

CHAPTER 4

FUTURE LAND USE PLAN MAP AND PLAN SYNTHESIS

Introduction

This Chapter of the Comprehensive Plan provides a written narrative of the information delineated on Map No. 10, the Future Land Use Plan Map, which is located in the pockets in the back of this document. In addition, this Chapter identifies the development constraints and opportunities that exist within the fifteen (15) Subareas (see Subareas Map No. 11 located in the back of this Plan) as well as other programs the Town will need to undertake during the planning period.

General Features

This Comprehensive Plan and the Future Land Use Plan Map are based upon a careful consideration of:

- Beneficial existing development and desirable characteristics that need protection;
- Existing problems that need correction;
- Potential opportunities that should be exploited, and
- Significant constraints that should be respected.

Some of the actions that are described herein would be expected even without the Plan. Other actions are proposed in order to ensure that the corrections and protection that are needed will be provided and to provide better guidance for the expected actions that will minimize future problems.

Of course, no plan is immutable. Despite the best efforts, no one can be certain of having recognized every benefit or every potential opportunity and significant constraint. Even for those that are recognized, no one can claim to have proposed actions that will perfectly protect, correct and guide an entire community for a period of nearly 20 years.

Consequently, the Plan Document is not a detailed site-specific rendering of the future development that is expected in Farmington. It is, instead, a design for controlled growth involving modest improvements and significant additions to the existing foundation of development, which are basically sound and a design for a secure framework for future development.

Using that design, the great variety of parties that are involved in development actions, whether public agencies or private developers, can more efficiently and effectively coordinate their actions to the mutual benefit of all. In addition, the consequences of any adjustments that are needed can be assessed much more easily and meaningfully.

Map No. 10, the Future Land Use Plan Map, is for the most part a continuation of existing patterns of development and the directing of new development into areas where adequate public roads, utilities and services exist. The reasons for this are simple.

- Most of the important roads that connect Farmington to the rest of the Finger Lakes Region and other areas of New York State are located in the southern and southwestern portions (Subareas 3 through 13) of the Town. These roads include the New York State Thruway (I-90), State Routes 96 and 332 and County Roads 8 and 41. These major roads enable Farmington residents to enjoy convenient accessibility to job opportunities, attractions and personal service needs located throughout much of the Finger Lakes Region. These roads also give residents elsewhere in the region convenient access to jobs, goods and tourist attractions in Farmington.
- Most of the southwest area of the Town (Subareas 3 through 13) already has the infrastructure (e.g. public sewers, public water, gas and electrical services) that is needed to serve residential, commercial, industrial and mixed-use developments. Located within this portion of the Town is Subarea 6. This Subarea contains the Town Community Center that is located in the southwest portion of the intersection of State Routes 96 & 332. The term “Community Center” is further defined by the State Legislature’s recent enactment of the Smart Growth Public Infrastructure Act. Under the State Infrastructure Act, the “Community Center” is the identified priority Subarea for continued growth and development in the Town’s Comprehensive Planning Program.
- The costs associated with growth and the natural development constraints to extending public sewer service into the northern portions (Subareas 1, 2 and 14) and the southeastern portion (Subarea 15) of the Town will continue to be cost prohibitive for many years to come given the current growth rate occurring within the Town. In addition, the State Legislature’s enactment of the Smart Growth Public Infrastructure Act in late 2010 prohibits state grant funds from being used in areas outside the defined Community Center (the southwest portion of the intersection of State Routes 96 and 332). The one exception to this pattern of land use involves the lands adjacent to the public sewer district that was established in 2008 by the Town Board in Subarea 2. This sewer district extension was done to correct health-related problems associated with a growing number of malfunctioning on-site waste water treatment systems located on the recently developed lots within the Stonewood Subdivision Tract off Green Road. No public funds were involved with the extension of this public sewer line. However, approval for the construction of this sewer service was required by the State Departments of Environmental Conservation and Agriculture and Markets

The State Department of Agriculture and Markets has imposed conditions upon this sewer service and any extensions thereto. The Town Board has agreed to the restrictions thereby prohibiting future connections from lands adjacent to the sewer district that are also located within the Ontario County Consolidated Agricultural District #1.

The Town Board, with the adoption of this Plan update, will be establishing policy for the creation of any additional sewer districts within this Subarea. Basically, the Town's policy will be not to entertain additional connections to this sewer system until it is determined by an engineering study accepted by the Town Engineer, the Town Superintendent of Water and Sewer and the Town Board that such future connection(s) will not involve lands located within the established agricultural district; and that such connection(s) will not reduce the ability of this sewer system to accommodate the needs of existing dwellings located in the eight (8) existing subdivision tracts located in this Subarea (e.g. Briar Wood, Briar Patch, Sweet Briar, Green Briar, Regency Estates, Sunset and Galvin Subdivision Tracts).

- A substantial amount of nearly level or gently sloping open land remains available for additional residential, industrial and commercial developments in the southwest portion (Subareas 3 through 13) of the Town. With proper development, this area could serve the long-term (20 years and beyond) residential needs of the Town.
- The northern portion of the Town (Subareas 1, 2 and 14) has extensive areas of active agricultural land (numerous areas that are comprised of prime and unique soils) that are located within the Ontario County Consolidated Agricultural District #1. There are a number of other unique natural resources located within this Subarea (e.g. drumlins [unique glacial features with steep slopes at their north end], state and federal freshwater wetlands and areas of mapped special flood hazard). Collectively, all of these natural features serve as constraints to intensive development. Add to these natural constraints, the man-made constraint restricting the extension of public utilities into and through the established County Agricultural District Areas in the Town, it is readily apparent that current patterns of active agricultural and rural residential land use will continue in this portion of the Town for the foreseeable future.
- The southeastern quadrant of the Town (Subarea 15), the area south of I-90 and east of County Road 8, is predominantly active agricultural lands with three exceptions. One exception is the KOA Campground Site located on the Canandaigua/Farmington Town Line Road, between County Road 8 and Payne Road. Another exception is the Winged Pheasant Golf Course located along both sides of Sand Hill Road, north of Shortsville Road and south of Route 96. The final exception is an area of industrially zoned land adjacent to the Village of Manchester/Town of Farmington boundary.

Future Land Use Plan Map

The Future Land Use Plan Map (Map Number 10) shows the community's "preferred vision" or "priority areas" for development during the planning period 2011-2030. This picture of the community's land use plan is the official road map to guide growth and development for the next 20 years. The land use designations on the map are based upon an analysis of existing land use patterns (Map Number 6), current zoning (Map Number 5) and the utilities, agricultural lands and natural features maps (see Map Numbers 3,4,8,9, 13 &14). The future land use categories shown on Map Number 10 differ from the zoning district names as they are intended to indicate a general land use direction rather than specific zoning district regulations. In some instances the land use may include a category of other land uses that have been combined. The following describes each future land use category and the rationale for their delineation on the Future Land Use Plan Map.

Active Agriculture - The Future Land Use Plan Map identifies extensive areas of active farmland that is recommended to continue during the next 20 year planning period. The areas delineated on Map Number 10 are currently being actively farmed and are deemed not necessary to be converted to non-agricultural use during the Plan period. The current pattern of active agricultural land use delineated on the Future Land Use Plan Map clearly reinforces the four broad categories listed above that constitute the town's planning philosophies.

If agriculture is to remain an important component of both the Town's Future Land Use Plan and its economic development program, then it is inevitable that new land use rules and regulations will need to be created. Sites designated on the Future Land Use Plan Map as being actively farmed will be supplemented with investigations and determinations of sound farmland protection techniques that are intended to encourage farmers to keep their land in active agricultural use. To realize these techniques, the Plan envisions a grant being awarded by the New York State Department of Agriculture and Markets for the creation of a Town of Farmington Farmland Protection Plan. Once completed, this Plan should be adopted by the Town Board. It would then serve as the basis for implementation of farmland protection measures and programs. Programs that may be evaluated include a Conservation Easement Program, a Purchase of Development Rights Program and coordination with Ontario County in its development of the Ontario County Farmland Protection Program and the County's Agricultural Districting Programs.

The Town's Right to Farm Legislation will continue to be promoted and any new land use regulations that may be considered to have an impact upon agricultural operations will be reviewed by the Town's Agricultural Advisory Committee. That Committee will continue to advise the Town Board on what, if any, impacts such regulation may have on sustaining farming operations. Non-farm development occurring within the established agricultural areas of the Town will be informed of the types of land use associated with accepted farming practices and be required to sign the appropriate notification forms when purchasing land located within these areas.

