this restriction results in the extensions not being economically feasible.

➢ The Town has enacted a “Right to Farm” local law intended to settle disputes that may arise between the farmers and non-farm residents of the community.

➢ In addition, the State’s Real Property Law requires formal notification be given to all land purchasers when the land is located within a State Agricultural District or within 500 feet of an actively farmed site located within such a District.

➢ The State’s Public Infrastructure Policy Act imposes restrictions upon the use of State funding assistance within areas outside the identified “Community Center” area.

Constraints

➢ As more residents are attracted to the Town's rural areas, stronger protection for normal farm operations may be needed. New residents of these areas also need to be educated about the protection that agricultural districts require.

➢ The ability of the Town to provide water, sewer and to upgrade roads located within the Agricultural District area is restricted because of the New York State Agricultural and Marketing District Laws that apply to established Agricultural Districts. An example of the State’s ability to prohibit connections to public utilities was realized in 2008 when the Commissioner of Agriculture & Market imposed lateral restrictions to the...
public sewer line constructed to connect a sewer district established for the Stonewood Subdivision Tract located north of Green Road and south of the Sweet Briar neighborhood to the public sewer line located along Loomis Road, south of the New York State Thruway.

Residential Development

Background

In 1970, Farmington hosted 1,137 dwelling units. As of April, 2010, there were 4,664 housing units in the Town (or a net gain of 410%). Since 2003, there has been an increase of 417 new single-family dwelling units (or a net gain of 11.6%). The greatest surge in single-family dwelling construction has occurred since 2007. This surge is unique since it occurred during a downward turn in the nation’s economy and during a significant drop in new home building. The availability of infrastructure (public water and sewer), combined with the Town’s regional location to both urban employment opportunities and the many recreational opportunities located within the region and county, has contributed to Farmington’s transformation from a pass-through rural town to one with a strong suburban core developing in the southwest corner of the Town.

In the past (since 1965), the majority of single-family dwellings were built at medium density (10,000 square foot lots) to high-density (7,200 square foot lots). They were located in areas where public sewer and water could readily be extended. The one major exception to this pattern occurred in the northwest portion of the Town in the late 1960s and early 1970s. In addition to single-family detached dwelling units, Farmington provides a wide range of other types of dwellings: 185 townhouse units, 753 apartment units and 533 manufactured homes as of December 1, 2010.

The Farmington Development Office has, in the past, used a variety of methods to forecast the population growth for Farmington. However, caution must be used in relying upon population projections alone. There are many factors that influence population growth. These factors include, but are not limited to, economic conditions, availability of residential land in surrounding communities, infrastructure expansions and improvements, employment base growth, government policies and procedures, and the community’s attitudes and property values. The April 2010 Census population for the Town of Farmington is 11,825. This actual count is an increase over the 2005-2009
American Fact Finder Survey estimate of 11,343. Farmington continues to experience a robust growth rate of 11.7% since 2000. This occurred at a time when much of western New York is losing population. Farmington’s infrastructure, variety of housing types, location along major roadways for access to job opportunities and shopping, and scenic features have all played a role in this growth.

For the 2003 update, the Comprehensive Plan Update Committee used The Sourcebook of Zip Code Demographics, published by CACI Marketing Systems to draw a profile of the population of Farmington. Over 75% of the population and most of the businesses in the Town are located within the 14425 Zip Code. There are no other appreciable populations or business concentrations within the other zip codes within the Town of Farmington. It is unlikely that the data for these areas would significantly alter the statistics presented.

Although the complete housing and population tables from the 2010 U.S. Census was not available in March, 2011 when this chapter was written, the website www.factfinder.census.gov provided 2010 census figures and estimates from the American Community Survey 2005-2009 for Farmington. Some statistics for 2010 were published in 2010 Census: Public Law 94-171 Data.

Demographic statistics and trends from this data are shown on Figure 1 on page 2 - 21. A summary of the data is as follows:

- Population: Since 2000, the Town's population grew 11.7% while New York State as a whole only grew 2.1%.

- Age: The median age of the population (in 2009) is approximately 37.7 years. This compares to the median age in 2000 of 35.1 years.

- In 2000, 22.1 % of the population was under age 18, 71.3 % were between ages 18 and 64, and 6.6% were 65 years and over. The estimate for 2009 is 19.1 % under age 18, 74.7% between 18 and 64, and 6.2% 65 and older. Population growth is now in the working age population.

- Households: The number of households (in 2000) was growing at an average annual rate of 0.5%. The average household size (in 2009) is estimated at 2.60 people, down from 2.73 people in 2000. The average family size in 2009 is estimated at 2.94 persons, down from 3.14 in 2000.
and 3.3 in 1990.

2-19

- Income: The median 1990 household income in the Town was $37,498 while the 1999 figure was $49,863 according to the 2000 census. The 1999 national average median household income was $41,994. By 2009, median household income had risen to an estimated $59,044 as compared to a national average of $51,425.

From the historical data presented, Farmington is anticipated to continue to grow in the foreseeable future. Further, the largest (and fastest growing) segment of the population consists of young professionals with families and the second largest segment consisting of seniors (age 55 and above).

The services required to sustain this growing population is of primary concern in planning for the Town's future. The 1991, Town of Farmington Cost of Services Report, prepared in conjunction with that edition of the Comprehensive Plan, showed that, for every dollar paid in taxes and service fees by the residential sector, the Town and school districts spend one dollar and twenty-two cents in servicing this sector of the community. The need for a balanced growth between residential, industrial/commercial and agricultural development is obvious to prevent enormous pressures being placed upon the Town's limited financial resources.

Naturally occurring environmental constraints on development are present throughout the Town as illustrated in other chapters of this plan. The present use of modified septic systems permitted on 80,000 square foot lots and the use of agricultural production chemicals, when used improperly, may represent a threat to ground water in rural and agricultural areas. Seasonal water problems are a growing concern. Inadequate drainage in high-density areas causes recurring problems in wet seasons. Lack of water service in rural areas may pose a problem for some residents who rely on private wells for their water supply. The Route 332 Corridor Improvement Project (at an estimated cost of $32,000,000) improved highway safety and efficiency along this corridor. This project is an example of the costs associated with providing improvements to accommodate the growth and development occurring within the Town of Farmington and other municipalities in Ontario County.
In the 1991 Town-wide survey, a chief concern outlined in the executive summary was rising taxes. This was the reason cited by almost 50% of respondents as the reason why they would relocate out of Farmington. A dominant theme recurring throughout the survey was that residents perceive the Town's rural character to be its most outstanding asset. Over two-thirds cited this as both the reason for moving to Farmington and a reason why they would wish to stay. There appears to be strong interest in preserving the rural quality of the Town for the future. When asked how they would like Farmington to look in twenty years, almost 50% of the respondents said, "mostly open land with some development, much like today."

**Assets**

- There exists in the Town an adequate amount of vacant land for residential development that has infrastructure available to it, or within close proximity thereto.

- Significant areas of greenspace exist throughout the Town. If steps are taken to preserve these areas, a semi-rural setting can be maintained.

- The accessibility of Farmington to the greater Rochester metropolitan area, as well as to the Finger Lakes recreational area, will continue to make the Town attractive to a growing number of Monroe and Ontario County workers.

- The Town of Farmington has increased the minimum percentage of open space required from 20% to 30% thereby improving upon the open land area associated with development.

**Constraints**

- The anticipated increase in population will place a strain on the capacity of the existing infrastructure, including public utilities and the transportation system.

- The Major Thoroughfare Overlay District (MTOD) has placed an emphasis on buffering the transition of land use between commercial/industrial and residential neighborhoods.
TABLE 1
DEMOGRAPHIC STATISTICS AND TRENDS

1. POPULATION
   A. Growth Figures

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>9,007</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>10,381</td>
<td>+15.3% (over 1980)</td>
</tr>
<tr>
<td>2000</td>
<td>10,584</td>
<td>+ 1.9% (over 1990)</td>
</tr>
<tr>
<td>2010</td>
<td>11,825</td>
<td>+ 11.7% (over 2000)</td>
</tr>
</tbody>
</table>

   B. Average Annual Growth Rates (2000-2010)

   Farmington  +11.7%
   New York State  + 0.2%
   United States  + 1.4%

2. AGE PROFILE
   A. Median Age

<table>
<thead>
<tr>
<th>Year</th>
<th>Farmington</th>
<th>NYS</th>
<th>USA</th>
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<tbody>
<tr>
<td>1980</td>
<td>26.9</td>
<td>31.9</td>
<td>30.0</td>
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<tr>
<td>1990</td>
<td>29.6</td>
<td>35.1</td>
<td>33.3</td>
</tr>
<tr>
<td>2000</td>
<td>35.1</td>
<td>36.6</td>
<td>34.8</td>
</tr>
<tr>
<td>2009 (est.)</td>
<td>37.7</td>
<td>36.8</td>
<td>36.5</td>
</tr>
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</table>

3. HOUSEHOLDS
   A. Growth Figures
Year  Household  Growth
1980  2,883
1990  3,691  +28.0%
2000  3,870  + 4.8%
2010  4,492  +20.5%

2-22

4.  INCOME PROFILE

A. Median Household Income

<table>
<thead>
<tr>
<th>Year</th>
<th>Farmington</th>
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<th>USA</th>
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<tr>
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<td>16,886</td>
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<td>1990</td>
<td>37,498</td>
<td>29,663</td>
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<td>2000</td>
<td>49,863</td>
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<td>41,994</td>
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<tr>
<td>2009 (est.)</td>
<td>59,044</td>
<td>?</td>
<td>51,425</td>
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TABLE 2
TOWN OF FARMINGTON
RACIAL PROFILE
1990-2010

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<tr>
<th></th>
<th>2010</th>
<th>2000</th>
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<tr>
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<td>Black</td>
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<td>101</td>
<td>101</td>
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<tr>
<td>Other</td>
<td>260</td>
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<td>20</td>
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Commercial Land Use

Background

Farmington has an interchange (Exit 44) located along the New York State Thruway (Interstate 90). This interchange is located in the southwest portion of the Town and connects directly to State Route 332. This Thruway Exit serves as one of the principal gateways to Ontario County and to the Finger
Lakes Region of New York State. In an article published in a 2009 edition of Travel Magazine, the Finger Lakes Region was listed as one of the top five vacation destinations in the United States.

2-23
The Tourism industry continues to grow in this portion of western New York. Here in Farmington, the Finger Lakes Casino and Racetrack continues to expand its facilities to meet the growing demands. These facilities are owned by Delaware North Companies of Buffalo, New York. The site consists of approximately 450 acres of land located along the south side of State Route 96, east of Beaver Creek Road and north of County Road 41.

The original developers of Finger Lakes Race Track were among the first to recognize the Town's strategic position within the state and region over 50 years ago when they constructed the thoroughbred horse racing facility. Residential and commercial growth by private developers, especially along Route 332, has followed in the areas of close proximity to this facility because of the ready access to both public sewer and water systems.

