

2021 Edition of the Town of Farmington Comprehensive Plan

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Amended July 26, 2011

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Adopted by the Town Board—Date to be determined

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The Comprehensive Plan Committee held public meetings at the Farmington Town Hall on November 19, 2019; December 17, 2019; January 21, 2020; and February 20, 2020.

Committee meetings were conducted by audio/video conference format in compliance with the New York State Governor's Executive Orders on July 21, 2020; October 20, 2020; and November 17, 2020.

Public notice of all meetings, the dial-in telephone number, and the audio/video conference log-in identification numbers were provided in the news media, at the Town Hall and on the Town website.

Minutes of all meetings are posted on the Town website, and remain posted.

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CHAPTER 1 EXECUTIVE SUMMARY

Introduction

The Town of Farmington’s first planning document was prepared in September 1967. It was entitled “General Plan for the Town of Farmington, New York.” The document was partially funded (75 percent) by Federal funds and State funds (15 percent) with the Town contributing 10 percent under the federal 701 Planning Assistance Program, by the U.S. Department of Housing and Urban Development (HUD). It was prepared for and adopted by the Planning Board, which was the practice at that time.

The General Plan identified two urbanized areas in Farmington: the Hamlet of Pumpkin Hook in the northwestern section of the Town and the Hamlet of Farmington located at the intersection of State Routes 96 and 332, and extending west along Route 96 to Mertensia Road. These were the identified focal points for continued growth and development in the Town. The Plan was designed for an 18-year time span that extended to the year 1985.

The General Plan established a blueprint for the future development and preservation of the community. In 1987, that plan was amended and subsequent plan documents (updates) were prepared in 1993, 2003 and 2011. The 2021 Plan expands upon the community’s sound planning foundation. The 2021 Edition of the Plan continues the actions that are likely to preserve the historic character of the community, sustain the quality of life of Town residents and promote actions to stimulate the community’s economic development program. The 1993 Edition of the Plan, referred to as the “comprehensive master plan,” was again prepared for the Planning Board’s adoption. The 2003 Edition of the Plan was the first edition to be adopted by the Town Board. It was entitled the *Town of Farmington Comprehensive Plan*.

The *Town of Farmington Comprehensive Plan* document was adopted by the Town Board on December 22, 2003 (Resolution #317-2003). The 2003 Edition of the Plan was the result of an extended public participation process that identified the important issues and concerns associated with the growth and development occurring within the Town of Farmington since 1993. This amendment also created a series of maps providing a snap shot in time of existing land use, environmental features, utilities, zoning and a preferred vision known as the “Future Land Use Plan Map.”

In 2011, the Town’s Plan Update Committee researched the development trends and patterns that had occurred in the Town since January 2004. The Committee also reviewed and identified new goals, objectives and policy statements, and reviewed and amended the Plan’s tables and maps. The 2011 Update Committee then prepared a long range and preferred vision for the community which became known as the Future Land Use Map. Finally, the Committee developed a new set of priority action items to implement the Plan’s recommendations.

In late 2019, the 2020 Plan Update Committee was formed and began to follow the same process that was used in creating the 2011 Edition of the *Town of Farmington Comprehensive Plan*.

Existing goals, objectives and policy statements were reviewed and amended to reflect changes that have occurred both within the community, the county and the state. Using these statements the 2020 Committee prepared a long range and preferred vision for the community through the year 2030. This vision is depicted on the revised Map No. 10—The Future Land Use Map, included at the end of this chapter and in the pocket in the back of the plan.

The 2020 Plan Update Committee was making good progress in the creation of the plan inventory of changes that had occurred. A more detailed description of these changes is contained in Chapter 2 which follows. Then, in 2020, the COVID-19 Pandemic spread throughout the nation. The effect of this pandemic necessitated changes to the Committee's monthly meetings and the continued progress in updating the 2020 Edition of the Plan. Because of these factors, a decision was made to change the committee's name to the 2021 Plan Update Committee and the name for this document became known as the 2021 Edition of the *Town of Farmington Comprehensive Plan*.