The Town, as part of its ongoing planning process, will continue to require future subdivision maps involving or affecting active agricultural lands within these designated areas to contain the Town's active agricultural practices statement as a means of informing non-farm residents of what to expect when they move into an established agricultural area. Standard agricultural practices will continue to be part of living within the established agricultural areas of the community. Extensions of public water and sewer lines, as well as land use which would conflict with agricultural operations, will need to be considered carefully in these areas.

A recent major concern involves land within the Agricultural areas being sold-off into large parcels of land (5 or more acres per lot) to be developed for non-agricultural purposes. Such land subdivision consumes extensive amounts of productive farmland and can lead to the pre-mature retirement of farming operations because the resulting acreages no longer are adequate to attract farmers to lease these small plots of land as part of their farming operations. This practice should be evaluated as part of the Town's Farmland Protection Plan. Currently, the Town's Agricultural Advisory Committee recommends that the minimum lot size for non-agricultural use in established Agricultural areas remain at 40,000 square foot and that such large lot parceling for non-agricultural purposes be discouraged.

Finally, in an effort to mitigate land use conflicts between agricultural operations and non-agricultural land use within established agricultural areas, the Plan recommends there be an evaluation of implementing both the Conservation Easement and Purchase of Development Rights programs. The Plan also recommends that the Town's Agricultural Advisory Committee continue to play its active advisory role in Town government. Maintaining the active agricultural lands map, participating in development reviews, guiding the Town Board on legislative actions and the Town Planning Board in its reviews of actions will enhance the protection of and thus help to sustain this major sector of the Town's land use and economic development programs.

Rural Residential - Much of the Town is suitable for low-density residential uses that are in keeping with the agricultural and rural residential character of the countryside. Areas designated for Rural Residential use may be served by public water, but are not served by public sewers. Where a Subarea is not currently served by public water or sewer, it most likely will not be economically feasible to extend these utilities within the next 20 year planning period (through 2030). This is a change in previous funding philosophy and it has been brought about by the recent enactment of the funding restrictions required of State Agencies as set forth in the State Legislature's Smart Growth Infrastructure Policy Act. It is now the State's declared policy that State funding will be severely restricted for areas that are not located within the defined Community Center. Without State funding, Federal funding of infrastructure improvements is unlikely. Without Federal or State funding sources, the costs associated with extending public utilities into rural areas of the town will be cost prohibitive.

Residential lot sizes within these areas should, therefore, be subdivided into lots that are large enough to accommodate on-site sewage disposal and water supply systems. Existing zoning regulations in these rural areas should be evaluated to determine whether they are providing the

appropriate density and use guidelines to protect the established agricultural operations and preserve the desired rural character. The Town's Agricultural Advisory Committee, on March 10, 2011 supported the 40,000 square foot minimum lot size for the A-80 Agricultural District and the RR-80 Rural Residential District. It is the position of this Plan update that Agriculture is expected to continue to be the predominant land use in the mapped Rural Residential areas.

Residential (10,000 to 20,000 sq. ft. lots)- The Future Land Use Plan Map proposes additional single-family detached residential development, at a range of suburban densities between 10,000 square foot lots and 20,000 square foot lots. The areas delineated for this future land use category involve those areas where it has been determined there is available public sewers, public water and a good transportation network to serve these sites. It is the Plan's vision that new single-family detached residential development be entertained at these densities to help the community to meet a diversified housing market. This future land use designation is intended to identify areas where a pattern of single-family detached residential development at this range of density could be considered during the 20 year plan period. It is recognized that some of the sites identified for future single-family development may be currently used for agricultural purposes. The underlying principle of this Plan is to encourage these sites to remain in agricultural operations for as long as possible. However, it is recognized that as non-farm development occurs in one of these Subareas, the difficulty of continued farming operations also increases. At some undefined point in this cycle the retirement of active farmland occurs.

The Plan, in Chapter 2, identifies that single-family detached residential development demands a larger investment by the Town for maintaining utilities and roads than does Agricultural, Commercial, Industrial and other higher density residential (townhouses and apartments). It is, therefore, important that the future land use pattern of suburban development keep the ongoing maintenance costs of local governmental services in mind. It is also important to remember that there needs to be a diversity of single-family lot sizes to attract the preferred pattern of planned residential growth.

There are a total of four new areas identified on the Future Land Use Plan Map for the suburban pattern of residential development. These four areas are located within Subareas 6, 9, 11 and 12. Within Subarea 6, the Plan envisions additional suburban residential development occurring as part of the planned Community Center. In Subarea 9, the Plan envisions suburban residential development of a large parcel of land located at the southeast corner of Hook Road and Collett Road. In Subarea 11, the Plan envisions there will be additional suburban development of those lands east of New Michigan Road and north of the Canandaigua/Farmington Town Line Road. Finally, in Subarea 12 the Plan envisions the large area west of the recommended commercial development along the west side of State Route 332 and south of County Road 41 be developed at this suburban density of single-family residential development.

Multi-family Residential - Areas designated Multi-family Residential on the Future Land Use Plan Map include existing apartment complexes and townhouse projects as well as undeveloped land which may be suitable for these types of additional development. These identified areas are served by or readily accessible to public water, sewer and a good transportation network. They are also located within developing areas and situated so as to serve as transitional land uses between the lower density single-family detached and the more intensely developed uses such as manufactured home parks, apartments, commercial and industrial land uses. Where these land uses serve as a transitional use, care must be taken to provide adequate buffering and screening from adjacent land uses.

There are three areas shown on the Future Land Use Plan Map for Multi-family Residential development. These are located in Subarea 3, 5 and 6. In Subarea 3, the Plan envisions the completion of the Saratoga Crossing Townhouse Project, which currently is approximately one-half completed. In Subarea 5, the Plan envisions additional Multi-family Residential development occurring along Mertensia Road, north of State Route 96; and along the frontage of West Corporate Drive. In Subarea 6, the Plan envisions additional Multi-family Residential development occurring with the Community Center and along the west side of Hathaway Drive, north of Calm Lake.

Manufactured Home Park - There are no new areas designated for Manufactured Home Parks on the Future Land Use Plan Map. The existing manufactured home parks have been well established and the ongoing maintenance of these dwelling units will be a priority of the Town's planning program. No additional land is recommended for rezoning to permit new manufactured home parks within the planning period. Should there be an application for rezoning to permit such additional land use, the Town will need to identify the need for such land use based in part upon the findings of a Housing Plan, as recommended in Chapter 3 of this document. Such a Housing Plan would evaluate existing conditions within both the Town and the region to determine whether such development is warranted in the community.

The Plan also recommends that, as part of any comprehensive revision to the Town Code, the provisions for regulating manufactured home parks be reviewed. Currently, these parks are created first through rezoning of land to RMF. Then, the Planning Board reviews an application for Special Use Permit and Site Plan Approval. Once the park is constructed, the Code Enforcement Officer renews the Special Use Permit on an annual basis. In the event of any known violations which cannot be corrected, the renewal of the Special Use Permit is sent to the Town Board for review and approval. The current regulations are over 20 years old and terms used in the regulations are outdated. The process for renewing Special Use Permits will also need to be reviewed in light of Court decisions that have been made in other communities.

Public - Land designated for public use includes existing and proposed Town parks, Town Court Facilities, churches, post office, fire stations, cemeteries, the proposed Town Highway Campus and park maintenance facilities and the Town Hall. Future parkland sites are further defined in the Town Parks and Recreation Master Plan, a part of the Town's Comprehensive Plan.

Additional land to be used for public purposes includes the Town Highway Campus Site located along the east side of Hook Road, north of the Ontario Central Railroad right-of-way. Currently, the Town Highway Garage is located on Collett Road, near the intersection with County Road 8. The existing site is cramped with little area remaining to expand much needed facilities such as a highway salt storage barn, outdoor stockpiles of highway materials and supplies, and enclosed parking for Town Highway Trucks and Equipment. The Plan recommends that, during the development of the Town Highway Campus Site, there be an evaluation conducted to determine if a rail siding (known as a Team Track) could be constructed on the new Highway Campus Property. Such a Team Track could be shared with local businesses desiring to have rail service but whose property is not located in close proximity to the railroad line.

In addition to the new Highway Campus Site, the Plan is also recommending that the existing Town Highway Garage Building be renovated to provide space for the Town Courts and space for the Town Parks & Recreation Department. The Future Land Use Plan also envisions the need for a new satellite fire station to be constructed on Town-owned land located along the north side of the Canandaigua/Farmington Town Line Road. This location would provide enhanced fire protection services for the developing neighborhoods in the southwest portion of Town and would help to meet the Fire Department's long-range master plan for fire protection services.