Finger Lakes Race Track was established in 1962. It currently houses a total of 21 barns, a one-mile long main thoroughbred racing track and a half-mile training track. In 2004, the facilities expanded to provide a gaming casino with over 1,200 video gaming terminals located on a 30,000 square foot gaming floor that is open seven days a week from 10 a.m. to 4 a.m.; construction of a 10,000 square foot Vineyard buffet dining facility, a Platinum Grill, the Terrace Dining Room, Stevens Sports Bar and the Wire (a fast food grille).

Starting in 2009 the Finger Lakes site began providing a series of outdoor summer concerts free to the public. In 2008, a horse adoption facility was constructed. Also occurring in 2009 was a new main entrance from State Route 96 with an expanded and lighted parking area for approximately 5,000 vehicles. The public gathering portion of the facility is comprised of two parts: the horse racing component consisting of the grandstand and the clubhouse, and the gaming casino and restaurants.

When considering the multiplier effect of this one commercial land use has upon the local economy, the Race Track generates well in excess of $50,000,000.00 each year. Local farmers also benefit from the agribusiness the track generates, while local business is supported by patronage from the approximately 1,500 employees and horsemen. In the past, the track has also
had a significant impact on local horse breeding and stabling operations in the town.

During 2001, a total of 239,000 people attended events at Finger Lakes. Average daily attendance during live racing days was 1,259, while an average of 140 were in attendance daily during the remainder of the year when only simulcasting (races shown from other tracks throughout the country) took place. Delaware North now reports that during 2009 a total of 1.7 million people visited the racing and gaming facility.

In 2002, Finger Lakes operated a total of 361 days between live racing dates and simulcasting-only days. 2010 marks the 49th consecutive year of thoroughbred racing at Finger Lakes. Since opening in 1962, Finger Lakes reports they have hosted over 62,000 horse races and have entertained over 19 million fans. Today, the typical horse racing season begins in mid-April and continues through November, offering approximately 160 horse racing programs each season along with simulcasting from America’s top tracks each day.

In anticipation of the arrival of VLTs at Finger Lakes, preliminary estimates projected that between $3 to $5 million would be invested in refurbishing the lower grandstand. Original renovations included a new main entrance to the building, a covered vestibule, gift shop and bus waiting area.

A significant increase in the number of horsemen and horses at the track has taken place as a direct result of the addition of Video Lottery Terminals (VLTs) and as the result of increased racing purses structure. With more horsemen, more horses are being stabled at the track, ultimately resulting in the increased size of racing cards and the number of racing events. Furthermore, attendance has continued to grow as a result of the VLTs. A secondary economic impact of this growth at this gaming and racing facility is the expansion of private horse stables. The Town of Farmington has over 45 stables. This phenomenon continues to grow to meet the increasing demand for stables close to the race track. A tertiary economic impact of these stables is one that has benefitted local farmers. This impact is the increased demand for feed and straw used in support of the stable operations.

Other commercial services in Town include a large grocery store complex, a second new grocery store facility, a bank, two drug stores, personal service stores, antique shops, a horse equipment store, a Laundromat, a dry cleaners, a liquor store, barber and beauty shops, tanning salons, automobile repair shops, used automobile sales, fast food restaurants, family-style restaurants, car washes, motels and a hotel, a recreational vehicle shop, an archery shop, a number of farm Market, a farm and garden center, a riding stable, and convenience stores/mini marts. Currently still missing from this mix of commercial services is a hardware store.
The need for residential services has in the past driven commercial growth in Farmington. Table 2 (on page 34) shows that from 1980 until 1990, of 45 permits issued for the construction of new businesses in the Town of Farmington (this figure does not include conversions and additions), 24 were for businesses that service residents of the Town. Since 2003 there have been ten new commercial services open to the community. These include a grocery store, an exercise/fitness facility, a fast food donut/restaurant facility, a Mexican restaurant, a pizza/sandwich restaurant and take out facility, a dog day care, two used car dealerships, a family restaurant/sports bar and a seasonal ice cream/miniature golf course facility.

A common concern shared by all towns is the financial value that different types of development have to the communities. Table 3 (on page 2-35) shows the percentage of Town acreage covered by each land use as defined by New York State Property Type Classification Codes.

Commercial and recreational development presently consume just under 5.08% (in 1990 it was 5.2%) of the acreage of the Town, but represent over 18.84% (in 1990 it was 20.17%) of the Town's net taxable value. The Cost of Services Study prepared in conjunction with this Plan found that for every $1.00 of revenue collected by the Town in 1990 from commercial and industrial properties, $0.27 in services was returned to them. The study demonstrates that commercial and recreational development has become financially important to the Town. Those two forms of development contribute threefold more in taxes and payments in lieu of taxes than they receive in services, and consume a relatively small amount of land.

Most of the Town’s commercial development is located along State Routes 96 and 332, or near the intersection of these two highways. Since 2000, most of the commercial development has involved the re-use of existing sites. There are only three well defined commercial centers in this area of the Town. They include Wade’s Plaza, Farmington Commons Plaza (Routes 96 & 332) and Country Plaza.

There is one neighborhood business zoning district in the Town that is located in the northwest quadrant at the corner of Allen-Padgham Road and Hook Road where commercial services such as an auto repair shop, hair salon, an electrical contractor’s office, a Bed and Breakfast, a second hand store and a seasonal farm stand exist.
In addition to the three commercial centers identified, a number of individual commercial development sites are located along both State Routes 96 and 332. These include car repair, convenience stores/gasoline dispensing facilities, a mini-warehouse facility, restaurants, a music academy, a child day-care facility, a performing arts center, antique shops and medical offices that are interspersed with agriculturally maintained or vacant land.

2-26

The Town has addressed traffic congestion occurring along these routes with the adoption of the Official Major Thoroughfare Overlay District (MTOD) Map and the MTOD Major Thoroughfare Overlay District Regulations in Chapter 165 of the Town Code. The MTOD defines driveway spacing along the two major highways (State Routes 96 and 332). The Town intends to use the corridor plan map as a resource for the Planning Board as they consider development applications within the mapped MTOD. A part of the resource includes recently adopted Town Architectural and Landscaping Standards for all site development within the MTOD.

In the late 1980s, the intent of commercial zoning was to concentrate retail business at the intersection of State Routes 96 and 332; along both sides of State Route 96, between Hook Road and the Victor/Farmington Town Line; and along both sides of State Route 332 Road.

In an attempt to minimize the conflict of frontage development along Route 332, a rear access road was to have been constructed along the west side of Route 332, between County Road 41 and the Farmington Commons Plaza. A small section of this access road, known as Hathaway Drive, was started north of Perez Drive and extends to a cul-de-sac located just north of the limits of the Calm Lake Project.

At the north end of the cul-de-sac on Hathaway Drive is a new Town Road, Mercier Boulevard, which is intended some day to connect Hathaway Drive with a new system of Town roads located within the Hamlet of Farmington’s Community Center Area (the area south and west of the intersection of State Routes 96 and 332). A connection between Hathaway Drive and Mercier Boulevard is to occur as part of the Incentive Zoning site, when development is proposed for the two lots south of the Boulevard.

Other areas rezoned along the Route 332 Corridor since 2003 include the rear portions of four sites that are located on the west side of the highway and generally opposite Farmbrook Drive. Here the boundary of the General Business (GB) District was extended westerly to existing property lines with the abandoned Auburn Branch of the New York Central Railroad. By
completing this rezoning, the Town eliminated the splitting of these lands into two or more zoning districts.

Since 2003, the Town has created a Neighborhood Business (NB) district along the west side of State Route 332, north of Mt. Ash Drive and west of the abandoned railroad right-of-way (opposite the Covington Commons site). This rezoning was viewed as creating a transitional zone between the more intense General Business (GB) District lands to the north and the adjacent Residential Districts to the south.

Opposite this area, on the east side of State Route 332, is one parcel of land that is located between Farmbrook Drive and Clovermeadow Lane that was changed from GB General Business to RB Restricted Business in the late 1980s. To date no development of this area has occurred due in part to the short depth of this lot and the 100 foot front setback requirement from along State Route 332.

On the west side of State Route 332, north of Farmbrook Drive, there are two large parcels of vacant GB General Business District zoned land. This land is located on the north side of the Terrace Apartments. A future east/west Town Road is planned to cross these two parcels of land and terminate at County Road 41 on the north end opposite Tudor Way. This road is to align with a future road that is to be located on the east side of State Route 332 (the former water park site). Both of these future roads are to intersect with State Route 332 at a point mid-block between the two Michigan Type U-Turns located along Route 332 in this area.

A major intersection just south of the Exit 44 toll booths occurred with the construction of State Route 332. This intersection involved the construction of Gateway Drive, the realignment of Plastermill Road and the termination of Loomis Road at State Route 332. This access eliminated the previous conflicts of left turns at Route 332 and Loomis Road that were in close proximity to the toll booths. The re-designed highway also provided land for a Park and Ride Lot to be located away from the Thruway Toll Booths.

Another new access road was constructed south from West Collett Road and then easterly intersecting with State Route 332 opposite Corporate Drive. This road is now known as Corporate Drive West. In the future, when traffic volumes warrant, there is envisioned to be a new four way intersection at this location allowing Corporate Drive East to connect with Corporate Drive West.

South of the above referenced intersection and along the west side of State Route 332 is a fairly large area of land that has recently been cleared of brush and some trees in an effort to market this area. Already zoned for GB General Business use, the site will need to be developed carefully, within the
Further along the west-side of State Route 332 and opposite Farmbrook Drive, the Official Major Thoroughfare Overlay District Map envisions a new east/west Town Road being constructed to serve lands located between New Michigan Road and State Route 332 (the area now being developed is known as the Auburn Meadows Subdivision Tract). This new roadway would also allow for a future extension north to the Country Plaza lands and extend southeasterly along a portion of the abandoned railroad right-of-way back to Route 332 opposite the Covington Commons Project at a point mid-way between the two Michigan type U-turns.

Along the east side of the Route 332 Corridor, south of County Road 41, there is a large area of land zoned for Planned Development, a mixed use site. This is the site that was last approved by the Town Board for a planned in-door water park, convention center and a large commercial complex. The lack of funding for this significant commercial and recreational land use has caused this project to stall. Currently, there are no known plans for development of any portion of this Planned Development Site. Prior to any development of this site, a revised site plan will be required that complies with the constraints imposed by the construction of Route 332, the Official Major Thoroughfare Overlay District Map and the Town’s MTOD Regulations.

In the 1991 Town-wide resident’s survey, a majority of the respondents expressed concern over what they perceived as a lack of a central business district in Farmington. When asked which of a number of projects or services they thought were most important to fund, a central business district served by access roads was most often listed, along with highway improvements to Route 332.