2021 Edition of the Plan

It has been approximately 10 years (July 2011) since the Farmington Town Board adopted the latest edition of the *Town of Farmington Comprehensive Plan* (hereinafter referred to as the Plan). Since the adoption of the 2011 Edition of the Plan, there have been many changes that have occurred in the community, including the implementation of a majority of the 2011 Edition of the Plan's Implementation Actions (*see* Chapter 5—Implementation Actions). While the 2011 Edition of the Plan still contains valuable information, some portions of it are outdated. It is because of the changes and accomplishments that the Town Board, in November 2019, determined the need to make comprehensive amendments to the 2011 Edition of the Plan.

The Town Board, at the meeting on November 12, 2019, established a committee of Town officials, staff and residents, known as the Town of Farmington Comprehensive Plan Update Committee (hereinafter referred to as Committee). Once again, the Committee was charged with the responsibility to oversee the preparation of the update to the 2011 edition of the Plan to be known now as the 2021 Edition of the *Town of Farmington Comprehensive Plan*.

The Committee met on several occasions over a number of months to review and update each of the Plan's chapters, as well as update the Plan's maps. The Committee also created a survey instrument for Town residents (and others) to provide information and identify concerns with growth and development occurring within the Town. In addition, the Committee considered the zoning of several parcels of land, both existing and proposed. This process was noted in local newspapers, periodic Town Newsletters and in the minutes of each of the Committee Meetings which were posted on the Town's website. This document, when adopted by the Town Board, represents the results of the extensive volunteer work of the Plan Update Committee that was done on behalf of the residents of the Town of Farmington.

Amending the 2011 Edition of the Plan

The process of amending (or updating) the Plan is commonly referred to as maintaining the Plan. New York State Town Law (Section 272-a. 10.) requires the Town Board to provide the maximum interval at which the Plan shall be publicly reviewed and updated, as may be necessary. The 2011 Edition of the Plan was originally envisioned to guide the community through the year 2020, based upon the identified implementation actions. During that Plan Period, the Planning Board provided a number of reports to the Town Board which resulted in the finding that the majority of the 2011 Edition of the Plan implementation actions had been completed and that it was time to revisit the Plan's recommendations and implementation actions.

With the adoption of the 2021 Edition of the Plan, the Town Board extends the Plan Period through the year 2030. However, this does not mean that the Plan will not be monitored during the Plan Period. The Plan calls for annual reports by the Planning Board to the Town Board's Town Operations Committee. In addition, as part of each year's Town Board Organizational Meeting, a summary of the report will be provided to the Town Board.

The extended Plan Period enables a long-term planning program to be established with a series of short-term action items designed to focus the Town's planning efforts and resources. This 2021 Edition of the Plan creates new administrative procedures that provide for an annual reporting process by the Planning Board upon the status of implementation action items (*see* Chapter 5—Plan Implementation Actions) to the Town Board and to the residents of the Town of Farmington. The Plan Period (2030) will continue to remain valid until such time as the Town Board finds that changes are deemed necessary to make amendments to the 2021 Plan. Each annual report made upon the status of the Plan will be inserted in Appendix No. 5, Plan Maintenance Record, located in the back of this document. As amendments become necessary, the formal amendment process will follow in the same manner of this current amendment to the Plan.

Definition of the Plan

New York State Town Law, Article 16, Section 272-a, is the enabling statute for Comprehensive Planning in towns. This section of State Town Law was last amended in 1995 by providing definition for a Comprehensive Plan, transferring the responsibility for adopting and maintaining the Plan from the Planning Board to the Town Board, and providing for periodic public review of said document. The State Town Law definition of a Comprehensive Plan is “. . . the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the Town.”

General Plan History

The General Plan, in 1967, established a blueprint for the future development and preservation of the community. In 1987, that plan was amended and subsequent plan documents were prepared in 1993, 2003 and 2011. The 2021 Plan expands upon the community's sound planning foundation. In doing so the Plan continues the actions that are likely to preserve the historic character of the community, sustain the quality of life of Town residents and promote actions to stimulate the community's economic development program. The 1993 Edition of the Plan was referred to as the "comprehensive master plan," and was again prepared for the Planning Board's adoption. The 2003 Edition of the Plan, was the first edition to be adopted by the Town Board and it was entitled the *Town of Farmington Comprehensive Plan*.