Finally, the Plan recommends that the Auburn Branch Recreational Trail be continued through the Town on at least a portion of the alignment of the abandoned railroad bed and eventually extending into the Town of Canandaigua and connecting with the Ontario Pathways Trail located in the City of Canandaigua. This hiking and biking trail project is a priority action in the Plan and is an important link between the Finger Lakes Trail System, the Ontario Pathways Trail, the Victor Hiking Trails, the Genesee Greenway Trail and the Erie Canal Corridor Trail. The Genesee Transportation Council, this region's Metropolitan Planning Agency, has awarded a grant to the Town to conduct a Feasibility Study for extending the current terminus of the Auburn Trail at County Road 41 into the City of Canandaigua. The study will commence in 2011 and is expected to be completed in 2012. Once completed, this Study will provide an important justification for future grant applications to develop a hiking and biking trail facility through the Towns of Farmington and Canandaigua and into the City of Canandaigua linking with the Ontario Pathways Trail.

Environmentally Sensitive Areas - The Planning Board, Conservation Board, Agricultural Advisory Board and the Zoning Board of Appeals should be provided with specifications and/or regulations to guide or restrict future development within these natural occurring areas. Environmentally sensitive areas comprising land having natural features such as floodplains, freshwater wetlands, prime agricultural soils, areas susceptible to ponding, bedrock outcroppings, steep slopes, drumlins, mature woodlots, historic sites, scenic corridors and scenic vistas will need to be further studied to determine if additional zoning overlay protection regulations may be warranted.

Continued use of the State Environmental Quality Review (SEQR) Regulations, as pre-requisite to all development applications, will remain a priority of the Plan. Through this continued heightened environmental awareness, development can occur in a manner that is sensitive to protecting and sustaining the community's defined important natural resources and rural character.

Restricted Business - The Future Land Use Plan Map identifies three areas for what the map classifies as RB Restricted Business use. This future land use classification includes lands that are now zoned PD Planned Development and RB Restricted Business. There is only one area recommended for rezoning from Planned Development PD District to RB Restricted Business District. That area is located within the Centerpointe Planned Development PD District (Subarea 7). The basis for this change in zoning is two-fold. First, the site has not been developed in a unified manner as set forth in the PD District Regulations. Second, the PD process was followed last year to allow what appeared to be a simple accessory use for one of the developed sites. That process of amending the PD District legislation, obtaining site plan approval and trying to determine what setbacks were to be required was very time consuming and cumbersome. It is the position of the Town Board that this PD process needs to be revisited and further considered.

The remainder of the six other sites currently zoned RB Restricted Business (located in Subareas 5, 6, 7 and 13) are recommended to either remain RB Restricted Business use or be rezoned to LI Limited Industrial, GB General Business, or IZ Incentive Zoning. An overview of these areas follows in this subsection of the Plan narrative.

Subarea 5 - The Future Land Use Plan Map continues to recommend RB Restricted Business use for the parcel of land located at the southwest corner of the intersection of State Route 332 and Collett Road. This parcel of land has frontage along State Route 332, Collett Road and Corporate Drive West.

Subarea 6 - The Future Land Use Plan Map recommends the parcel of land located to the north of Calm Lake Planned Development PD District and west of Hathaway Drive continue to be zoned RB Restricted Business. Another option would be to include this site into the IZ Incentive Zoning site for the George Mercier property located to the north.

Subarea 7 - The Future Land Use Plan Map continues to recommend RB Restricted Business use for the strip of RB Restricted Business land that extends along the east side of Commercial Drive, north from State Route 96. This strip of land remains vacant due in large part to the shallow depth of the lots in this area. This area should be re-examined to determine if another zoning classification would be better to allow for a meaningful buffer between the LI Limited Industrial sites along the west side of Commercial Drive and the adjacent residential neighborhood known as Sunny Acres to the east. For example, rezoning of this strip to RMF Residential Multi-family could allow development of this area for either townhouses or lower density multi-family development.

Subarea 13 - The Future Land Use Plan Map is recommending there be a change in zoning for three sites within this Subarea. Two of these sites are located near the intersection of State Route 332 and County Road 41 (opposite the intersection of Beaver Creek Road and County Road 41). One of these two sites is owned by and developed as a church and the other is vacant land owned by Finger Lakes Racing and Gaming. The Plan is recommending these two sites be rezoned to Commercial. The third site is located further to the east along the south side of County Road 41, between Quentonshire Drive (a private street) and Wood Drive. This parcel of land is zoned RB and has not been developed for many years. It is felt that the parcel's remote location away from the Route 332 Corridor makes the site not attractive for Restricted Business types of use. The Plan, therefore, recommends that this site be rezoned to LI Limited Industrial.

Another site located within Subarea 13 that is zoned RB Restricted Business involves a strip of vacant land between Farmbrook Drive and Clover Meadow Drive. This site is shallow and would require a number of area variances to develop under the RB Restricted Business District and the MTOD Major Thoroughfare Overlay District regulations. Therefore, the Plan recommends this site remain RB Restricted Business on the Future Land Use Plan Map and be developed with a number of variances; or, that it be rezoned to IZ Incentive Zoning if certain site amenities can be provided (i.e. sidewalks along the Route 332 frontage and funding for Park and Recreational Programs). Finally, within Subarea 13 is the RB Restricted Business zoned land owned by the State of New York and used for the Troop E Headquarters of the New York State Police. The Plan recommends that this area remain RB Restricted Business.

Commercial - The Future Land Use Plan Map does not distinguish between the more intensive GB General Business District uses and the less intensive NB Neighborhood Business District uses. The narrative in this section of the Plan does make such a distinction.

General Business Use - The Future Land Use Plan Map recommends the majority of the more intense (or GB General Business District) commercial development continue to occur along the State Route 332 Corridor. In addition, the Plan is recommending commercial development along the State Route 96 Corridor between the Farmington/Victor Town Line and Finger Lakes Race Track's easterly entrance to Route 96. All of this area lies within the officially mapped MTOD Major Thoroughfare Overlay District.

Along these two State Highway Corridors, emphasis will continue to be placed upon commercial development under the GB General Business District Regulations to meet the needs of both the traveling public and local residents. Pedestrian access will be required for all site development within these two highway corridor areas. Driveway spacing standards will also be required. In addition, landscaping, site lighting and signage will also remain issues of concern to the Planning Board as part of any site development. The recently adopted Town Planning Board architectural design criteria and landscaping standards for sites located within the Officially Mapped Major Thoroughfare Overlay District (MTOD) also apply to any site development. These regulations are administered by the Planning Board and amended by the Town Board as may become necessary and after public review and input.

Neighborhood Business - The Future Land Use Plan Map reflects a reduction in the amount of NB Neighborhood Business land use in Subarea 1. Since the adoption of the Plan in 2003, the amount of neighborhood business land use in the “Pumpkin Hook” neighborhood has decreased. Without additional residential growth and development in this Subarea, it is felt that, in today’s economic climate, it no longer makes sense to designate areas for neighborhood business use. The remaining neighborhood business uses are encouraged to continue and expand as economic conditions warrant.

The Plan still recommends neighborhood business north of the Farmington Grove Subdivision Tract provided that access is primarily from Route 332 and the adjacent Auburn Meadows Subdivision Tract. Until such time as build-out occurs of the Auburn Meadows Subdivision Tract, or there is a solution to the access from this site to State Route 332, the likelihood of this neighborhood business occurring remains questionable.

Finally, the Plan recommends consideration be given to a new site that could be developed for NB Neighborhood Business types of land use, but only as part of the residential build-out of the lands located east of New Michigan Road and north of the Canandaigua/Farmington Town Line Road. The Plan recommends a small scale convenience store with gasoline distribution facilities, oriented to serve the daily needs of adjacent residential neighborhoods.

Community Center/Mixed Use -

The Plan (see Goals in Chapter 3) recommends the creation of a Community Center to be created in and around the southwest portion of the intersection of State Routes 96 & 332 (Subarea 6). This Community Center concept envisions there will be a mix of residential and commercial land use that will be both vehicle and pedestrian oriented. A more detailed Master Plan for this Community Center area is recommended to be created during the first five years of this Plan period. Such a Master Plan will enhance the municipality’s opportunities to secure federal and state grant funding for infrastructure improvements.