Route 332 has since been improved and some of the access roads are being used today. In 2009 Town residents were again asked to respond to a survey questionnaire whether the “town center” should be located closer to the Routes 96/332 area. Sixty-two percent (62%) of the respondents wanted to keep the “town center” in its current location. Since there is no “town center” it is felt that the respondents were thinking the “town center” was the Town...
Hall and Town Park sites on County Road 8 and not the town's commercial center.

In the 1991 survey, most respondents said they believed that given the results of the Cost of Services Study, Farmington should actively encourage commercial and industrial growth to offset the higher cost of services to residential areas. However, when asked what sorts of services were needed in the Town, in another question, many indicated that none were needed. The survey report concluded that…”When residents approved of commercial growth in the Town, they wished to see it concentrated in a central business district or along existing corridors”.

In 2009, Town residents responded to that survey by identifying more consumer businesses should be provided along the Route 332 Corridor. This time, full service restaurants, fast food facilities and national chain stores were identified as being the types of consumer businesses they wished to see concentrate along the Route 332 corridor.

**Assets**

- Farmington is located along the New York State Thruway with an interchange at State Route 332.

- State Route 332 has been reconstructed and can accommodate volumes of seasonal traffic that today exceed 24,000 vehicles per work day.

- Farmington has available a large number of desirable commercial sites with access to public utilities, and most are located on or adjacent to State highway Routes 332 and 96.

- Commercial development has proven to be a financial advantage to the Town, and is recognized as such by its residents.

- The Town has recently adopted architectural standards to guide the appearance of a new business along the Routes 332 and 96 Corridors. This has resulted a more uniform appearance and better community identity.

**Constraints**

- There is no clearly defined central business district.
Commercial development is scattered on a number of unrelated sites along the frontages of State Routes 332 and 96.

As residential development continues, an expanded commercial base will be necessary to provide additional services in support of the residential growth.

As predicted by the Route 332 Corridor Plan Study, uncertainty by potential business investors about how the limited access road will function when it was completed continues to be a stumbling block to stimulating the development of individual properties along the road.

2-30

Industrial Land Use

Background

The economy of the Town of Farmington is greatly influenced by economic trends being experienced at the national, state and county levels. Issues such as state, county and school tax rates, energy costs, utility rates and land values are influenced by factors outside the control of local governments.

In the Town of Farmington, however, the local business climate is being stimulated by the Town through the establishment of zoning incentives within the MTOD to improved highway access with State Route 332. Also contributing to the ability for new industrial development within this corridor is the adequacy of public water and sewer services, efficient fire protection, emergency medical and law enforcement services.

In the early 2000s, a leading national investment service had assessed the economy of Ontario County and determined that manufacturing had displaced agriculture as the County’s top industry (based upon dollar values of goods and services sold and not land use values). Manufacturing had edged out agriculture and tourism due to the addition of nearly 800 jobs created by such major corporations such as Guardian Glass and Pactiv. With the current recession having an adverse effect upon employment opportunities, another (more recent) study might come to a different conclusion. Today, it is widely believed that agriculture and tourism are two of the major engines driving the State’s and County’s (and thus Farmington’s) economy.

Agriculture is another industry operating in the Town of Farmington that is totally dependent upon the land resource base and not on the availability of public sewers, highways or water. Agriculture has traditionally defined the economy of Ontario County. However, it has not remained a major employer due to the decrease in farm personnel needed to run farms and more efficient
equipment to maintain the fields. Farm-related activity accounts for 3% of the personal income in the County, according to the Center for Governmental Research. Yet, in addition to providing countless immeasurable benefits to the community – such as land use, open space and community character – farms have widespread effects upon the many support businesses including farm machinery, fuel, feed and fertilizers. For these reasons, the overall importance of agriculture in the Town of Farmington remains high.

2-31
Direct access to the NYS Thruway continues to make Farmington attractive to industrial land uses such as warehouse and shipping firms. These land uses, however, are dependent upon truck traffic and the safety concerns these large vehicles present while traveling through the community. As Table 1 shows, ten such firms have located here in the last two decades. As upstate New York companies look for suburban areas in which to locate new plants and offices, manufacturing firms will continue to be drawn to the Town. One recent example of this trend occurred in the Town of Canandaigua where a large warehouse/distribution facility was constructed. This industrial land use has generated approximately 300 additional trucks a day traveling along State Route 332 between Exit 44 and the facility located in the Town of Canandaigua.

The Town of Farmington has zoned land for the more intense GI General Industrial types of use in an area located along the southern boundary of the NYS Thruway and north of Collett Road. This area was selected to provide the greatest separation between established residential neighborhoods and the more intense industrial sites. This separation minimizes the conflicts between truck traffic and established residential neighborhoods.

In the early 1990s, the Town constructed a public sewer line along Loomis Road to serve existing industrial sites and to provide capacity for vacant industrially zoned land to develop. Since the line has been installed one of the existing industries (TOMRA) has discontinued its use of their on-site waste water treatment system and has connected to the public sewer line. Another new industrial site (Gypsum Systems) has been constructed and connected to the public sewer service. A new warehousing facility for a large clothing distributor (Monag) has recently occupied a structure on Loomis Road that had previously been vacated by Prime Source (a building materials supplier). A new industrial use (Crescent Moon) has also located in a vacated building along Loomis Road and has connected to the public sewer line. There remains additional sewer capacity with the existing system in place and there is a large area of vacant land zoned for industrial development.
There is another industrial zoning district in the Town, the LI Limited Industrial District (see Map #5). The LI District is located generally east of Hook Road, south of Collett Road, west of County Road 8 and north of County Road 41. Large portions of this LI area that is located east of the Finger Lakes Casino and Race Track are not serviced by sanitary sewers at this time.

2-32

When the Zoning Chapter of the Town Code was rewritten in the early 1980s additional building zones were established. At the time there were only three zones - residential, industrial and commercial. Industrial zones were mapped all along the former Lehigh Valley Railroad Line (now the Ontario Central Railroad) and along the Penn Central Railroad Line. The Penn Central Railroad Line has since been abandoned and a small portion of this right-of-way located in the western portion of Town has been developed as a linear trail connecting to the Town of Victor’s Auburn Branch Linear Trail.

Commencing in 2011, the Town of Farmington, in cooperation with the Town of Canandaigua, the City of Canandaigua and the Genesee Transportation Council (GTC) will be conducting a feasibility study for connecting the current terminus of the Auburn Trail (at County Road 41) with the Ontario Pathways Trail (located in the City of Canandaigua). This section of the Auburn Trail when constructed will complete an important missing link in the State and Regional Trail Systems, including the Erie Canal Corridor Trail.

When the current zoning was put into place, residential and agricultural development was allowed in commercial/industrial areas. When the 1980 zoning was completed, industrial sites were left in what are presently residential areas. Conversely, residential areas were introduced into areas that are zoned industrial and commercial. All of these sites will need to be carefully evaluated as part of the Comprehensive Planning Program and decisions will need to be made to make appropriate changes.

In 2003 there were three (3) excavation sites in operation in the Town. Today there is only one (1) excavation site located along the east side of County Road 8, north of the Thruway and within the boundaries of the established agricultural district. The Department of Environmental Conservation (DEC) and the Town regulate their operations, with the DEC responsible for site reclamation.
Assets

- Exit 44 on the NYS Thruway provides easy access to major Market in New York and the northeastern section of the nation.
- Farmington contains a growing and skilled work force.
- Farmington has vacant land zoned for industrial use that is either served by public water and sewer, or is readily accessible to such utilities.
- Farmington has an active rail line that serves extensive areas of land zoned for industrial use.
- For the most part, land zoned for General Industrial purposes is suitably located away from established residential neighborhoods.
- Industrial land use demands the lowest return on Town and school taxes and helps to balance the burden that otherwise would be placed upon the residential property owners of the community.

Constraints

- Industry must be confined to areas that can be serviced by public water, sewer, large vehicle access and adequate drainage. Industrial and residential developments compete for many of the same amenities, such as transportation, water and sewer service. Careful planning must be implemented to minimize land use and traffic conflicts.
- Truck traffic volumes will increase along State Routes 332 and 96 as the result of continued growth within the manufacturing sector of the County’s economy. The Town of Farmington can either take action to restrict the placement of large scale industrial land use within the community or continue to experience increased truck travel through the community.

<table>
<thead>
<tr>
<th>TABLE 2</th>
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<tr>
<td>COMMERCIAL AND INDUSTRIAL PERMITS</td>
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<tr>
<td>Restaurants</td>
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<td>13</td>
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Town of Farmington Comprehensive Plan

Adopted December 22, 2003
Amended July 26, 2011
Health Facilities  3  3  10  16
Other Residential Services  5  5  23  33
Warehouses/Offices  10  5  9  24
Manufacturing/Offices  3  8  14  25
Offices  6  1  5  12
Mining  2  3  1  6

2-34

### TABLE 3
ASSESSMENT ROLLS, MAY 1990, BY LAND USE CATEGORY

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>% OF Overall Acres</th>
<th>% of Net Taxable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>65.0</td>
<td>5.6</td>
</tr>
<tr>
<td>Residential</td>
<td>13.2</td>
<td>66.2</td>
</tr>
<tr>
<td>Vacant Land</td>
<td>11.8</td>
<td>4.0</td>
</tr>
<tr>
<td>Commercial</td>
<td>2.6</td>
<td>16.1</td>
</tr>
<tr>
<td>Industrial</td>
<td>0.6</td>
<td>1.5</td>
</tr>
<tr>
<td>Recreational</td>
<td>2.6</td>
<td>4.0</td>
</tr>
<tr>
<td>Public Service</td>
<td>3.7</td>
<td>1.8</td>
</tr>
<tr>
<td>Community Service</td>
<td>0.5</td>
<td>0.8</td>
</tr>
</tbody>
</table>

### TABLE 4
ASSESSMENT ROLLS, JANUARY 2003 THROUGH DECEMBER 2010, BY LAND USE CATEGORY

Town of Farmington Comprehensive Plan
Adopted December 22, 2003
Amended July 26, 2011
### TABLE 5
SUMMARY OF ASSESSED VALUES BY PROPERTY CLASS

<table>
<thead>
<tr>
<th>Property Class</th>
<th>2003 Assessed values</th>
<th>2010 Assessed values</th>
<th>Parcels</th>
<th>Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>22,054,800</td>
<td>29,578,500</td>
<td>201</td>
<td>207</td>
</tr>
<tr>
<td>Residential</td>
<td>291,795,700</td>
<td>457,932,200</td>
<td>2,809</td>
<td>3,146</td>
</tr>
<tr>
<td>Residential (RS 3,5,)</td>
<td>218,400</td>
<td>258,300</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Vacant</td>
<td>20,131,560</td>
<td>28,357,400</td>
<td>717</td>
<td>624</td>
</tr>
<tr>
<td>Commercial</td>
<td>79,250,041</td>
<td>110,813,765</td>
<td>93</td>
<td>101</td>
</tr>
<tr>
<td>Recreational</td>
<td>8,888,900</td>
<td>26,948,100</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Community Services</td>
<td>14,993,500</td>
<td>16,052,100</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Industrial</td>
<td>15,666,000</td>
<td>18,234,400</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Public Service</td>
<td>27,739,995</td>
<td>46,250,027</td>
<td>72</td>
<td>76</td>
</tr>
<tr>
<td>Park &amp; Forrest</td>
<td>320,000</td>
<td>844,200</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>481,058,896</td>
<td>735,268,992</td>
<td>3,944</td>
<td>4,208</td>
</tr>
</tbody>
</table>

Percent Change: 52.8% 6.7%

### Water Service

**Background**
In 2005, the Town’s existing three water districts (e.g. North Farmington, Canandaigua-Farmington and Maxwell Water Districts) were consolidated into one Town Water District, the Canandaigua/Farmington Water District. This water district serves approximately 45% of the land area of Farmington with public water service. The remaining 55% of the Town is served by private wells. Map # 3, shows the public water districts serving the Town. The majority of the districts (approximately 98%) receive their water from the City of Canandaigua Water Treatment Plant, which draws its water from Canandaigua Lake. The only exception is a portion of the area in North Farmington, Cline Road, where water is provided by the Monroe County Water Authority through the Town of Victor.