The *Town of Farmington Comprehensive Plan* document was adopted by the Town Board on December 22, 2003 (Resolution #317-2003).

The 2011 Update Committee researched the development trends and patterns that had occurred in the Town since January, 2004.

The 2021 Committee has followed the same rationale that was used in creating the 2011 Edition of the Plan. Existing goals, objectives and policy statements were reviewed and amended to reflect changes that had occurred both within the community, the county and the state. Using these statements the 2021 Plan Update Committee prepared a long range and preferred vision for the community through the year 2030. This vision is depicted on the amended Future Land Use Plan Map No. 10. Once this vision was created, the 2021 Committee then began creating a new set of priority action items to implement the 2021 Edition of the Plan's recommendations for presentation to the public.

The Plan Amendment Adoption Process

The preliminary draft plan is being presented to both the Update Committee and the public for everyone's review and input. During the month of April 2021, the document was posted on the Town's website and information on the draft contained in the Spring edition of the Town of Farmington Newsletter. In addition, press releases and social media notifications were made. The Update Committee intends to meet in May 2021 to review all comments received, make necessary amendments and forward the draft to the Town Board for its formal adoption. Once the Town Board receives the document (tentatively at the June 8, 2021, meeting), the Town Board will have 90 days to conduct a public hearing on the draft.

The Town Board, prior to acting upon the document, will forward the draft plan to the Ontario County Planning Board for its advisory review in accordance with the provisions contained in Section 239 of the New York State General Municipal Law. In addition, a copy will also be forwarded to the Ontario County Agricultural Enhancement Board for its review under the provisions of the New York State Agriculture and Markets Laws.

Following receipt of the County planning referrals, the Town Board then conducts a public hearing upon the Plan in July 2021. As part of the formal plan adoption process, the Town Board will prepare the environmental record, make a determination of significance thereon and proceed to adopt the 2021 Edition of the Town of Farmington Comprehensive Plan. Once adopted, the Plan is published, posted upon the Town's website (www.townoffarmingtonny.org) and a certified copy filed with the Town Clerk's Office and the Ontario County Planning Department.

This lengthy public participation process will constitute the Town's record for public awareness. Adoption of the Plan is not the end of the process; it is merely the beginning of the planning process covering the next 10-year planning period.

Land Use Changes since December 2011

There have been several changes in land use since 2011. These land use changes include both the reuse of existing sites and/or buildings and new facilities. The following reuse of commercial and industrial sites and/or buildings include:

- Ewing Graphics and Sign Company relocation to Loomis Road, occupying and expanding a building formerly a part of the Xerexs site
- Morgan Management Corporation Maintenance Division, occupying an existing building on Loomis Road, formerly used by an environmental group (Environtech)
- The former Ewing Graphics and Sign Company site on Hook Road now being occupied by Townline Truck and Trailer Company
- Crescent Moon (a porta-potty service) occupying the former "Xerox" site on Loomis Road now owned by United Rentals
- Leonard's Express Body Repair Shop (occupying a portion of the former Leonard's Express Trailer storage site on Collett Road)
- Renovations to the former Shooter's Sport Bar, replacing it with Eddie O'Brien's Restaurant and Bar
- Renovations to the former Billy G's Restaurant replacing it with Auto Outlets USA Inc., a used automobile car dealership, located along the east side of State Route 332 and south of Duke of Gloucester (a private road)
- Renovations to vacant space in the Farmington Country Plaza, on the west side of State Route 332