Further to the south, along the Route 332 Corridor, the Plan recommends the Town investigate the opportunities for additional capital highway improvements to provide access to interior lands from the limited number of future controlled signalized intersections along the corridor. The first segment of such a future controlled (and signalized) intersection is underway on Route 332, between State Route 96 and County Road 41. The location for a new signalized intersection has been accepted by the State Department of Transportation and is identified on the Town's Official Zoning Map. The location is part of the IZ Incentive Zone District for the Mercier Property. The new intersection will provide access from State Route 332 into the Farmington Community Center Area (the area southwest of the intersection of State Routes 96 and 332) and the Finger Lakes Casino and Racing site. The economic development incentives that such highway construction provides have been well documented in adjacent municipalities and, in those communities, have resulted in a substantial increase in their tax base. In Farmington, such a new highway will stimulate and promote economic development of the large parcels of land adjacent to this intersection and will enhance access to the Finger Lakes Casino and Racetrack site which, in 2009, had over 1.7 million visitors.

As mentioned above, access management will continue to be strictly enforced along the highway corridors. All variance requests for driveway spacing will continue to be based upon traffic impact analyses and careful coordination with the State Department of Transportation. Continued commercial development will also be dependent, in large part, upon the rate of residential growth occurring within the community and along the Route 332 Corridor (the area extending between Exit 44 of the I-90 and the City of Canandaigua).

Industrial - The Plan recommends a decrease in the amount of GI General Industrial and LI Limited Industrial land use. The Plan is recommending a reduction in the amount of GI General Industrial land use classification for the area of land located northeast of the new Town Highway Campus Site on Hook Road. A majority of this large parcel of land is being actively farmed. The portion of the site recommended to remain designated for Industrial land use is the area fronting along the east side of Hook Road, north of the Town Highway Campus Site and extending into the property to the New York Power Authority land. Although this parcel of land is currently being farmed the long range viability of this parcel to remain active agriculture is felt limited. The other portion of this site that is located north and east of the New York Power Authority land is currently constrained from development because of the lack of access across the Power Authority land. The Future Land Use Plan map is recommending this portion of the site remain designated for agriculture until such time as an access solution can be found and a specific proposal for industrial development is considered. The most northern and eastern portion of this land is not being farmed because of the lack of top soil that was lost when the Thruway was constructed in the 1950s. The top soil from this farmland was used for that highway's road base in this area. The remaining gravely soils are not productive and are not being farmed.

The Plan is also recommending a reduction in the amount of LI Limited Industrial land use classification for the area south and east of the intersection of Hook Road and Collett Road. This area is recommended for development of single-family residential lots at the recommended suburban density range (10,000 square feet to 20,000 square feet).

The Plan continues to recommend that both classifications of industrial land use be concentrated in and around Subarea 4 and along the eastern edge of Subarea 10 (County Road 41 and County Road 8). Separating the more intensive types of industrial land use from established residential neighborhoods will continue to remain a priority of the planning program. Truck traffic reduction through these established residential neighborhoods will remain a priority.

The Plan does not envision the types of industrial land uses that would result in the generation of large amounts of noise or odors, significant increases in truck traffic, extended hours of operations and other similar adverse environmental impacts upon the community. The Plan continues to promote opportunities for the more generalized types of industrial land use along portions of both Loomis Road and Collett Road.

Highway Commercial/Industrial - A major change in the Future Land Use Plan Map involves removing the identification of a long-range pattern of highway frontage commercial and/or industrial development along State Route 96, east of County Road 8. This area was previously identified for a long range program to encourage mixed use development oriented to the State Route 96 Corridor. Since the adoption of the Plan in 2003, an evaluation of the costs associated with extending public sewers along this corridor found that there is a large section of this corridor where there is bedrock near the surface. There is also relatively flat topography which would require the operation of sewer pumping stations. In addition, a majority of such highway commercial/industrial land use would also require the extension of public water service.

It is the Plan's position that such a mixed land use pattern of development would take a number of years to realize which would be well beyond the 20 year Plan period. Compounding the extended period of time to realize a mixed land use pattern of development are the costs associated with extending public utilities into and through an established County Agricultural District. Further reducing the likelihood for extending such utilities into this Corridor is the recently enacted State regulations prohibiting grant funding within these rural areas. Faced with this reality and in today's weak economic climate, the Plan is no longer proposing this future land use category.

Subarea Syntheses

The following analysis of each of the 15 Subareas, shown on Map Number 11, is intended to further define some of the inherent opportunities for and constraints to development that exist. It is also intended to identify the issues of concern that the Town will need to address as growth and development does occur within these Subareas.

Subarea #1 - This Subarea is located in the northwest portion of the Town. It is an area that is more commonly known as the “Sweet Briar” and “Pumpkin Hook” neighborhoods.

This Subarea has a concentration of single family detached dwellings on predominantly 25,000 square foot lots. The soils in this area are generally suitable for on-site septic system operations and the entire area is served by public water. A small portion of this Subarea is also zoned NB Neighborhood Business and it contains a number of commercial enterprises which, for the most part, no longer meet the daily needs of the residents or are vacant structures.

Since the adoption of the Plan, the only new development occurring within this area of Town was a 39 lot subdivision known as “Stonewood Subdivision.” This new subdivision was constructed along Stonefield Lane, a cul-de-sac street extending north from Green Road. It was this development with its many failing on-site waste water treatment systems that created the need to extend public sewers to serve the new development.

A new sewer district was created exclusively for that subdivision tract. However, extending public sewer service into this area has stimulated on-going interests for other residential development that would in turn necessitate the creation of additional sanitary sewer districts, all of which would have to be served by force mains. There are a number of constraints affecting any future decisions for extending public sewer service in this Subarea. Among them are:

1. the need to reserve capacity for existing residential sites that have been operating with on-site waste water treatment systems for some time now and there is growing concern about the longevity of such systems;
2. the limitations and high costs of connecting individual sites to the sewer force main;
3. the impact upon the design flows through the sewer force main;
4. the limited space remaining within the utility sleeve under the New York State Thruway where the sanitary sewer line runs; and
5. the restrictions imposed upon the Town by the State Department of Agriculture and Markets prohibiting connections to lands located along the sewer alignment that are within the established Ontario County Consolidated Agricultural District.

The Plan recommends that the existing Agricultural and Rural Residential densities of development continue during the planning period. Before any additional connection is made to the existing sanitary sewer line in this Subarea, the Plan advises that a comprehensive study be conducted to identify the above described restrictions and the priority that is to be given to reserving public sewer service to meet the needs of existing residential development in this Subarea.

The Plan also recommends that the Town continue to consider the acquisition of a parcel of land adjacent to the west side of the Pumpkin Hook Town Park site that is on the south side of Allen Padgham Road and identified in the adopted Town of Farmington Parks & Recreation Master Plan. This would enable the Town to expand its recreational facilities and services at this heavily used Town-owned Pumpkin Hook Park site.

Finally, in this Subarea, the Plan recommends that the extensive strip of NB Neighborhood Business zoned land located along both sides of Allen Padgham Road and within the “Pumpkin Hook” neighborhood be reduced in area to include only existing businesses. Full build out of the extensive NB zoned land area is not supported by the existing or planned density of residential development.

Subarea #2 - This Subarea is also located in the northwest portion of the Town. It is an area that is extensively agricultural with single family rural residential dwellings located along the frontage of the predominantly Town Highway network. Traversing the western portion of this Subarea is Ganargua Creek which has an extensive area of special flood hazard. Also cutting across this Subarea is an overhead power transmission line owned by the New York Power Authority. In addition, the Subarea contains several drumlins as well as federal and state regulated freshwater wetlands. This Subarea of the Town is somewhat isolated due to its limited access, which is provided by the two bridge crossings of the New York State Thruway (I-90) [Hook Road and County Road 8]. It also must be kept in mind that the existing Town Highways were not constructed to withstand large volumes of traffic or heavy truck traffic.

Since the adoption of the Plan in 2003, there have been a small number of single-family dwellings constructed primarily along existing Town Roads and in areas where public water service exists. The only non-residential development that has occurred within this Subarea has been the construction of a cellular telephone tower on Town owned land along the east side of Weigert Road.

The Plan recommends continued agricultural operations, protection of the Subarea’s unique natural features (i.e. drumlins, wood lots, floodplain areas and freshwater wetlands) and retaining the predominant pattern of single family rural residential development.

Subarea #3 - This Subarea surrounds Exit 44 of the New York State Thruway, as well as portions of Gateway Drive, Plastermill Road and Loomis Road.