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The City of Canandaigua Water Treatment Plant has made application for permission from the DEC to increase its annual draw from Canandaigua Lake from six million gallons per day to nine million gallons per day. Farmington, in 2003 was using approximately 975,000 gallons of water per day for the three water districts identified above. As of the end of 2010, the total daily use of water is 1,700,000 gallons (or an increase of 74% during the last seven years).

During the period 1992-2000, Farmington increased the availability of public water service to its residents, as well as residents in the Village of Manchester and the Town of Manchester with the installation of a large size (16-inch) water transmission main. This transmission main was built from North Street in the City of Canandaigua, north along County Road 28 and west along County Road 41 and Town Line Road. This served to increase water pressure to the districts and will enable the present infrastructure to support further growth and water use of up to 20,000 residents.

During the period 2000-2010, public water service was upgraded along New Michigan Road and the Canandaigua/Farmington Town Line Road primarily to improve flows to the developing Auburn Meadows Subdivision Tract and the Estates @ Beaver Creek Subdivision Tract. There was also a water main extension along Mercier Boulevard to serve sites north of Beaver Creek, including the Farmington Gardens Senior Housing Project. Finally, there was an extension to the Water District along Sheldon Road serving the 14 lots within the Whitetail Subdivision Tract and a southerly extension from Holtz Road to the Herendeen Road/County Road 28 area. These were the four main areas where public water service extensions occurred during this period. With these improvements water service is now able to support further growth of up to 30,000 residents.
In 1990, the Town extended a water transmission main (varied sizes of 18”, 16” and 12” – see Map #3) service along County Road 28 north to Route 96 and east into the Town of Manchester and the Village of Manchester. In 1998 and 1999 the Town extended public water service to the Fox Road area of the Town. In 1999 and 2000 the Town began work on the Ellsworth Road and Yellow Mills area. Also completed in the spring of 1999 was a short extension of public water along Cline Road, in the northwest portion of the Town.

A review of Map Number 3, Public Water System, shows that there are pockets of land, particularly in the northern and eastern portions of the town, that are surrounded by the established boundaries of the Canandaigua/Farmington Water District. The largest of these pocket areas, where there is no public water service, is located in the eastern portion of the Town. The Town recognizes that there are a number of individual sites located within these pockets where the quality of ground water is marginal and, perhaps in some instances, in need of having a public water district established. However, the lack of a tax base within these areas that would be acceptable to the State Comptroller to allow a district to be created; and the almost elimination of state or federal funding has resulted in an on-going dilemma affecting decisions on the extension of public water.

A partial listing of the major constraints to extending public water service throughout the town include a low density of population, a low tax base associated with large areas having agricultural tax exemptions, limitations by the State Department of Agriculture and Markets on the use of public funds to extend public water within established County Agricultural Districts, and the reality that some sites have good groundwater quality (and, therefore, are opposed to creating a water district) while others may have marginal or even poor groundwater quality. Add to these constraints the documented need for a water tower to be constructed in the eastern portion of town to control the pressure of the flows of water through the system and it becomes a major issue affecting the Town’s ability to extend public water service.

Looped water mains improve service by preventing a loss of water service to users in the event of a line break. In addition, looped water mains eliminate dead end mains where in the past health related problems were contributed to. All the above improvements were made through the specifications of the Town of Farmington Sanitary Sewer and Water Supply Master Plan, May 1989, prepared by MRB Group Engineers. An update to this Master Plan is currently underway and it is expected to be completed by the end of 2011. According to the NYS Health Department, there are no major deficiencies in the current system.
The Canandaigua/Farmington Water District was formed in 1961. The district has the capability to remote monitor the two water storage tanks (Brickyard Water Tank and North Farmington Water Tank). This water district has been augmented, both by the Town through petition of landowners and, privately, with subsequent dedication to the Town as required by New York State Public Health Law.

The 1991 Town-wide survey asked respondents if they were served by public water, and whether they had concerns. Over ninety percent of the residents serviced by public water said that their water needs were adequately met. One out of four respondents in areas not served by public water listed problems. Most frequently cited were lack of water, mineral content and taste. When asked about conditions under which the Town should provide public water to additional areas, a majority of respondents in the areas serviced by public water thought that additional service should be provided as development requires. The area that had most recently petitioned for water service was the area most interested in a Town-wide water district. The other Subarea not serviced by public water, located in the southeast area of Farmington, was less interested in public water service.

**Assets**

- Eighty percent (80%) of the Town's 2010 population and most of its business districts are currently served by public water.

- The Town has been able to improve the existing water service through cooperation with the Town of Canandaigua, so that the present infrastructure may support water use by up to 50,000 residents. According to the NYS Health Department, there are no major deficiencies in the current system.

- The City of Canandaigua allocation of water from Canandaigua Lake, if approved by the DEC, will increase water supply to meet growing demands for public water.

**Constraints**

- Low population density and a low tax base that exist in the eastern part of the Town makes expansion of the Town’s public water system into that area prohibitively expensive without grant funding assistance.
Agricultural Market Laws restrict the abilities of the Town to provide water service improvements to rural areas because agricultural land is exempt from special district taxation.

Compliance with the funding criteria within the State of New York’s Public Infrastructure Policy Act will result in fewer opportunities to receive State funding assistance for any area outside the defined Community Center in this Plan (e.g. the area south and west of the intersection of State Routes 96 and 332).

Along Route 332 north of County Road #41 to the toll plaza, the water mains should be increased in size to at least 12” in diameter to meet I.S.O. standards.

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Sanitary Sewer

Background

A single sanitary sewer district, the Town of Farmington Sanitary Sewer District, serves much of the area south of the NYS Thruway and west of County Road 8. The only exception is the Stonewood Subdivision Tract located north of Green Road, in the northwest portion of the Town (See Map #4). This map shows the district boundaries, the sewer interceptor lines, the collection network and the pumping stations as of the last Plan edition (2003).

Over eighty percent (80%) of the residential, commercial and industrial developments in the Town are served by public sewers. The rest of the Town, including the residential neighborhoods and the neighborhood business development along Allen-Padgham Road, in the Pumpkin Hook area, utilize private on-site septic systems.

In 2003, Farmington operated a 2.1 million gallon per day wastewater treatment plant that is located in the Town of Victor on McMahon Road. Since then major upgrades have occurred to this facility resulting in a 4.0 million gallons per day operating system. The plant is currently operating at 45% of its design capacity. The plant is designated as a regional plant, with capacity to be shared with the Town of Victor and the Town of Mendon (Monroe County). Six (6) pump stations are located in Farmington (see Map No. 4) and 22 pump stations have been installed in the Town of Victor. These were: the Hamptons Subdivision on Gillis Road; Route 251 [at the Ontario
Central Railroad Crossing], High Street & Aldrich; Gillis Road #2; at Walmart Plaza and the U-haul parking lot at Eastview Mall.

Pump stations are strategically located in areas where flows cannot be achieved by gravity. Six of the pump stations are remote monitored. These six remote monitored pump stations are all located in the Town of Victor and are maintained by the sewer district. The remote monitored pumping stations are on County Road 9, Plastermill Road, Gillis Road, Walmart Plaza, Phillips Road and near the Denny’s Restaurant on Route 96. The remote sensing allows the Town to accommodate increased flows caused by extensions. The future expansion of computerized pump station monitoring systems is planned for Willowbrook Road, Cobblestone Creek Road and Gypsum Mills.

In 2008, a new public sewer service was extended between the northern portion of the Stonewood Subdivision located north of Green Road and south of the Briarwood Subdivision Tract. This sanitary sewer line is served by a new pump station located at the northern end of Stonefield Lane. The sewer line is located along and within the rights-of-way of Stonefield Lane, Green Road, Bowerman Road, Weigert Road and Crowley Road. Then the sewer line crosses underneath the New York State Thruway and connects with the existing sewer line on Loomis Road, eventually ending at the Town Sewage Treatment Plant located on McMahon Road in the Town of Victor.

In 2010, a private sewer line was installed between the KOA Camp Grounds located on the north side of the Canandaigua/Farmington Town Line Road and the sewer manhole located on the Calvary Chapel Property within an existing sewer easement. This is a 2-inch force main that was funded and installed entirely by the owner of the Camp Grounds within private easements.

The Town of Farmington Sanitary Sewer and Water Supply Master Plan, May 1989, prepared by MRB Group Engineers shows additional areas of the Town that can be serviced by gravity and so would not require a pump station. It also defines the size requirements for future trunk lines, based on current zoning. One of these areas is located along County Road 41, County Road 8 and State Route 96, known as the Blackwood Sewer Extension. Another sewer line extension occurred south of the NYS Thruway along Loomis Road, east of State Route 332 and ending on Hook Road just south of the RG&E Power Station. This sewer extension will service existing businesses and provide capacity for a large area north of Collett Road and south of the NYS Thruway. In 2010, an extension to this sewer line running south along the east side of Hook Road was undertaken to provide public sewer service to the new Town Highway Campus Site located on the east side of Hook Road, just north of the Ontario Central Railroad line. This sewer line’s terminus is at a depth to allow a future extension easterly to serve the Town Hall and future
Town Court facilities located along Collett Road and County Road 8. There are currently no known plans for when this extension would likely occur.

In order to supply the area north of the NYS Thruway and east of Payne Road, at least one additional pump station would be required on Route 96 according to the Town’s Sewer and Water Master Plan. Currently there are no plans being considered to make such an extension. The costs associated with this extension would include obtaining State approval for crossing underneath the Thruway, State approval for extending public sewers into an established Agricultural District, State approval for any freshwater wetland disturbance and documenting the need. A final limiting factor for funding assistance of such a project involves the recently enacted prohibition of State grant funds being used outside of a community’s identified Community Center.