- Renovations to the historic Hathaway House for the development of Lyons National Bank—Farmington Branch Office, located on the northwest corner of State Route 332 and County Road 41
- Renovations to the former Soper Power Sports Building located along State Route 96 replacing it with Maddie’s Power Sports
- Renovations to the former AR-15 Building and site introducing Create A Scape, a landscaping and brick scape business
- Bridges For Brain Injury, formerly a day-care facility that is located along the east side of State Route 332 and off from the Duke of Gloucester Way (a private drive)
- Amazon Package Distribution Center, located in a portion of the Buckingham Properties Building along the west side of County Road 8
- Farmington Towing Service building and site expansion, located at the southeast corner of the intersection of State Route 96 and County Road 8
- AutoZone Auto Parts, located in the former CVS building, a part of the Farmington Plaza Site, located at the southwest corner of State Routes 96 and 332
- Mrs. Brake’s Spices, located in the Farmington Country Plaza along the west side of State Route 332
- New ownership of Dario’s Famous Pizza, located in the Farmington Country Plaza long the west side of State Route 332
- Cobblestone Performing Arts Center, located in a new wing of the Cobblestone Arts Center and along the west side of State Route 332
- Renovations of the former Buffalo Hotel Supply building, now known as “VR Food Equipment, located at the southeast corner of County Road 41 and Quentonshire Drive
- Toptica Photonics—Lazer and Quantum Physics, located in the former FSI building along the south side of County Road 41
- Autopart International, Suites B and C, and Floor Supply, Suite D, of the former Autopart International Building located along the south side of County Road 41
- Crossman Arms, an air rifle manufacturer, located in the Buckingham Properties Building along the west side of County Road 8
- Ehrlich Pest Control, located along the north side of West Collett Road

- NextGen Building Components, a pre-assembled building components (wood roof and floor trusses), located in the former Rochester Lumber Company Floor and Truss Building) along the north side of Collett Road
- Finger Lakes Hotel, formerly Hilltop Inn & Suites, located on the north side of Loomis Road and adjacent to the New York State Thruway (I-90)
- Meyers RV Finger Lakes, formerly Heritage Motors, located at the northeast corner of State Route 96 and Mertensia Road; and
- ALDI, an expansion to the existing grocery store located along the west side of State Route 332, south of State Route 96

The following new commercial and industrial sites have been developed since 2011:

- American Equipment, a portion of the formerly proposed Petro Truck Stop site with a new maintenance building and related site improvements
- FedEx Packaging Distribution Center, located along the north side of Collett Road
- National Fuel Gas Compressor Station, located east of Hook Road and south of the New York State Thruway (I-90)
- Farmington Dental Center, located along the east side of State Route 332, south of Farmbrook Drive
- Always Locked Storage, a climate controlled self-storage building and mini-warehouse project located off from Carmen's Way and opposite Farmbrook Drive
- New York State Police, Troop E Headquarters expansion and Forensic Crime Laboratory Building, located along the east side of State Route 332, north of Farmbrook Drive
- Taco Bell, a new fast-food restaurant building located along the east side of State Route 332, south of Route 96
- Prosecco's Italian Restaurant, located along the west side of State Route 332
- Burger King and drive-through, located along the west side of State Route 332, south of State Route 96
- CVS Pharmacy, located at the northeast corner of State Routes 96 and 332
- Generations Bank, located along the north side of State Route 96, west of State Route 332

- Dave’s Digs Amish Store, located along the north side of County Road 41, opposite Wood Drive
- Service Steel, a new warehouse distribution facility located along the north side of County Road 41, east of Wood Drive
- MiniTec Framing Systems LLC, located along the north side of County Road 41, opposite Fraser Way
- New Energy Works Fine Wood Working Building, expansion to their office building; and just recently proposing a 6,000-square-foot warehouse building; all located along the west side of Commercial Drive and north of State Route 96
- Byrne Dairy Convenience Store and Gasoline Station, located at the southwest corner of State Route 96 and Mertensia Road
- Dollar Tree Store, located along the north side of State Route 96, opposite the former Wade’s Plaza Site (now the Farmington Market Center site and location of Tops Supermarket)
- Dollar General Store, located along the south side of State Route 96, west of Beaver Creek Road
- TCS Contract Electronics Manufacturing, located along the west side of East Corporate Drive and east of State Route 332
- Home Power Systems, located along the east side of East Corporate Drive
- Eagle Star VA Veterans Housing Institution, located along the east side of East Corporate Drive
- Finger Lakes Pet Resort, formerly “Boom Towne,” located along the west side of Beaver Creek Road
- Mattiacio Orthodontics, located at the south east corner of Hathaway Drive and Perez Drive
- FLACRA–Farmington,” an outpatient chemical dependency clinic treatment service, located at the northeast corner of Hathaway Drive and Perez Drive
- A Safe Place Self Storage,” located along Denny Drive at the intersection with Commercial Drive