It is within this Subarea that the Town’s gateway to Ontario County is found. Existing land use consists of a mix of single family manufactured dwellings, townhouses and apartments, an industrial building (the St. Pauly Clothing distribution center), a park and ride lot and a motel/hotel conference center. For the most part, this area is zoned for Residential Multi-Family, General Business and two General Industrial sites. Both public water and sewer service exists in this Subarea along with the Ontario County Railroad that runs along the south boundary of the Subarea. This railroad serves as a constraint to development in that it has been and continues to be the County’s position that no new railroad crossing(s) will be allowed.

Since the adoption of the Plan in 2003, this Subarea has experienced a rezoning of land from GI General Industrial to RMF Residential Multiple-Family and GB General Business, all in keeping with the Plan’s land use recommendations. The result has been the construction of a new townhouse/apartment project on a large parcel of land located at the northwest corner of the intersection of Gateway Drive and Plastermill Road.

Subarea #4 - This Subarea is bordered by the Thruway on the north, County Road 8 on the east, Collett Road on the south and the Victor/Farmington Town Line on the west. It is divided by the Ontario Central Railroad and it contains a large State DEC Freshwater Wetland (which runs along the north side of the railroad) extending northeasterly to the intersection of Hook and Loomis Roads and to the right-of-way for the overhead electrical transmission lines.

The Subarea is served with public water, public sewer, electricity and natural gas. It has direct highway access to Exit 44 of the Thruway and it is strategically located and highly visible from along the southern boundary of the New York State Thruway. Several of the sites located within this Subarea also have direct access to the railroad.

Since the adoption of the Plan in 2003, two sites have requested the construction of rail spurs from the County. One is TOMRA, located west of Hook Road and south of Loomis Road. The other was Prime Source, located east of Hook Road and north of Collett Road. In addition to these two rail spurs, discussions are occurring with the County to construct a “Team Track” railroad siding along the north side of the railroad line on a portion of the Town-owned Highway Campus Site.

Also occurring within this Subarea is the construction of the new Town Highway Campus, located on a 45 acre site along the east side of Hook Road and just north of the Ontario Central Railroad Property (operated by Finger Lakes Railroad). An extension to the public sewer line to the Highway Campus Site has been completed along the east side of Hook Road.

Once the new Highway Campus Site is developed, the Town intends to renovate a portion of the existing Highway Garage Site (located at the corner of Collett Road and County Road 8) by making it a new Town Court Facility. The balance of the existing Highway Garage Site will then be used for the Town Parks Maintenance Facility.

Further to the west and along the north side of Collett Road, east of State Route 332, are Rochester Lumber Company, American Equipment Sales and Service and Villager Construction. In addition, Leonard’s Express Truck Service and warehouse operations have opened, as has the “One-Stop Truck Repair Service” (a mobile repair service for trucks).

Further east and along the north side of Collett Road at the intersection with Hook Road is a facility (Ultrafab) which manufactures window insulating strips. Since the adoption of the Plan in 2003, this facility has added 25,000 square feet of new manufacturing. Continuing east along the north side of Collett Road is a manufactured home company (Ryan Homes) and a large office paper products warehouse (Unisource). This portion of Collett Road is used quite extensively by tractor-trailer trucks and the movement of goods and products into and out of the area. A major constraint to development of other sites in this area is the hill located on Collett Road, west of Hook Road, which creates limited sight distances for motorists traveling along this highway. Finally, another constraint to development in this area is the offset alignment of the intersection of Hook Road with Collett Road. This offset alignment makes it difficult for motorists on Collett Road to view on-coming vehicles from either direction. Since the adoption

of the Plan in 2003, there have been some highway improvements made to Hook Road (e.g. lowering the shoulders of Hook Road and increasing the sight distance at this intersection). The Plan recommends continued monitoring of this intersection and evaluation of solutions to correct traffic safety issues if they continue to occur.

The area along the north side of Collett Road, west of State Route 332, is partially developed for General Industrial (GI) and General Business (GB) types of uses. In this area, there is a warehouse facility located at the west end, a contractor's storage yard and maintenance building located adjacent to the County-owned railroad and a convenience store, gasoline dispensing and car wash facility located at the east end. Since 2003, the balance of the vacant land located north of Collett Road and east of the abandoned Mertensia Road right-of-way extension was rezoned to GB General Business District.

In 2001, the Town, with the assistance of grant funding from the U.S. Department of Housing and Urban Development, extended public sewer service along the south side of Loomis Road, between the former Sun Rise Hill Inn motel and restaurant facility and the land adjacent to the north of the County-owned railroad. With the placement of the sewer at this location, the remainder of the area between Hook Road and County Road 8, north of Collett Road, can now eventually be served by gravity sewers.

Finally, there have been changes along Loomis Road in this Subarea that include a re-use of the former XEREX Site which is now occupied by New Moon Systems (a portable toilet rental service) and another site (the former Prime Source Facility) now occupied by Monag Clothing Apparel. In addition, the TOMRA recycling site has expanded since 2003 and now occupies land to the south behind the main building.

Subarea 5 – This Subarea is bordered by Collett Road on the north, the Farmington/Victor Town Line on the west, State Route 96 on the south and State Route 332 on the east.

Starting in the northwest corner of this Subarea and then going clockwise, the following land uses are found. Vacant General Industrial (GI) zoned land is west of Mertensia Road. Then along the south side of Collett Road is a townhouse project known as Collett Woods. East of the townhouse project is a new Town Highway (Corporate Drive West) and vacant Restricted Business (RB) District land. Traveling south along State Route 332, the majority of the land along this highway frontage is zoned RB Restricted Business and is currently vacant. This site is a classic example of how land that was actively farmed has recently been retired from agricultural use. At the northwest corner of the intersection of State Routes 96 & 332 is a convenience store with gasoline dispensing and a small Subway sandwich shop.

Traveling west along the north side of State Route 96, there is a mix of commercial and industrial uses including a fast food restaurant, a kitchen cabinetry store front, a vacant industrial building, an automobile repair shop and used car dealership, an internet weapons sales and distribution store, another used car dealership, a car wash, a recreational vehicle store, a single family dwelling, a vacant site for a commercial plaza, an office building and a warehouse for an agricultural business. North of the intersection of State Route 96 and Mertensia Road are apartment complexes and a manufactured home park.

Also located within this Subarea is Elizabeth Way, a Town highway that connects Mertensia Road with State Route 96. Along this highway are townhouse and apartment units. The majority of the remaining land within this Subarea along the Victor/Farmington Town Line is a large State freshwater wetland. Adjacent to the wetland and along the south side of Collett Road to the Farmington/Victor Town Line is vacant land, some of which has recently been farmed. As development occurs within this portion of this Subarea, provisions for sidewalks connecting to the sidewalks existing and planned along State Route 96 will continue to be a condition of site plan approval.

Subarea 6 - This Subarea is bordered by State Route 96 on the north, State Route 332 on the east, County Road 41 (Boughton Hill Road) on the south and the Farmington/Victor Town Line on the west.

Starting at the Farmington/Victor Town Line, on the south side of State Route 96, are a mini-storage warehouse facility and the business office for a home builder. Then traveling east is a lawn (open) area separating a manufactured home park from the highway. At the corner of Mertensia Road and Route 96 is a used car dealership. Sidewalks exist within a portion of this Subarea. As new development along State Route 96 continues there will be required extension to these sidewalk facilities.

Traveling further east along State Route 96, there is a large commercial plaza with a bank, drug store and grocery store. A single family dwelling, now converted into a hair salon, is located east of the plaza. Farther east is a large vacant parcel of land that extends to the commercial plaza located at the southwest corner of State Routes 96 & 332. Traveling south along the west side of State Route 332 from the plaza is a new Aldi's grocery store. Adjacent to the south of the new grocery store is a large site (located on both sides of State Route 332) zoned for Incentive Zoning development. This site is experiencing the first phase of development with the completion of a senior citizen apartment building. A new Town Road has been constructed into the site and plans exist to connect this new road with State Route 96, at two new locations west of the plaza.

The land located along the west side of Route 332, between the intersections of Routes 96 & 332 and Route 332 and County Road 41 was previously zoned into two different zoning districts (GB and RB). In 2008, the Town Board took action to correct this situation with the rezoning of land that is located on both sides of Route 332 to Incentive Zoning (IZ). This rezoning occurred after much discussion with and approval from the State Department of Transportation on the need for a future signalized intersection on Route 332, between Route 96 and County Road 41. The location selected has enabled the construction of Mercier Boulevard to the west of Route 332, the construction of a left turn lane into the Mercier Incentive Zone Site and the opportunity in the future for the construction of a full intersection with a segment extending east into the Finger Lakes Casino and Racetrack property.