2-41

Assets

- Currently, almost all of the commercial districts in the Town are in the Sanitary Sewer District.
- Approximately eighty percent (80%) of the Town’s residents are serviced by sanitary sewers.
- The Town has ample capacity at its recently updated treatment plant to accommodate projected future development, both at the Town and regional levels, including the ability to expand to a 4 million gallon per day treatment facility.

Constraints

- The areas of the Town north of the NYS Thruway and east of Payne Road must be served by one or more pump stations.
- Before using the capacity of the existing sanitary sewer serving the Stonewood neighborhood in northwest Farmington, a detailed analysis of potential demand to serve existing dwellings in adjacent developments will need to be completed, reviewed and accepted.
- Agricultural Market Laws restrict the ability of the Town to provide sanitary sewer service to some rural areas because agricultural
land is exempt from special district taxation thereby making the costs prohibitive.

- The potential for State grant funding for any extension of public sewer service into the northeast portion of the Town appears not to be eligible under the State’s Smart Growth Grant Funding Act that became effective in 2010.

**Circulation**

**Background**

Highways provide several different functions for moving traffic within and through a community. Within the Town of Farmington there are four (4) different functional highway classifications. Map #1 identifies the four different highway jurisdictions within the Town and their functional classifications.

2-42

The highway with the highest functional classification (based upon the highest volume of traffic) is the New York State Thruway, I-90, a classified Rural Interstate facility. This highway is a limited access expressway with one exit (Exit 44) located within the Town. The second highest classification of highway in the Town is State Route 332, a classified Principal Arterial. The third highest classification of highway in the Town is State Route 96, a classified Rural Minor Arterial. The fourth highest highway classification is Ontario County Road #8, a Rural Major Collector. All other roads, including Ontario County Roads #28 and #41 are classified Local Collector Roads.

In 2003, the Town of Farmington Highway Department maintained a total of 87.90 center line travel miles of Town roads. In 2010, the Town maintains a total of 89.47 center line travel miles or an increase of two percent (2%). In addition, the Town Highway Department maintains a total of 15.42 center line travel miles of County roads (under contract with the County). The New York State Department of Transportation maintains a total of 10.33 center line travel miles of State roads. The New York State Thruway Authority maintains a total of 12.88 center line travel miles of limited access roads (NYS Thruway).

The 121.66 center line travel miles of roads provide varying levels of service to the Town and surrounding communities in the region and so are built to different requirements. The Town maintains three classifications of highways. Local Collector roads are designed to accommodate low volumes of local
traffic with speeds of 30 miles per hour or under. They accommodate driveways at unspecified intervals and usually have little impact upon the overall Town traffic patterns.

Rural Major Collector roads provide connections to major roads from the local roads and represent major traffic patterns throughout the Town. They are designed for speeds up to 55 miles per hour and for larger volumes of daily traffic. Relatively low densities of residential development are expected to abut them and to have direct individual points of access thereto.

Routes 332 and 96 accommodate the highest daily volumes of through traffic and also currently provide access to most of the commercial, industrial and residential developments in Farmington. Congestion from through traffic combined with continued commercial and residential developments along these State highways has led to the creation by the Town of a plan for a parallel access road system. This corridor plan is delineated on the Town Official Map (adopted in 1999) and entitled “Routes 96 & 332 Corridor Development Plan” and as originally described in the Routes 96 and 332 Corridor Plan, by MRB Group and Phoenix Associates, Inc. In 2010, the Town Board adopted a new Official Zoning Map which contains the Official Major Thoroughfare Overlay District (MTOD).

The access road system is intended to remove much of the local traffic from the heavily traveled State highways. The system is intended to have intersections with the State highways at designated intervals throughout the Town. Solutions for funding the project are now being implemented through the incentive zoning provisions contained in Chapter 165 of the Town Code. The first segment of newly constructed access roads involves Mercier Boulevard along the west side of State Route 332.

The 1991 Town-wide survey asked a number of questions about highway improvements. When asked to prioritize municipal services for future funding, completion of the proposed parallel access road and general highway improvements were most important to respondents. Sixty percent (60%) of respondents listed highway improvements as imperative or important for future funding. Fifty-nine percent (59%) listed completion of the proposed access road along Route 332 as either imperative or important for future funding.

Residents were also asked to list roads or intersections which they were most concerned about. The following intersections have been identified as being in need of improvements - County Road 8 and Allen-Padgham Road, County Road 8 and State Route 96, County Roads 8 and 41, County Road 28 and State Route 96, Hook Road and Collett Road, Loomis and Hook Road, Crowley and Hook Road and Brownsville/Cline/Gillis Road.
Over sixty-six percent (66%) of the respondents were in favor of connecting Mertensia Road with Plastermill Road. However, today, with the completion of the re-construction of State Route 332, the construction of Gateway Drive, the relocation of the railroad line and the location of public infrastructure (i.e. water and sewer services) this option is no longer practical.

Also, related to the capital improvement program needs of the Town will be projects to realize the construction of local Town roads along the Routes 96 & 332 Corridors. The timely construction of local collector roads is important to the Town’s economic development program. The need for the creation of the internal access roads connecting properties adjacent to State Route 332 with points of controlled signalized access along this major transportation corridor is an important stimulus to the planned orderly growth and development of the community.

The Official Major Thoroughfare Overlay District (MTOD) Map identifies the locations for the controlled access points to State Route 332 for these access highways, and provides a general alignment for the local collector road network. The Town will need to balance the benefits of making public investments in completing this network similar to the investments being made by other adjacent municipalities in their efforts to attract economic growth and development. One of the highest priority collector roads involves access from State Route 332 easterly across Beaver Creek and into the Finger Lakes Casino and Racetrack. The next highest priority collector road area involves the quadrant south and west of the intersection of State Routes 96 and 332 (the area between Wades and the Farmington Commons Plaza).

Since 2003, it has become the policy of the Town to accommodate pedestrian and bicycle traffic through the Town by providing sidewalks for development within the mapped MTOD, the extension to the Auburn Trail and a linear walking trail located within the Auburn Meadows Subdivision Tract. All of these are located within the southwest portion of the Town. Sidewalks and hiking trails offer Town residents an opportunity to exercise, both actively and passively which is in keeping with national “Healthy Communities” policies.

The Town and the State DOT have either required or have directly funded the construction of new sidewalks along the west side of State Route 332 between Mountain Ash Drive and the intersection of State Routes 96 & 332. In addition, sidewalks are being installed along other sections of State Routes 96 and 332 and County Road 41 as individual site plans are approved. Sidewalks have also been constructed along portions of the Canandaigua/Farmington Town Line Road and in those sections of the Auburn Meadows Subdivision
Tract, the Phillips Landing Subdivision Tract and the Estates @ Beaver Creek Subdivision Tract.

Another area where sidewalks have been extended since 2003 include areas along the eastern edge of the Hook Road right-of-way across the lands located within Belmont Estates. In addition, sidewalks have been installed along the east side of Hook Road between the northern boundary of Belmont Estates and the sidewalks located along State Route 96, at the intersection. Other areas where sidewalks have been installed are along Collett Road, between State Route 332 and Hook Road. A new segment of sidewalks has been installed along the north side of County Road 41, west of the intersection with State Route 332. Another segment has been installed along the south side of Mercier Boulevard between the Farmington Gardens Apartment complex and the sidewalks along the west side of State Route 332.

As the Town continues to develop additional sidewalk improvements, a sidewalk master plan will be required. In addition, a sidewalk district and a long term solution for maintenance (i.e. equipment and manpower) will also need to be addressed. In the 2003 Town-wide survey, respondents indicated they were very interested in walking trails (in particular the completion of the Auburn Trail). In response, the Town has completed a short section of the

2-45

Auburn Branch Trail extending from the Town of Victor into the Town of Farmington adjacent to the proposed Mertensia Road Park. A recent application for subdivision approval has extended this trail between Mertensia Road and County Road 41.

Discussions are now occurring with the owner of the abandoned railroad right-of-way located between County Road 41 and State Route 332. This land will be an integral extension for the Auburn Branch Linear Trail. In 2010, the Town of Farmington was awarded a Feasibility Study Grant from the Genesee Transportation Council (GTC) this areas Metropolitan Planning Organization (MPO). Together with the Town of Canandaigua and the City of Canandaigua a feasibility study will be conducted for connecting the Auburn Trail from its current terminus on County Road 41 with the Ontario Pathways Trail located in the City of Canandaigua. Such a feasibility study is the pre-requisite to future federal grants funds being awarded for the construction of a preferred trail alignment.

Other trail sites have been discussed and, as plans proceed, the Town will need to keep in mind the costs associated with maintaining these trails, including equipment and manpower needs.

With the continued growth and development of the Town comes the need to expand the operational components at the Town Highway Garage Complex.
located on Collett Road. In 2010, the Town acquired a 45 acre site located along the east side Hook Road, just north of the Ontario Central Railroad right-of-way for use as a new Town Highway Complex. In addition to a new highway garage, the campus will include covered storage buildings, a new salt storage facility, employee parking, and storage areas for highway maintenance materials (e.g. culvert pipe, gravel, stone and top soil). Discussions with the Finger Lakes Railway to construct a “team track” on the Highway Campus Site are underway. A “team track” could result in rail deliveries of highway road salts, road aggregate materials and deliveries by rail service for local industries that do not have access to the railroad.

**Assets**

- Town and County highways in the Town have been upgraded in a timely manner as needs have increased.

- State Route 332 has been improved to provide increased highway safety and carrying capacity for the traveling public. Maintaining the safety and capacity of the traveling public is an important asset to future growth and development in the Town and County.

**2-46**

- Continued enforcement of the Official Major Thoroughfare Overlay District Map and the Major Thoroughfare Overlay District regulations will provide opportunities to expand the Town and County tax base and the local employment sectors. As development along this Corridor continues adherence to the MTOD map and regulations will be important.

- Pedestrian movement along the Routes 96 & 332 Corridor will be an important priority of the Town. All development occurring along this Corridor will be required to install their portion of the sidewalk system.

- Completion of the Auburn Branch Linear Trail between Mertensia Road and the Ontario Pathways Trail in the City of Canandaigua will be a priority action in the ongoing planning program and will be benefited by Federal and State Grant funding assistance to complete this regional trail system.

- Future signalization along State Route 332, at controlled intersection locations will depend upon coordinated efforts among adjacent property owners, the New York State Department of Transportation and the Town.
Driveway spacing standards if strictly enforced will facilitate adequate separation between future land use and the generating characteristics of these types of land use, thereby maintaining the highway’s efficiency.

Constraints

- Congestion along State Route 96 in the Town will continue to be an on-going problem thereby worsening highway safety and efficiency unless access management guidelines are extended to include this highway.

- Traffic calming improvements to the intersection of State Routes 96 and 332 are needed to improve the safety of the traveling public.