- Mark DiMartino, D.D.S., family dentistry, located along the east side of Hathaway Drive and north of Perez Drive.

Since 2011, the following residential developments have taken place:

- Sections 2, 3, 4, 5, 6N, 6S and 9 of the Auburn Meadows Subdivision Tract, located east of New Michigan Road and north of Canandaigua–Farmington Town Line Road
- Sections 2, 3 and 4 of The Estates at Beaver Creek, located along the north side of Canandaigua–Farmington Town Line Road
- Section 3 of Phillips Landing Subdivision, located along the south side of County Road 41
- A portion of Section 9 Farmbrook Subdivision Tract, located east of State Route 332 and in the Farmbrook Neighborhood Tract
- Section 3 of Saratoga Crossings Townhouse and Apartment Project, located north of Plastermill Road and west of Gateway Drive
- Sections 1, 2, 3 and 4 of Hickory Rise Subdivision Tract, located east of Hook Road and south of Collett Road
- Redfield Grove Townhouse Project, Section 1, located west of Hook Road and opposite King Hill Drive
- Sections 2 and 3, Collett Woods Townhouse Project, located south of Collett Road and west of State Route 332

And just getting started in 2020, the following residential projects:

- Phase 1 of the Hathaway’s Corners Incentive Zoning Project, located at the southwest corner of State Route 332 and County Road 41.
- Monarch Manor Subdivision, Sections 1 and 2, located at the northeast corner of New Michigan Road and Canandaigua–Farmington Town Line Road.
- Pintail Crossing, Apartment Project, Phase 2, located along the south side of County Road 41, west of Wood Drive.
- Mertensia Road Townhouse Project, a proposed 220 townhouse project, located at the southwest corner of the intersection of Mertensia Road and Collett Road and adjacent to the Victor town line.

Also underway in 2021 are the following commercial and industrial projects:

- GLN Farmington Realty Project, Phase 1A, located along the south side of State Route 96, between Mertensia Road and State Route 332.
- Blackwood Industrial Park, Lot R-2A, two large warehouse distribution facilities that will complete the buildout of this industrial park project.

As evidenced from the above lists, there continues to be development and redevelopment of residential, commercial and industrial sites located within the Town of Farmington. Unlike other municipalities that are experiencing a slower growth mode, the Town of Farmington continues to grow at a steady rate. In 2018, the Town of Farmington was ranked the 15th fastest growing municipality in Western New York State. Because of this growth, the update to the 2011 edition of the Plan is deemed necessary at this time.

In 2019, the Genesee Transportation Council (GTC) report entitled “Regional Land Use Monitoring Report (2019), prepared as part of GTC’s Unified Planning Work Program, provided information on the issuance of building permits in 2019 to identify areas of growth within the Genesee-Finger Lakes Region (a nine-county area) that might require transportation planning and service modifications. The highest number of residential building permits in the Genesee-Finger Lakes Region in 2019, within Ontario County, were in the Towns of Farmington (1,016), Canandaigua (805) and Victor (708). These findings were used by the Towns of Farmington and Canandaigua, in conjunction with Ontario County Planning, to fund the on-going planning study entitled “State Route 332 and Route 96 Sub-Area Study.” The results of this study should be complete in 2021 and, hopefully, the findings can be incorporated into the 2021 Edition of the Plan.