The Mercier Incentive Zoning Site provides for a mix of single-family detached residences, multiple-family (senior citizen) apartments, general commercial and restricted business types of development. A part of this overall project includes hiking trails and pedestrian sidewalks linking this planned development site with the adjacent Calm Lake planned development site to the south. On the east side of Route 332, the Incentive Zoning Plan calls for additional commercial development between Route 332 and Beaver Creek Road.

Further south along the east side of State Route 332 is vacant land (former farmland) until reaching the developed portions of Calm Lake (a townhouse project) and commercial buildings that are located at Perez Drive. Further to the south, at the northwest corner of Boughton Hill Road and Route 332, is an historic farmhouse and out buildings. The house was recently converted into a music academy for students. This site was identified as a historic feature when plans were being prepared for the reconstruction of State Route 332. The re-use of this site has taken into consideration the protection of this historic landmark, as well as compliance with the driveway spacing criteria for the Town's MTOD Regulations.

Continuing west from the intersection of State Route 332 and Boughton Hill Road, the pattern of development along the north side of Boughton Hill Road is predominantly two-family residential at a decreasing density towards the Farmington/Victor Town Line (the Hamlet of Mertensia). Development along both sides of Mertensia Road, north of Boughton Hill Road, is predominantly single family. Along this corridor is a new Town Park (Mertensia Park) and a segment of the Auburn Trail is adjacent to Mertensia Park.

The Mertensia Park Site has been developed for active and passive types of recreational pursuits and the parking lot will be used as a trail head parking facility for persons using the Auburn Branch Linear Trail. A new lodge facility at Mertensia Park was constructed in 2009. It is equipped with kitchen, restrooms and meeting rooms. At the Park, there is improved access to Ganargua Creek for launching car-top boats during certain times of the year.

Another Town Park facility located in this Subarea is the Auburn Trail. This hiking and biking facility is part of a regional trail system that connects with the Victor Hiking Trails in the Town and Village of Victor, the Lehigh Valley Trail (in Mendon, Rush and Caledonia) and the Erie Canal Trail (in Bushnell's Basin). In 2011, a feasibility study will be conducted with funds from the Genesee Transportation Council for eventually extending this hiking and biking trail into the City of Canandaigua where it will link with the Ontario Pathways Trails and eventually the Finger Lakes Trail. Once this trail connection is made, residents of other Ontario County communities (e.g. Villages of Phelps, Clifton Springs and Manchester, as well as the Towns of Phelps, Manchester, Seneca and Hopewell) will be able to link with the above mentioned regional and state trail facilities.

North of Mertensia Park and south of State Route 96 there is a planned improvement for the replacement of the culvert. As part of that project, the Town will construct sidewalks along the west side of Mertensia Road, between the Mertensia Road Park and the intersection of State Route 96. Finally, within this Subarea, the plan envisions a linear pathway running between the sidewalk on the west side of State Route 332 and the sidewalk running along the west side of Mertensia Road. The alignment of this pathway would be between the R-1-10 zoned land and the adjacent Restricted Business (RB) and General Business (GB) zoned lands.

Subarea 7 - This Subarea is bordered by Collett Road on the north, Hook Road and Sunny Acres Subdivision Tract on the east, State Route 96 on the south and State Route 332 on the west.

Commencing at the northwest corner of Collett Road and State Route 332 and going clock wise, the following land use patterns exist. At the corner is a professional office park (Centerpointe Planned Development Site) which is partially developed with a number of individual sites. Corporate Drive East intersects with Collett Road and extends south and west through the Planned Development Site to State Route 332. Further to the east of the Planned Development Site, along the south side of Collett, is a general industrial site (Babcock Lumber). East of this site is the northern section of Commercial Drive, vacant industrial sites and a boat-trailer manufacturing site. From the intersection of Commercial Drive and Collett Road, extending east to the intersection of Hook and Collett Roads is vacant industrial zoned land. It is along this section of Collett Road that topography creates significant sight limitations to motorists traveling in both east/west directions.

Traveling south along the west side of Hook road there are two industrial sites (Ewing Lettering and Graphics and Ingleside Machine Shop) before entering into a residential neighborhood. At State Route 96, there is vacant commercial land on the northwest side. Traveling west there is a commercial car wash, a swimming pool supply store, a vacant restaurant and vacant frontage parcels until reaching the intersection of State Routes 96 & Commercial Drive. West of Commercial Drive is a vacant parcel of General Business GB land and next to that is a parcel

with a new Comfort Inn. At the northeast corner of State Routes 332 and 96 is a former restaurant/party house (formerly DiPacific's) and a seasonal fast food facility. Traveling north along the east side of State Route 332, there is a small plaza, a used car/recreational vehicle facility and vacant land before reaching Corporate Drive East.

Running north/south through the middle of Subarea 7 is Commercial Drive, a Town Highway that is currently separated by a section of undeveloped land. It is the Town's declared intent to complete this highway and to designate it as a by-pass route for truck traffic between Collett Road and State Route 96. Such a highway would, when combined with the posting of vehicle weight restriction on Hook Road, eliminate the use of Hook Road by large tractor-trailer vehicles. As noted above, Hook Road in this Subarea is predominantly a residential neighborhood, an area where large volumes of through truck traffic should be discouraged.

Subarea 8 - This triangular shaped Subarea is bounded on the north by State Route 96, on the east by Beaver Creek Road (a Town Highway), on the south by County Road 41 and on the west by State Route 332.

This Subarea is predominantly vacant land zoned General Business (GB) and Incentive Zoning (IZ) for future commercial development. The developed parcels in this Subarea consist of a mix of commercial uses at the southeast corner of the intersection of State Routes 96 and 332, including a convenience store with gasoline dispensing units, a family-style restaurant and a motel. At the intersection of State Route 96 and Beaver Creek Road there is a sports bar/restaurant. Continuing south along the west side of Beaver Creek Road, there is a dog training and boarding facility, a carpet cleaning service, an animal hospital, a seasonal gift shop, a mini-warehouse storage facility, a veterinary service, a vacant business with trailer storage and an agri-business, to the intersection of Beaver Creek Road and County Road 41. Then west along County Road 41 towards State Route 332, there is a gasoline/convenience store. Future development in this Subarea is constrained by the floodplain for Beaver Creek that traverses the area and the median divider along State Route 332. In addition, the Subarea is relatively flat and drainage concerns will exist for all future site development. A large portion of this Subarea is committed to commercial development with a new Town Road being constructed between State Route 332 and Beaver Creek Road (at the entrance to Finger Lakes Casino and Racetrack). The Plan recommends continued commercial development of the remaining vacant sites located within this area.

Subarea 9 - This Subarea is bordered on the north by Collett Road, on the east by County Road 8, on the south by State Route 96 and on the west by Hook Road and the Sunny Acres Subdivision Tract.

This Subarea is comprised of a mix of single family residential dwellings, vacant residentially zoned land, vacant industrially zoned land, and vacant commercial and Planned Development land. These different zoning districts present potential conflict problems associated with the mixing of future land use patterns. For example, the land located east of the Fairdale Subdivision Tract (King Hill Drive, etc.) is zoned LI Limited Industrial. The topography between these two adjacent areas make screening and buffering difficult as part of any potential site development. The Town may want to consider rezoning the area east of Fairdale to a lower density residential use which would be more consistent with the existing land use pattern.

The Town has started a sidewalk program along the east side of Hook Road across the frontage of the site known as the Belmont Subdivision Tract. The Plan recommends the continuation of this sidewalk between King Hill Drive and State Route 96. In addition, in the event the land north of King Hill Drive is developed (either for residential or industrial use) such development should include sidewalks along the east side of Hook Road and extend to the southeast corner of the intersection of Collett Road and Hook Road.

Further to the east along Collett Road and located between Collett Road and State Route 96 is a large State Freshwater Wetland located in the southeast portion of this Subarea. Another constraint to development within this portion of the Subarea is the Ontario (County) Central Railroad Crossing on Collett Road. This railroad crossing creates severe restrictions for access to Collett Road from this portion of the Subarea. Because of these natural and man-made constraints to development, the Plan recommends continued agricultural use or low density (80,000 square foot lots) residential development of these parcels for the foreseeable future.

The Plan recommends a similar pattern of low density residential development along the west side of County Road 8 south to the intersection with State Route 96. The Plan recognizes that it is the frontage from along this portion of the Subarea that the greatest potential exists for access into the large parcels of land located between the Fairdale Tract and County Road 8.