Utilities and Services

Background

- Telecommunications
  Farmington residents receive land-line telephone service from three providers: Verizon, Frontier (formerly Rochester Telephone) and ALLTEL. The service boundaries are shown on Map #7. New York State has authorized towns to grant franchises to communications companies to operate within town boundaries, subject to the approval of the New York State Public Service Commission. All three companies pay taxes to the Town based upon special franchise valuation and locally assessed property.

Within the Town of Farmington there are two Area Codes (315 and 585) and a total of 12 different telephone exchanges. Eventually the 315 Area Code will be studied for realignment. In 2000, the Town Board went on record at the PSC public hearing to request a single Area Code for the Town of Farmington. As of this writing, the Town has worked with the PSC to realign the LATA for exchange 289 in an attempt to permit local calling to the 315 Area Code 986 Exchange. In August 2000, the Town formally petitioned the FCC for a single Area Code within the Town of Farmington. As of December 2010, there has been no action to realign these exchange or area code boundaries.

In addition to the above telephone service areas, there are a number of cellular telephone providers operating within the Town of Farmington. An important
component of cellular service is adequate cellular towers to provide coverage. In 2003, there were a total of four (4) cellular towers within the Town of Farmington. In 2010, there are a total of six (6) cellular towers in the Town. One of the towers is located at the Town Hall/Park Complex on County Road #8, another is located on State Route 332 at the State Police Headquarters, another is located at the Canandaigua/Farmington Water Tower Site on Bowerman Road, and another is located on Herendeen Road in the northeast section of the Town. The fifth tower is located on Kyte Road, just south of the New York State Thruway and east of County Road 28. The sixth tower is located on the St. Pauly building, located at the northeast corner of the intersection of Gateway Drive and Plastermill. Currently, only one of these towers has co-locators, the one at the Town Hall/Park Site. As cellular service continues to expand the Town can anticipate other requests for additional towers and/or co-location.

- Other Utilities

Other utilities serving Farmington include Rochester Gas and Electric Company, Niagara Mohawk, and Time Warner. In the year 2000 Rochester Gas & Electric expanded electric service to Town Residents with the enlargement and upgrading of the Hook Road Electrical Substation. Improving electric service is an important consideration to economic development and growth in the community. These companies pay taxes to the Town based on special franchise valuation and locally assessed property.

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- Postal Service

There are a total of four (4) postal zip codes serving various portions of the Town of Farmington (see Map #7). In 1983 the United States Postal Service approved the establishment of a Canandaigua branch office in Farmington. In 1985 the first Farmington zip code (14425) was assigned in conjunction with the opening of the new Canandaigua branch office on State Route 332. In addition to the Farmington Post Office, other post offices providing service to Farmington residents are located in Shortsville, Palmyra and Victor.

- Survey Results

In the 1991 Town-wide survey, some concern over the number of telephone exchanges and zip codes was expressed. The following is excerpted from the survey's Executive Summary:
"Sixty percent (60%) of all respondents said they felt that Farmington lacked a sense of Town identity. This was consistent across all geographic sectors. What factors contribute to lack of identity? Many people (35% of all respondents) reported that the lack of a central business district significantly contributes to the Town's identity problem. Too many telephone exchanges were cited by 27% as a significant influence. The number of school districts and the lack of a single Post Office were reported as a significant contribution to the lack of a Town identity by about 20% of all respondents."

**Assets**

- As Farmington grows, the United States Postal Service facilities will need to grow to keep pace with demands.
- Consolidating the two telephone Area Codes serving the Town of Farmington into one Area Code will improve the quality of life for Town residents. Absent such action, Town Residents will continue to use cell phones as their primary telephone service to avoid long distance charges.
- Effective and efficient cellular service increases the safety of the community by having mobile units with the ability to report emergencies to the appropriate agency quicker.

**Constraints**

- The lack of a single zip code, the 14425, for all properties located within the Town of Farmington contributes to the lack of community identity.
- The Town is fractured by three telephone companies; only two of them use the same area code. This makes much of the Town accessible only by long distance.
- There is no single phone directory for the Town of Farmington.
- Postal delivery problems have arisen because mail in the Town comes through several post offices in two counties.

**Schools**
**Background**

Farmington does not have its own school system. Town residents are presently served by the following districts (in decreasing order of total district enrollment based upon 2010 data):

- **Victor**: 4293 students
- **Canandaigua**: 4074 students
- **Palmyra-Macedon**: 2137 students
- **Manchester-Shortsville**: 931 students

Map #1, shows the four school district boundaries operating within the Town. The Victor Central School and Canandaigua City School Districts together educate almost 90% of Farmington students.

Both Canandaigua and Victor Central School Districts continue to add new buildings or renovate old ones to accommodate increased enrollments resulting from population growth within the towns of Canandaigua, Farmington and Victor. During the last ten year census period, these three towns continued to experience the largest population growth in the County.

Present growth patterns in Farmington, if continued, will likely result in a need for additional classrooms in the Victor and Canandaigua school systems. As of 2010, the Victor Central School District was ranked #2 in growth in New York State. Anticipating enrollments of 5,000 students by 2019, Victor schools will run out of classroom space by 2015. In March 2011, District voters approved an expansion plan estimated to cost $28,700,000 in Federal and District funding. No increase in school taxes is planned. The project will be constructed between July 2012 and August 2014.

No significant impact is projected to result from development for either the Palmyra-Macedon Central School District or the Manchester-Shortsville Central School District. Most of the southeast part of the Town lies within the Manchester-Shortsville district, an area which is beginning to see some increase in residential development. However, a clear trend for that area has not been established.

In 1990 the total school age population was estimated to be 2700. In 2010 our total school age population was estimated to be 3300 (an increase of 22%).

In the 1990 survey of Town residents, the quality of the schools were the third most important reason survey respondents cited for choosing or staying in Farmington. Town-wide survey responses to school related questions showed
considerable anxiety about taxes and cost containment in general. On the question of overall performance, almost two-thirds of survey respondents were satisfied with their school system.

Parks

Background

In the mid 1960's there were no Town parks. There are now six Town parks with a seventh one being planned for future development (2014) in the Auburn Meadows and the Estates @ Beaver Creek subdivisions. In addition to the Town Parklands, the Town maintains a short segment of the Auburn Branch Linear Trail, located in the southwestern portion of the Town and adjacent to Mertensia Road Park (see Map #1). Five of the Town parks (Mertensia, Pumpkin Hook, Town Park, Farmbrook and Farmington Grove) are equipped with playing fields, which are heavily used during Spring, Summer and Fall for organized Town Recreation Programs. The sixth Town park site is the Friends Meetinghouse Park which is strictly a passive recreational type. A brief description of these parklands follows, for a more detailed description of these parklands please refer to the adopted Town of Farmington Parks and Recreation Master Plan.

Mertensia Park is the newest town park site. In 1998 the Town received a donation of approximately 20 acres of land located along Mertensia Road to be used as a public park site. Grant funding was obtained from the New York State Office of Parks, Recreation and Historic Preservation for the partial development of this facility. Additional grant funding was obtained for the balance of the multiple recreational use sites. As planned, Mertensia Park includes the Town’s only opportunity for water front oriented recreational uses, as well as ball fields, nature trail, a linear connection to the Auburn Branch Trail, basketball court, tennis court, playground and seasonal sledding. The newest addition to the park is a lodge which offers meeting space for groups, a kitchen and restroom facilities.

Pumpkin Hook Park is a well-appointed park in an open country setting. It is located in the northwest section of the Town on Allen-Padgham Road, just west of the hamlet of Pumpkin Hook. This park often operates beyond its designed capacity according to the Town Parks Department. Thoughts about expanding this facility onto adjacent properties continue to be explored.

Farmington Town Park is part of the Town Complex at the corner of Collett Road and County Road 8. This park also operates above its capacity. The baseball diamonds and parking area are crowded together. The park, adjoining the Town Hall and the Highway Garage all compete for any available
expansion acreage. Here again, as with the above Pumpkin Hook Park, the over usage of this facility will require expansion of these facilities in the near future. The most logical extension would be to acquire land adjacent to the existing fields and facilities.

Farmington Grove Park is an approximately 11 acre site that contains two Little League baseball fields, a playground area, a tennis court, a basket ball court and one small pavilion with a restroom facility. This park is surrounded by the Farmington Grove subdivision. Off-street vehicle parking is a very serious problem. This park is over utilized by Little League Baseball with no room for expansion.

Farmbrook Town Park is located in the Farmbrook development, owned and operated by the Town of Farmington. This park consists of playground equipment and a softball field. In addition, there is a picnic pavilion and a restroom/storage facility. A small portion of this building is used by the Ontario County Sheriff’s Department as a satellite office for road patrol deputies. As with the other above described Town Parks, there is no space available at this site for the expansion of park services.

Friends Meetinghouse Park is the sixth town park. It comprises three acres of wooded land surrounding a monument dedicated to the Friends Meeting House. It is located on the northwest corner of County Roads 41 and 28 and is used as a picnic site.

1989 Leisure Time Plan, by Phoenix Associates, projected the recreational needs of the Town through 1998. The 1989 report recommended that Farmington expand the Farmington Town Park site and acquire and make improvements to the other Town Park sites. The report estimated that with these additions to the park system the Town would meet the needs of up to 13,700 residents and concluded that these improvements were the most cost effective measures to be taken to meet future Town recreational needs.

The Town recognized that a need existed for the expansion of park land into the northeast and southeast portion of the Town to provide recreation activities (e.g. parks, trails, ball fields, etc.). The need for public park land in these areas was to be pursued through the creation of a specific Parks, Recreation and Open Space Master Plan. However, the rate of development occurring within these two predominantly rural residential and agricultural areas no longer warrants such expansion.

From the 1991 Town-wide survey, sixty-one percent (61%) of the respondents were in favor of expanding recreational facilities. Nature parks were cited by fifty-one percent (51%) of the respondents as being their preferred type of

**Town of Farmington Park and Recreation Master Plan**, August 2008, evaluated the long-range park and recreational needs of the Town. This document, adopted by the Town Board as an amendment to the Plan, compared the various recreational programs and services being run by organized sports, cultural and senior citizens’ programs in the Town of Victor, the City of Canandaigua, the Canandaigua City School District and organized sports leagues.

The Master Plan identified approximately $860,000.00 in improvements needed for the five active park sites. These improvements included upgrades to playground equipment to meet requirements of the Americans with Disabilities Act (ADA), rehabilitation and maintenance of existing ball fields, drainage systems improvements, picnic tables/benches, and construction of a new lodge facility. Since 2008, the town has made improvements to these park sites in excess of the above referenced estimated amount. However, compliance with the ADA Act is still lacking in several of our Town Parks.