Transportation Circulation Changes since December 2011

The length of center line travel lanes in the Town has increased to just over 109 miles of center line travel lanes during the last nine years (a 23 percent increase). The additional travel lanes involve land being subdivided and dedicated to the Town within:

- The Auburn Meadows Subdivision Tract
- The Estates at Beaver Creek Subdivision Tract
- The Phillips Landing, Section 3, Subdivision Tract
- The Farmington Gardens apartments with the dedication of Mercier Boulevard
- The Farmington Gardens II apartment project (now known as Farmington on the Creek apartment project) with the dedication of an extension to Hathaway Drive
- Hickory Rise Subdivision Tract, Sections 1, 2, 3 and 4

- Redfield Grove Townhouse Project, Phase 1, with the dedication of a portion of Redfield Drive
- A portion of Section 9 of the Farmbrook Subdivision Tract;
- Phase 1 of the Hathaway’s Corner Incentive Zoning Project;
- Monarch Manor Subdivision Tract, Section 1; and
- Portions of Carmen’s Way, Ivory Drive, Quentonshire Drive, a reconstructed portion of Canandaigua–Farmington Town Line Road and the beginning of the Farmington Pointe Road.

Other circulation projects completed since July 2011 include:

- The State Department of Transportation has agreed to locations for all future signalized intersections to be constructed along State Routes 96 and 332
- Construction of the Auburn Trail from County Road 41 to State Route 332 and south along the west side of State Route 332 to Canandaigua–Farmington Town Line Road and then east along the north side of Canandaigua–Farmington Town Line Road to a point where it will be continued by the Town of Canandaigua into the City of Canandaigua and connecting with the Ontario Pathways Trail.

Since 2011, there have been approximately six (5.78) new miles of concrete sidewalks installed primarily within the southwest quadrant of the Town as part of residential, commercial and industrial site developments. This brings the total length of sidewalks installed since 2011 to just over 11 miles. Finally, in keeping with the Federal Government’s “Complete Streets” guidelines, bike lanes have been installed along portions of Collett Road, State Route 332 and County Road 41. In-filling these alternative transportation modes is a goal of the 2021 Edition of the Plan.

Utility Changes since July 2011

Capital improvements completed before the end of 2003, at the Town’s Sewage Treatment Plant located on McMahon Road in the Town of Victor, have more than doubled the daily operating capacity of this treatment plant which is now operating at between 1.6 and 1.8 million gallons per day and is rated to operate at 4 million gallons per day. Since July 2011, public sewer service has been extended along the east side of Hook Road, to serve both the Hickory Rise Subdivision Tract and the Redfield Grove Subdivision Tract. Other sewer line extensions have been installed south of Collett Road for Phases 2 and 3 of the Collett Woods Townhouse Project, and south along New Michigan Road from Section 3 of Auburn Meadows Subdivision to Sections 1 and 2 of the Monarch Manor Subdivision Tract.

In 2015, the Town installed a section of sewer transmission line along the south side of State Route 96, generally across the frontage of the former Wade’s Plaza (now Tops Supermarket) site and connecting just west of the intersection with State Route 332. During 2017 and 2018, the Town completed an update to the Sewer Master Plan identifying the solution for increasing sewer flows along State Route 332, south of County Road 41, to serve the long-term needs for providing sewer service to those properties fronting along Route 332. With the recent connection to the sanitary sewer main transmission line, from the Hathaway’s Corner Incentive Zoning Site, opportunities for continued growth and development south of County Road 41 have been provided. Currently, the Town is also looking at design alternatives to connect the sewer pump station located at the Finger Lakes Gaming and Racetrack site to the sewer interceptor that runs east to west along Beaver Creek into the Town of Victor and to the sewer treatment plant located on McMahan Road. This alternative solution will alleviate the need for additional sewer line replacements along the south side of State Route 96, west of Route 332.