Further south along County Road 8 at State Route 96, the Plan recommends a reduction in the amount of commercially zoned land. It is felt that because of the off-set alignment of these two major intersecting highways, it will not be conducive to traffic movements associated with the more intense type of commercial development. As more development occurs within this Subarea and adjacent Subareas, the need for a realigned fully-signalized intersection will increase.

Subarea 10 - This Subarea is bordered on the north by State Route 96, on the east by County Road 8, on the south by County Road 41 and on the west by Beaver Creek Road.

This Subarea is, for the most part, developed in support of the Finger Lakes Casino and Racetrack facility. There are also a number of LI Limited Industrial uses located in the eastern portion of this Subarea, along the west side of County Road 8, such as warehouses.

As noted in Chapter 2, Existing Conditions, the recent expansion of services and programs at Finger Lakes Casino and Racetrack have been implemented by both the State of New York and the owners of the facility - Delaware North. In 2009, Finger Lakes reported more than 1.7 million persons visited the racing and gaming facilities at this site. For the past two years, there have been a number of free summer concerts at the track which have drawn thousands of persons. For a number of years, the Facility has also hosted winter snow mobile competition events in February. With larger racing cards and racing purses, there are more activities occurring at the site. The secondary economic impacts these activities have upon the community continue to increase, creating more economic development activity for our agricultural sector as well as more income for our commercial land use components just to meet these expanded needs.

The Plan envisions that when additional gaming operations are allowed to occur at this site there will be a demand for more support services such as restaurants, hotels and perhaps a large conference/convention center. It was based upon this vision in 2010 that the Town actively pursued to relocation of the Rochester Broadway Theatre League from its current location on East Main Street, in the City of Rochester, to the Finger Lakes Gaming & Racing site. It remains the Town's position that relocation from downtown Rochester would enable the Broadway Theatre League to become a Finger Lakes Theatre League located on a site with adequate space to allow for the larger scale theatre productions to be presented.

Finally, located within this Subarea and along the north side of County Road 41 and the west side of County Road 8 is a vacant site formerly known as the Blackwood Office Park. This site has been identified by the State of New York to become a large industrial park site under the State's "Build New York Now Program." However, as of the first part of 2011 there are no known plans for development of this site under that State Program.

Subarea 11 - This Subarea is located in the south west corner of the Town. It is bordered on the north by County Road 41, on the east by the abandoned (Auburn Branch) railroad right-of-way and State Route 332, on the south by the Town of Canandaigua and on the west by the Town of Victor. Dividing this Subarea is New Michigan Road (a Town Highway).

This Subarea, since the adoption of the Plan in 2003, has experienced the greatest amount of single-family detached residential development. Located within this Subarea is the 469 unit Auburn Meadows Subdivision Tract. Ultimately, this 300 plus acre tract will connect development in its northern portion with its southern portion through a series of new subdivision streets. As of January 2011, just over 200 single-family dwellings have been constructed in the first three sections this subdivision tract.

Adjacent to the southern portion of the Auburn Meadows Subdivision Tract is another subdivision tract known as "The Estates @ Beaver Creek." This 98 lot subdivision will have access from the Canandaigua/Farmington Town Line Road and from Section 4 of the Auburn Meadows Subdivision Tract.

This Subarea is served by good highways, adequate public sewer and water services and is adjacent to the proposed Auburn Trail hiking and biking linear trail that traverses the Subarea along the abandoned railroad right-of-way. This Subarea has many attractive site amenities (e.g. woodlands, relatively flat topography and good soils) to support the pattern of suburban density of residential land use. The major constraints to development in this Subarea will continue to be compliance with State storm water drainage and avoidance of the un-numbered Area of Special Flood Hazard that runs along Beaver Creek. As this Subarea continues to develop, the Town should be aware of the need to cross the abandoned railroad right-of-way at one key location in order to provide internal access between the commercial services that front along the west side of State Route 332 and these residential neighborhoods.

The Plan also identifies approximately forty (40) acres of additional Town-owned parkland located within this Subarea that has been acquired by the town as part of both subdivision tracts cited above. Completion of the street connection between the northern portion of the Auburn Meadows Tract and the southern portion of said Tract will allow access to this new parkland area. The Plan recommends the creation of a Park Master Plan for this site to serve as the basis for future park grant applications for its development.

Subarea 12 - This triangular shaped Subarea is bordered on the north by County Road 41, on the east by State Route 332 and on the west by the abandoned (Auburn Branch) railroad right-of-way.

Within this Subarea there is a mix of single family detached and multi-family residential (apartments), restaurants, personal service stores, the U.S. Post Office, a commercial plaza and extensive areas of vacant residential and commercially zoned land. Portions of the vacant residential and commercially zoned land continue to be farmed and the Plan encourages this practice to continue for as long as it remains economically feasible.

The Plan envisions that this Subarea will continue to develop with this mix of residential and commercial land use. As noted in Subarea 11 above, the Plan envisions there will be street and utilities connections between Subareas 11 and 12 that are important to sustain future commercial development along the west side of State Route 332 and to provide utility access between the residential neighborhoods. The new highway connection will need to be designed to avoid any significant increase in through traffic flows that would adversely affect residential neighborhoods.

The Future Land Use Plan Map (Map No. 10) shows a proposed loop road connecting County Road 41 (opposite Tudor Way) and State Route 332. The location of this roadway at State Route 332 has been determined to be acceptable by the State Department of Transportation for a future signalized intersection on Route 332, once there is development of the PD Planned Development Site located along the east side of State Route 332. The location of the intersection with County Road 41 provides optimum spacing so that in the future, when conditions warrant, a fully-

signalized intersection could be provided at that location. The Plan notes that the alignment of this future connecting road will need to be carefully designed to avoid a straight through alignment that could result in high speed movements through this neighborhood. Therefore, a series of street breaks in the movement of traffic through this area will be necessary.

The Plan identifies a major man-made constraint to development existing within this Subarea. This constraint is the town-owned Hathaway Cemetery. This cemetery is located in the middle of a field located on the large parcel of land at the southwest corner of State Route 332 and County Road 41. This cemetery contains grave sites of veterans from the American Revolution.

The cemetery's location will need to be kept in mind as development is proposed of the large commercial site at this location. However, cemetery sites that are located in commercial areas in other communities have been incorporated into those sites overall development plans. Opening accessibility to this cemetery will increase the public's awareness of this historic site.

Subarea 13 - This Subarea is bordered on the north by County Road 41, on the east by County Road 8, on the south by the Canandaigua/Farmington Town Line and on the west by State Route 332.

Within this Subarea exists one of the largest residential development tracts in Ontario County, Farmbrook Subdivision. The Town, as a result of having years of experience with this development, has learned a great deal about the need for land use regulations for other similar sized developments. Among the issues learned is the need for limiting the number of residential sites to not more than 150 units per separate point of access. Also, there is a need to develop large sites in such a manner that will provide separate access roads for construction vehicles. Sidewalks are now required to be installed through a portion, if not all sections, of any large subdivision tract. Another important matter learned was to require the dedication of land for public parks within neighborhoods, in addition to requiring park and recreational fees for all new dwellings. Finally, the Town has realized that 7,200 square foot lots do not provide adequate open areas for accessory buildings and structures that future residents will demand.

Located to the north of the Farmbrook Subdivision Tract and on a site zoned for PD Planned Development, is the site of the once-planned "Glacier Lakes Waterpark and Conference Center." A planned development of the entire area no longer is felt to be feasible given the current economic climate. The Plan recommends that a revised overall PD Site Plan or an IZ Incentive Zoning Site Plan be prepared that would address the development of this large parcel of land in a uniform manner. Piecemeal or frontage development of portions of this large parcel of land will create a dysfunctional layout and likely result in no future signalized intersection occurring in this section of State Route 332.

Adjacent to the PD Planned Development Site and along the south side of County Road 41, land has been subdivided and developed for LI Limited Industrial use. The pattern of land subdivision

along this area has significantly limited access to interior areas of land zoned for the LI Limited Industrial use. Future development of this portion of the Subarea will need to find a solution for access to the interior lands. Therefore, the Plan recommends that no further subdivision of land occur along this portion of the highway without an overall plan of access being created.

Further to the east of this LI Limited Industrial area and along the south side of County Road 41 is a parcel of land that has been zoned RB Restricted Business for some time and continues to be actively farmed. The Plan recommends that this parcel of land be rezoned from RB Restricted Business to LI Limited Industrial to provide additional sites for similar types of land use as exists to the west.