To meet the future park and recreational needs, approximately forty acres of land has been acquired as conditions of subdivision approval for the Auburn Meadows subdivision tract and The Estates @ Beaver Creek subdivision tract. Once access to this new parkland site has been realized by the development of the various sections of these two subdivisions, a detailed park master plan will be required. Once such a master plan has been created, federal and state grant funding assistance will be sought to develop this new parkland site.

The Park and Recreation Master Plan (August 2008) called for an update to the 1991 Town-wide Residents Survey to determine what concerns were deemed important to Town Residents. A survey sample was conducted in early 2009, by BRX Associates, an independent statistical survey and analysis firm. In addition to asking questions about park and recreational needs in the community, *The Town of Farmington Recreation and Planning Residents Survey* of June 2009 sought in-put from Town residents about the current comprehensive planning program. This survey has been posted on the Town’s website ([www.townoffarmingtonny.com](http://www.townoffarmingtonny.com)).
The Town of Farmington Recreation and Planning Residents Survey was mailed to 2,172 residents of the Town with 875 responses received (40% response rate). The survey concerned recreational activities and the Town’s comprehensive planning program. The main findings regarding recreation included:

- Participation in sports and recreation activities not including those sponsored by the Town were highest for soccer and baseball/softball leagues.
- Satisfaction with activities was fairly high; dissatisfaction was low.
- Among Town sponsored activities, Town parks and playgrounds, hiking trails and the July 3 event were the most used.
- Satisfaction with most of the Town’s existing activities is high.
- Residents are interested in additional programs being offered by the Town but the willingness to pay for them is more limited.
- More respondents were against the hiring of a full time recreation director that were for it.
- It was concluded that a case could be made for either maintaining the status quo or for aggressive sponsorship of more recreational activities by the Town. However, efforts should probably focus first on strengthening current activities (e.g. acquisition of trails) rather than offering newer ones.

Government Buildings

Background

The Farmington Town Hall was constructed in 1979, at 1000 County Road 8, north of the intersection with Collett Road. This is near the site of the original Town Hall, built in the 1800's. The area was chosen at that time as the approximate geographic center of the Town. This building presently houses the following departments: Town Clerk, Supervisor, Assessor, Building & Code Enforcement, Development Office, Town Historian, Town Justices and Town Court.

Organizational changes mandated by Farmington's new status in 1992 as a First-Class Town have resulted in additional space requirements. The amount...
of space available in the present building is only marginally adequate. Accommodations for public meetings are limited and often compete for the limited available space.

One of the major users of the Town Hall is the Town Court facility. As the Town’s court dockets continue to increase each year, the number of criminal, civil and traffic cases often result in the overcrowding of this facility. The Court lacks facilities for attorney/client conferences, a District Attorney Conference area and a secure prisoner holding area. The Court facility does not comply with the State Office of Court Administration building and security guidelines and court room layout. In addition, the basement level of the Town Hall does not meet the Uniform Building and Fire Prevention Code requirements for the capacity of the number of persons attending on many court nights. The administrative space needs of the Court Chambers are severely lacking. Court security issues have been addressed with a newly installed video monitoring system, a metal detection scanning device and a court security officer attending the Town Court operations. The expansion of these facilities is a priority action of this Plan Update. Current plans are being considered for relocating the Town Court facilities from the basement of the Town Hall to a portion of the existing Town Highway Garage Building once that department relocates to the new Town Highway Campus facilities on Hook Road.

The Town Highway Garage is located a few hundred yards south from the Town Hall, around the corner at 5630 Collett Road. Twice, the original building has been supplemented by structural add-ons. Additional space needs will be met by a new Highway Garage campus as discussed elsewhere in this chapter. Once this project is finished, the former Highway Garage site is being considered for remodeling to meet the growing needs of the Town Court.

The Town Parks Department equipment garage is located on Hook Road at the former landfill site. This site, formerly used as a transfer station, is still used as a collection center for trees, limbs and grass clippings. The site is also used for storage of stockpiled highway construction materials. The site is used once each year for a town-wide clean-up when all types of debris are accepted for a three day period.

The Town of Farmington also operates a waste water treatment facility located in the Town of Victor on McMahon Road. A further description of this facility is contained on page 2-39 of this chapter.

Farmington does not have a library within its boundaries. Several nearby public libraries (e.g. Wood Library in Canandaigua, the Victor Free Library in Victor, and the Macedon Library in Macedon) are all used by town residents.
These libraries receive financial support from Town contributions. There is also the Red Jacket Community Library in Shortsville, which is funded by school district taxes. Continued population growth in Farmington will stimulate discussion on the need for a Town library facility.

The Town no longer continues to evaluate the benefits and costs of providing a Town Center to meet the long term needs of the residents of the community. The needs for such a center to be used for recreational programs, day care facilities, meeting rooms for organized groups within the community, senior citizen meal programs and other types of indoor recreational programs are being met in a variety of ways. For example, Ontario County provides “meals on wheels,” with approximately 40 volunteers, providing this delivery service to Farmington residents. Several of the recent senior citizen housing projects have also provided some of the nutritional needs of its residents. The Lodge at Mertensia Park is used for senior citizen functions and the Town of Farmington subsidizes senior bus trips each month.

**Historic Sites**

**Background**

The Town of Farmington, which now includes thirty-six square miles of land, was the first township sold out of the six million acre Phelps and Gorham Purchase in 1789. The legislation forming the Town was enacted by the Court of Sessions in 1788, and recorded on January 27, 1789. It was named Farmington at that time. It included the present Town of Manchester, which was split off in 1821. That portion which became the Town of Farmington was purchased in 1788 by a group of 12 men from Berkshire County, Massachusetts, who were members of the Society of Friends (Quakers).

The Town had been surveyed, but had not been visited by any of its new owners. It was divided into 144 parcels and the new owners drew lots for their holdings. Descendants of those pioneer settlers still own some of these lots.

**Site Locations Map**

Map #12, contained in the pocket located in the back of this Plan document delineates all of the historic site locations that are referenced in this portion of the Comprehensive Plan. Much appreciation goes to the Town Historian and to the Town Historic Preservation Commission for their research and documenting the information contained herein.

The Quaker settlers soon cleared home sites and established mill sites along Ganargua (Mud) Creek. By 1795, the Smith Brothers, Jacob and Joseph, had
built both a gristmill and a sawmill in the Mertensia area (Historic Marker Site 11). In 1813, Sunderland Pattison erected a large gristmill (Historic Marker Site #5) near the hamlet of New Salem, which is now called Pumpkin Hook (Historic Marker Site 10).

The North Farmington Friends Meeting for Worship (site #28) was organized in 1796 and land was deeded for a meeting house, school and cemetery. The Friends Meeting is now using the third meeting house on that site, which was built in 1876. The adjacent cemetery (Cemetery Site # 16) has been in use since 1800. A large meeting house (site #42) (Historic Buildings & Grounds site #42) was built on the west side of County Road 8, circa 1815, and used by a group called the “Hicksite Friends” for many years. This building was sold to a farmer in 1926 and moved down the hill a short distance. It was used for storage for many years. However, funds have been raised to move the building to a site across from the 1876 Friends Meeting House. A non-profit group of community residents are planning to restore the building and use it for education purposes in the future.

The nearby hamlet of Pumpkin Hook (site #10), which was originally called New Salem, was started by 1810. The Friends, who believed in educating both boys and girls, built a large school building about 1815, which was moved and became the District #12 school house (Historic Marker Site #6). This building continued to educate Farmington children until 1954. School District #12 became part of the Victor Central School District in 1942. The building was sold to the Farmington Volunteer Fire Department and was destroyed by fire in 1991. Over the years this hamlet has been home to several stores, a carriage maker, a tannery, a blacksmith and an apple drying house. In 1890, the Farmington Grange purchased a former church building (Historic Buildings & Grounds Site #34) which was built circa 1848 and the Grange still meets there. Several area church groups have used this building over the years, and it is now used by the Country Bible Baptist Church.

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Saint John’s Lutheran Church (Church Site #29) started in 1888, and first met in the Grange building for a few years until they erected their present building in 1894. There have been major renovations to the building over the years, and Saint John’s remains an active part of the community.

Two cobblestone houses (Cobblestone Houses #21 & #22), probably built by the Hathaway family, are located here. The Pumpkin Hook store, built in 1863, had a large meeting room upstairs, and the lower floor has been used as a store through the 20th century and into the 21st century.

The U.S. Post Office has moved with the Post Master. It was once located in one of the stores and in a cobblestone house located in the hamlet. The name of the Post Office was changed in 1820 from New Salem to Farmington.
The Hamlet of Pumpkin Hook acquired its name in the second half of the 19th century. The legend told about the naming is that, in the early days, a trader came to buy a load of pumpkins from the local farmers. By nightfall his wagon was full and he decided to spend the night in the little community. The next morning he discovered that his wagon was empty, and the pumpkins had been dispersed to various places in the neighborhood. When the local farmers discussed this event they would ask, “Did you go to the Pumpkin Hook?” The name stayed with the community, and by the second half of the 20th century, was being spread throughout the area as people came to participate in, and to enjoy the Farmington Volunteer Firemen’s parade and carnival in Pumpkin Hook.

A small, inactive cemetery, called Salem Cemetery (Cemetery Site #15) is located in this small hamlet. There are also two homes, located in the hamlet, (Historic Buildings & Grounds Sites #43 & #44) which were built circa 1815 that are still being used today as houses.

To the west of the hamlet, on the banks of Ganargua Creek (Historic Marker Site #5) was a mill built in 1813 by Sunderland Pattison. He also built a fine home, located at 6061 Allen-Padgham Road, about the same time. The mill was used well into the 20th century. It was destroyed by a fire in February, 1945, while it was being converted for use as a poultry house.

In the northwest corner of the town, on Cline Road, there is a marker (Historic Marker #9) which locates the point where the earliest survey done of the area was started. This point also marks the intersection of four towns (Farmington, Macedon, Perinton and Victor) and three counties (Monroe, Ontario and Wayne). The first cabin was erected in a nearby field in 1789.

The first Town Hall (Historic Marker #7) was built in 1832, on County Road 8 near Collett Road. This location, which is now part of the Town Park, was chosen, after much discussion, because it was very near the geographic center of the Town. Approximately a half mile north of the first Town Hall site is the Herendeen Homestead (Historic Marker #2, Historic Building & Grounds Site #18). This cobblestone house was built in 1832 and is still owned by descendants of James Herendeen, the first owner.

Located in the south western portion of town is the hamlet of Mertensia (Historic Marker #11) which was named for the lovely blue flowers that bloom along the banks of Ganargua Creek every spring. Smith’s Mill (Historic Marker #3), located along the west bank of the creek, was built there in about 1795. At this location, there was a grist mill, a saw mill and a forge where nails were made. The Smith brothers, Jacob and Joseph, were the original owners of the mills and also built two lovely homes near the mills in 2-58.
the 1790’s (Historic Marker #3 and Historic Buildings and Grounds #47). Ontario County Road #41, long known as Boughton Hill Road, follows the old Native American trail west to Ganondagon, located in the town of Victor. This route was also used as an early stage coach road.