The Town is subject to and has been complying with the Federal Clean Water Act requirements for the State’s MS4 Stormwater Programs. This Program has resulted in additional on-site stormwater detention facilities being constructed as part of many projects. The first Town projects completed included the Race Track Detention Pond and the installation of detention facilities adjacent to the Stonehenge Townhouse Project along State Route 332. Since December 2003, there have been 43 stormwater facilities constructed in the Town. In response to this MS4 Program, the 2020 Plan will contain a more detailed description of the MS4 Program along with the first Stormwater Facilities Map (*see* Map No. 18, located in the back of the 2021 Plan). As this map is updated from time to time, the narrative section of the Plan will also need to be amended in order for the Plan to remain current.

In 2004, the Canandaigua and Farmington town boards acted to consolidate the three water districts (Canandaigua–Farmington Water District, North Farmington Water District and the Town of Farmington Water District) into one water district—the Canandaigua–Farmington Water District. Since 2004, there have been extensions made to the consolidated water district in both towns. Map No. 3, entitled Public Water System, delineates the areas within the Town that lie within the water district boundary. Unfortunately, the Town is prohibited by the Federal Homeland Infrastructure Securities Act to identify the water main locations and their size. That information is maintained by the Water District personnel.

Parkland Changes since July 2011

In 2017, the Town completed an update to the 2008 edition of the *Town of Farmington Park and Recreation Master Plan*. That document identified a list of priority action items totaling more than \$7 million, which included the \$1.92-million grant for the construction of the Auburn Trail Project in the Town.

With the help of resident input and the Recreation Advisory Board, the Town has also prepared a Beaver Creek Park Master Plan for the development of approximately 78 acres of parkland which surrounds the Auburn Meadows and The Estates at Beaver Creek subdivision tracts. Detailed

design plans and specifications for the development of 40 acres of new parkland involving active and passive recreational use began site construction in the fall of 2020. This park development will involve the installation of public water and sewer lines along with earthwork for the project.

In addition, restroom improvements were completed at both Pumpkin Hook Park and Farmington Town Park. These improvements, made possible by a grant from the State of New York, involve renovations in compliance with the Americans with Disabilities Act (ADA).

Agricultural Land Use Changes since July 2011

In February 2016, the Town adopted the *Farmington Farmland Protection Plan* following two years of work by the Town's Agricultural Advisory Committee with local farmers, landowners and staff assistance from the New York State Department of Agriculture and Markets and the Ontario County Agricultural Enhancement Board. Among the accomplishments of this Plan was discovery, that with proper drainage improvements, an additional 3,000 acres of farmland resources in the Town could be reclassified as Prime Farmland. Also established by the Plan is the delineation of the Strategic Farmland Protection Map. This map identifies those areas of the Town where emphasis is to be placed upon programs to sustain the viability of farming. Finally, in 2019, the Town was informed of the first farmland where interest has been expressed by the farm family to enter into a contract agreement with the State of New York for the purchase of development rights (PDR). This farmland is located in the southeast portion of the Town and adjacent to lands in the Town of Canandaigua that are also seeking the PDR protection. At this time, and as the result of the COVID-19 Pandemic, no decision has been made by the State to re-start their farmland protection program.

Open Space Changes since July 2011

The Town continues to experience pressures for development of its unique natural features (i.e., drumlins) and the conversion of farmland, especially those land subdivision tracts involving the selling-off of large parcels of land (five acres and larger) for non-farm use. The loss of our natural resources—including the conversion of farmland for rural residential purposes—remains a concern to the community. During the 2011 Plan period, the Conservation Board completed the update to the Open Space Index and are contemplating the preparation of the Open Space Plan to document these concerns.

Rezoning of Lands since July 2011

Since July 2011, there have been five Incentive Zoning (IZ) Districts created and mapped on the Town's Official Zoning Map. These five sites are known as the:

- Hickory Rise Incentive Zoning Site
- Monarch Manor Incentive Zoning Site

- Redfield Grove Incentive Zoning Site
- MIII Enterprises LLC (Cerone) Incentive Zoning Site; and
- Hathaway’s Corners Incentive Zoning Site

Each of these sites were deemed to meet the criteria set forth in Town Zoning Law (Chapter 165) and have provided benefits (amenities) to the community that extend beyond the needs of the individual sites.