Still further to the east, along the south side of County Road 41, between Wood Drive and County Road 41 is the “Phillips Landing Subdivision Tract.” This 88 lot subdivision is fully built-out. This tract was subdivided under the provisions of Section 278 of New York State Town Law. One of the impacts associated with the development of this site involved the extension of public sewers from Wood Drive to the intersection of these two County highways. The adjacent farmland located along the west side of County Road 8 and south of the “Phillips Landing Subdivision Tract” will continue to succumb to development pressures. The Plan, however, recommends continued agricultural operations of this farmland during the next 20 year planning period. Clearly, these types of land use conflicts between residential use and agricultural use will be most visible along this portion of the Subarea.

Returning back to the east side of State Route 332 and south of the Meadowbrook Drive entrance to the Farmbrook Subdivision Tract and the Clover Meadow Drive entrance along the east side of State Route 332, is a vacant parcel of land zoned RB Restricted Business. This parcel of land was originally thought to be appropriate for Restricted Business types of professional offices to serve the Farmbrook Subdivision Tract. With the widening of the right-of-way for the construction of State Route 332, this parcel of land was left with very little depth. Applying the RB Restricted Business District Regulations and the MTOD Major Thoroughfare Overlay District Regulations to this site makes it difficult to develop given its narrowness. The Plan envisions that this site could be a candidate for rezoning to the IZ Incentive Zone provided the access management criteria contained in the Town Code can be justified as part of any future development application.

South of the Clover Meadow Drive entrance to the Farmbrook Subdivision Tract there is a parcel of land that is vacant and another part of this site that is partially developed for commercial land use that is known as Covington Commons. The eastern portion of the Covington Commons site contains a large area of vacant land that is zoned for single family (R-1-10) residential purposes. The development of this portion of the site for residential use will necessitate access to State Route 332. The alignment for this future residential neighborhood should be opposite the alignment for the proposed access to the “Carmen Commons” NB Neighborhood Business development located along the west side of State Route 332 (Subarea 12). This location is midway between the two “Michigan U-Turns” that are constructed in the median for Route 332

in this area. This midway point has been pre-determined by the State Department of Transportation, at the time of constructing the road, to be the desired location for a future signalized intersection when conditions warrant. Finally, when development of the vacant residential site on the Covington Commons property does occur, the Plan envisions that there will also be a connection with Section 9 of the Farmbrook Subdivision Tract.

Adjacent to the south of the Covington Commons site is the Calvary Chapel of the Finger Lakes school and religious facility. Integration of this religious institution campus into the mix of commercial land uses occurring around it will be a priority action of the Plan. The Calvary Chapel of the Finger Lakes has a K through 12th grade school that is connected to the main worship center. As this facility continues to grow, the needs of the facility will also result in land use demands for various types of support services in this Subarea.

North of Farmbrook Drive and along the east side of State Route 332 is the New York State Police Troop E Headquarters. This site also is zoned RB Restricted Business. The Plan recognizes that any development of the State-owned land is outside the Town's jurisdiction to approve. However, New York State Town Law (Section 272-a) requires that any capital improvements by the State to these lands shall take into account the land use recommendations in the adopted Plan.

Subarea 14 - This Subarea is bordered on the west by County Road 8, on the north by the Farmington -Macedon Town Boundary Line, on the east by the Manchester Town Boundary Line and on the south by the New York State Thruway (I-90). This Subarea contains approximately thirty-five percent (35%) of the total land area in the Town and is the largest single Subarea shown on the Plan's Subareas Map (see Figure 11).

This Subarea of the community is predominately used for agricultural purposes with single family detached development occurring at low rural densities along the Town and County highways. This Subarea is located almost entirely within the Ontario County Agricultural District boundaries and, as such, it is a Subarea where continued promotion of agricultural operations and practices to sustain agriculture is strongly supported. The Subarea also has the largest concentrations of state freshwater wetlands, steep slopes, woodlots, wildlife habitats and active farmlands of any of the Subareas in the Town.

The Plan recommends that, during this planning period, the Town investigate programs to protect and preserve the unique natural resources in the Subarea. These programs may include Conservation Easements, Purchase of Development Rights and zoning district overlay regulations to protect these natural resources.

Subarea 15 – This Subarea is bordered on the west by County Road 8, on the north by the New York State Thruway (I-90), on the east by the Farmington/Manchester Town Boundary Line and on the south by the Farmington/Canandaigua Boundary Line.

This Subarea includes approximately 30 % of the total land area within the Town. This Subarea involves land used for active agricultural use, Federal and State freshwater wetlands, extensive wildlife habitats and woodlots. The Plan recommends that, during this planning period, the Town investigate programs to protect and preserve these unique natural resources.

This Subarea is also bisected by the Ontario Central Railroad and the New York Power Authority's over-head electric transmission lines. The only three exceptions to the Plan's recommended continued general pattern of land use within this Subarea involve the KOA Camp Ground, the Winged Pheasant Golf Course and the industrially zoned land located along State Street at the Village of Manchester border.

Other Recommended Plan Actions

Capital Improvement Programs - Public capital expenditures are made on a continuing basis for the purchase, installation and/or replacement of public facilities including the acquisition and development of parks, utilities and streets. The commitment of large capital expenditures on a scheduled basis over a period of several years and, in accordance with the needs and priorities of the Comprehensive Plan, is the intent of a municipal Capital Improvement Program.

Even if a formal Capital Improvement Program is not developed and adopted, it should be recognized that the expenditure of public funds often provides an inducement for private investments. By timing and locating public expenditures consistent with the goals, objectives and policies of the Comprehensive Plan, local governments can act in a positive way to achieve their development goals.

Government Cooperation- Future growth and development within the Town of Farmington will be influenced by actions of other levels of government. In order to accomplish the objectives presented in this Plan, it is essential that the Town convey a clear understanding of its basic goals to all other governments having responsibilities within the community. This should provide a basis for developing a cooperative framework to achieve these goals and enhance the opportunities for grant funding assistance.

Of particular importance is the need for the Town to cooperate closely with Ontario County and the State of New York in their many ongoing programs affecting the Town of Farmington. As this planning program proposes a sound growth management approach, it is critical that other units of government work closely together to agree on common goals, compatible development regulations and investment policies. Coordination with the County and the State is important due to the potential impact that their policies and activities can have on land use decisions within the Town.

Grant Funding Assistance- With the adoption of the State Smart Growth Public Infrastructure Policy Act in 2010, grant funding assistance provided by State agencies for capital improvement projects requires that criteria for Smart Growth be part of any grant funding. There are ten (10) criteria identified in the law that mandates agencies to:

- (1) Use, maintain, or improve existing infrastructure;
- (2) Document that projects are located in Municipal Community Centers;
- (3) Locate developed areas or areas designated for concentrated infill development in a municipally approved comprehensive plan, or brownfield opportunity area plan;
- (4) Protect, preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas and significant historic and archeological resources;
- (5) Foster "mixed land uses" and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development, and the integration of all income and age groups;
- (6) Provide mobility through transportation choices including improved public transportation and reduced automobile dependence;
- (7) Coordinate between State and local government, and intermunicipal and regional planning initiatives;
- (8) Participate in community-based planning and collaboration;
- (9) Ensure predictability in building and land use codes; and
- (10) Promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations.

It is clear that the law takes a significant step towards revitalizing New York's cities and urban communities. It is also clear that more rural communities like Farmington are going to need to prioritize infrastructure investments in a defined Community Center area if we are going to be successful in obtaining future state (and thus federal) funding assistance for major capital improvement projects.

Plan Synthesis and Sustainability

In order for the recommended pattern of land use described above in this Chapter to be realized, the Town will need to conduct additional studies, and then perhaps implement a series of new regulations, capital improvement projects and services. All of these will require a commitment of time, money and energies working together with the residents of the community to effect measures to address and sustain the Town's long-term needs. Chapter 5, Plan Implementation, identifies each of the re-organized and recommended actions, assigns responsibilities and provides a recommended time line for realizing these actions.

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In addition to the adoption of specific laws and regulations to direct long-term growth, the day-to-day management and coordination of the activities for all levels of government can have a substantial impact upon the community's land use patterns. Therefore, all of these management activities must be consistent with the recommendations contained in the officially adopted comprehensive plan for the community.

Merely presenting the ideas and strategies set forth in this Chapter does not guarantee that they will be effective in guiding future development in the community. Various actions must be undertaken to exercise any significant amount of control over the subsequent course of events or to accomplish anything of substance. Some of these actions have been mentioned previously in the goals, objectives and policies (Chapter 3). The following chapter identifies the specific implementation actions that are to be provided by the Town in order to realize the preferred pattern of development the community has established in the ongoing planning program.