The hamlet of Mertensia was also traversed by the Rochester and Auburn Branch of the New York Central Railroad, which was built in 1840 and used until 1958. Nearby were the tracks of the Rochester and Eastern Rapid Railway, a trolley service which started in 1903 and was used until 1930. A segment of the Auburn Branch railroad bed is being used for the linear trail which connects to the Village of Victor, the Lehigh Valley Trail, the Erie Canal Trail in Bushnell’s Basin and the Genesee Greenway Trail, in the town of Caledonia, Livingston County.

The availability of rail service to the hamlet brought several businesses such as a creamery, a general store and a cooper’s shop. There was also a district school (Historic Buildings & Grounds Site #46) and the Lapham Home Site (Historic Buildings & Grounds Site #35). The Lapham Home was built before 1840 and was the home of John Lapham, a County Judge. His son, Elbridge G. Lapham, was born there and became a United States Senator in 1881.

Located nearby, at the intersection of County Road 41 and State Route 332, is the Hathaway Homestead (Historic Marker #8 and Historic Building and Grounds #8), the home of Farmington’s first Town Clerk, Isaac Hathaway. The house was started in 1793 along with a framed barn. The barn is recognized as one of the first structures of its kind in the area. Isaac’s wife, Jemima, died in 1793, making her grave site in the nearby Hathaway Cemetery (Cemetery Site #12) the earliest marked grave in Farmington.

On the opposite end of town in the south east quadrant is the South Farmington Friends Cemetery (Cemeteries Site #17) with its small chapel (Churches Site #32) which was built in 1896. This area saw much early settlement and soon had a Friends Meeting House and District School #1. The Meeting House site is now marked by Meeting House Park (Historic Marker #1). Located within the Park is a stand of pine trees and a massive boulder with a plaque. Just west of Meeting House Park, on the north side of Shortsville Road, is the Welcome Herendeen cobblestone house (Cobblestone Site #26) which was built in 1835. On the south side of State Route 96, near the Ontario Central Railroad Line, is the small inactive Payne Cemetery (Cemeteries Site #13). This cemetery has the tallest monument in town and also the one with the longest inscription.

Several cobblestone houses, all built between 1830 and 1860, are scattered throughout the rural areas of the town. They include Site #19 (located on the east side of County Road 28, just north of the New York State Thruway) [I-
90]; Site #20, located on the south side of Kyte Road, near the Farmington/Manchester Town Line; Site #23, located on Crowley Road, north of I-90; Site #24, located at the northeast corner of Ellsworth Road and Fox Road, and Site #25, located on the east side of Yellow Mills Road, north of Rushmore Road.

Map Number 12, in the pocket of this document, identifies several other sites located in or near the hamlet of Pumpkin Hook. There are many lovely homes built before 1900 which identify the Town’s rich heritage. These sites should be preserved to the greatest extent practicable as they add much to the Town’s history for all residents to enjoy.

The following table contains the complete listing of the historic buildings and grounds, churches, historic markers, cemeteries and cobblestone houses located in the Town of Farmington. The Town extends its appreciation to the Town Historian and the Town Historic Preservation Commission for their work in gathering this information for future generations.

<table>
<thead>
<tr>
<th>Site #</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site #1</td>
<td>Meeting House Park - County Road 28</td>
</tr>
<tr>
<td>Site #2</td>
<td>Herendeen Homestead - County Road 8</td>
</tr>
<tr>
<td>Site #3</td>
<td>Smith’s Mill - County Road 41</td>
</tr>
<tr>
<td>Site #4</td>
<td>Farmington Friends Meeting House - County Road 8</td>
</tr>
<tr>
<td>Site #5</td>
<td>Old Red Mill - Allen-Padget/Pannell Road</td>
</tr>
<tr>
<td>Site #6</td>
<td>District #12 School House - Hook Road</td>
</tr>
<tr>
<td>Site #7</td>
<td>Site of First Town Hall - County Road 8/Collett Road</td>
</tr>
<tr>
<td>Site #8</td>
<td>Hathaway Homestead - County Road 41/State Route 332</td>
</tr>
<tr>
<td>Site #9</td>
<td>Four Towns/Three Counties Survey Marker – Cline Road</td>
</tr>
<tr>
<td>Site #10</td>
<td>Pumpkin Hook Historic District (local designation)</td>
</tr>
<tr>
<td>Site #</td>
<td>Name</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>#11</td>
<td>Hamlet of Mertensia</td>
</tr>
<tr>
<td>#43</td>
<td>Joseph C. Hathaway House—200 Hook Road</td>
</tr>
<tr>
<td>#48</td>
<td>Hamlet of Farmington</td>
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**Cemeteries in Farmington (Inactive)**

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<th>Address/Location</th>
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<td>#12</td>
<td>Hathaway Cemetery</td>
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<td>#13</td>
<td>Payne Cemetery</td>
<td>4641 Route 96</td>
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<td>Power Cemetery</td>
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<td>Salem Cemetery</td>
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**Cemeteries in Farmington (Active)**

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<td>#16</td>
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<td>County Road 8</td>
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<tr>
<td>#17</td>
<td>South Farmington Friends Cemetery Association</td>
<td>4899 Shortsville Road</td>
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**Other Historic Buildings & Grounds in Farmington**

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<td>Herendeen House</td>
<td>880 County Road 8</td>
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<td>#19</td>
<td>Bradbury House</td>
<td>1089 County Road 28</td>
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<td>#20</td>
<td>Brewster-Fish House</td>
<td>4435 Kyte Road</td>
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<tr>
<td>#21</td>
<td>Dettman Estate</td>
<td>148 Church Avenue</td>
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<tr>
<td>#22</td>
<td>Hathaway House</td>
<td>167 Hook Road</td>
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<tr>
<td>#23</td>
<td>Crowley House</td>
<td>751 Crowley Road</td>
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<tr>
<td>#24</td>
<td>Cobblestone House</td>
<td>4740 Fox Road</td>
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2-61

<table>
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<th>Site #</th>
<th>Name</th>
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<tr>
<td>#25</td>
<td>Cobblestone House</td>
<td>595 Yellow Mills Road</td>
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<td>#26</td>
<td>Cobblestone House</td>
<td>4998 Shortsville Road</td>
</tr>
<tr>
<td>#36</td>
<td>Cobblestone Performing Arts Center</td>
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**Churches in Farmington**

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<td>Faith Baptist Church</td>
<td>860 Hook Road</td>
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<tr>
<td>#28</td>
<td>Farmington Friends Church</td>
<td>187 County Road 8</td>
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<td>#29</td>
<td>St. John’s Lutheran Church</td>
<td>153 Church Avenue</td>
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<tr>
<td>#30</td>
<td>Calvary Chapel of the Finger Lakes</td>
<td>1777 St. Route 332</td>
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<tr>
<td>#31</td>
<td>Farmington Methodist Church</td>
<td>5925 County Road 41</td>
</tr>
<tr>
<td>#32</td>
<td>South Farmington Chapel</td>
<td>County Road 28 &amp; Shortsville Road (not in use)</td>
</tr>
<tr>
<td>#33</td>
<td>Country Bible Baptist Church</td>
<td>130 Hook Road</td>
</tr>
</tbody>
</table>

Town of Farmington Comprehensive Plan
Adopted December 22, 2003
Amended July 26, 2011
Hamlet of Pumpkin Hook

Site #34 - Farmington Grange Hall, built 1848
Site #37 - C.H. Gardner home, built 1900
Site #38 - Reported stop on the underground railway – 148 Hook Road
Site #39 - Iris Farm, built circa 1860’s – 162 Hook Road
Site #40 - Pumpkin Hook Country Store, built 1863 – 165 Hook Road
Site #41 - Betz Store, built 1866 – former Post Office
Site #42 - Hicksite Meeting House (1816 Quaker Meeting House Museum)—Sheldon Road
Site #43 - Joseph C. Hathaway House - 200 Hook Road
Site #44 - Bowe Farms, circa 1815 - 195 Hook Road
Site #45 - E.J. Gardner House, circa 1860 - 238 Hook Road

Hamlet of Mertensia

Site #3 - Smith’s Mill and House, circa 1795
Site #8 - Hathaway House, circa 1793
Site #35 - Lapham House, circa 1820
Site #46 - District School House

The Town of Farmington Open Space Index also contains a map entitled “Public and Private Points of Interest” which delineates some of the locations of the historic sites and structures located within the Town. The Town will need to evaluate land use regulations, such as Historic Site Overlay Districts, to protect and to preserve the historic character of the Town.

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Police/Fire/Emergency Medical Services

Background

Twenty-four hour police protection for the Town of Farmington is provided by the Ontario County Sheriff's Department and the New York State Police. The Sheriff’s Department and the State Police provide 24/7 service year round. The Troop "E" headquarters of the State Police and the State Police helicopter landing pad are located near the southern border of the Town along State Route 332. The Ontario County Sheriff’s Department operates from its headquarters in the City of Canandaigua, as well as from a satellite office (substation) located in the Farmbrook Park maintenance building.
The Town of Farmington has one town-wide Fire Protection District. Within this Fire Protection District, there are three Fire Protection Contract Service Areas (see Map #2). Emergency fire protection services are contracted for by the Town Board with the Farmington Volunteer Fire Association, Inc., the Manchester Volunteer Fire Department and the Shortsville Volunteer Fire Department.

Farmington Fire Station No. 1 is located on Hook Road, in the northern portion of the town, in the hamlet of Pumpkin Hook. This building is occasionally used for community service functions such as voting and Scout meetings. This site is used each August for the three-day annual Firemen’s Carnival.

Farmington Fire Station No. 2 is also located on Hook Road at the intersection with State Route 96. This building is used for Red Cross Blood Drives at various times throughout the year. This station is fully occupied with equipment and is considered in need of expansion.

The Manchester and Shortsville Fire Departments are located within the Town of Manchester and within the two respective villages. Mutual aid is provided under the Ontario County Mutual Aid Plan with support from adjacent volunteer fire departments on an as-needed basis.

Ambulance service is provided by Victor-Farmington Volunteer Ambulance Corps, the Shortsville Fire Department Ambulance Corps and the proprietary Finger Lakes Ambulance Service. The Victor-Farmington Volunteer Ambulance Corps operates from base facilities located on East Victor Road in the Town of Victor. The Shortsville Fire Department Ambulance Corps operates from their fire hall located in the Village of Shortsville. The Finger Lakes Ambulance Corps operates 24/7 from ambulances that are strategically located in various sectors of the County.

The Farmington Town Board authorizes annual contracts with the volunteer fire departments to provide emergency services to Town residents. These separate contracts ensure that residents in every part of Farmington are protected by the most appropriate Fire/EMS organization for that area.

A Countywide 911 Emergency Telephone System is now fully operational and provides dispatch services for all law enforcement, fire and emergency medical services operating within the County.