Other rezoning since July 2011 include the creation of two additional parcels of GB General Business-zoned lands located along the north side of County Road 41, just west of Wood Drive; three parcels of GB General Business-zoned land from PD Planned Development, located along the north side of State Route 96 and north of Finger Lakes Gaming and Racetrack; two parcels of RMF Residential Multi-Family-zoned land from RB Restricted Business, located at the southwest corner of State Route 332 and Collett Road; and two parcels of PD Planned Development to RMF Residential Multi-Family, located at the east end of the former Glacier Lakes Planned Development site and south of County Road 41.

Currently, there are three (3) sites contemplating development which would involve rezoning to Incentive Zoning. These sites include the:

- Farmington Market Center (the former Wade’s plaza site, currently the Tops Supermarket), located along the south side of State Route 96 and east of Mertensia Road
- Farmington Pointe (1600 Rochester Road site), located along the west side of State Route 332 opposite the New York State Police Troop E Headquarters and Forensic Laboratory; and
- DiFelice/Malvaso site, located along the west side of State Route 332, south of West Corporate Drive and north of State Route 96.

Legacy of the 2011 Edition of the Plan

As identified by the above cited GTC Studies, the past decade (2011–2020) resulted in continued stable rates of residential growth occurring within the towns of Farmington, Canandaigua and Victor. Together, these three municipalities contributed approximately 40 percent to the County’s total population growth since 2011. The Town of Farmington, by itself since July 2011, has experienced over 510 new single-family detached dwelling units, 337 new townhouse (attached single-family dwelling units) and a total of 168 apartment units. The Town of Farmington has been identified by the local home builders associations as being the fastest growing residential community within the adjacent six counties of the Genesee–Finger Lakes Regional Planning area. This additional growth was anticipated by the Town as is evidenced by the completion of a \$17-million-dollar capital improvement investment project to improve the Town’s Sanitary Sewer Treatment Plant.

Farmington’s physical setting has not changed since originally described in the 1967 edition of the *General Plan*. The Town is located in the northern portion of Ontario County and is bordered on the northwest by the Town of Perinton (Monroe County), on the north by the Town of Macedon (Wayne County), on the east by the Town of Manchester (Ontario County), on the south by the Town of Canandaigua (Ontario County) and on the west by the Town of Victor (Ontario County).

Most of the Town of Farmington remains active farmland and open space, especially the area north of the New York State Thruway (I-90) and the area located in the southeastern portion of the Town. For a more detailed description of the active agricultural lands, *see* the Existing Land Use Map, Map No. 6, located in both Chapter 2 of this Plan and in the back of the Plan. In addition, Map No. 1, entitled “Owner vs Rented Active Farmland Map,” located in the adopted *Town of Farmland Protection Plan* also provides the latest delineation of active farmlands.

Farmington continues to have a dual character in terms of its overall development pattern. West of County Road 8 and south of the New York State Thruway, the Town continues to experience its greatest pattern of mixed land use including residential, commercial and industrial developments. It is within this portion of town that the “Community’s Development Center” continues to grow. East of County Road 8, the Town has continued to remain predominantly agricultural with low density rural residential development sites occurring primarily in the form of single-family front-age development along existing State, County and Town highways.

During this past Plan Period, there was one (1) large lot rural residential subdivision of farmland which was divided as part of a settlement of an estate. This development (lots of five acres and larger) within the established agricultural areas located along Sheldon Road between County Road 8 and Fox Road. Since then, there has not been a continued alarming rate of conversion of active farmland into the large size residential lots. However, renewed interests in such development continues to be of concern to our farming community as evidenced in 2021 by the subdivision of a large tract of active farmland, located along the west side of New Michigan Road, into three (3) large lots. Again, this subdivision of land was the result of settlement of a family estate. At this time, no known plans to further develop this land are known.

There are several major factors that continue to contribute to the Town’s diversified land use pattern. They include the existence of major highway facilities serving the town, (e.g., the New York State Thruway; State Routes 96 and 332; and County Highways 8, 28 and 41). The State highways provide direct access to the New York State Thruway (I-90) while the County highways serve to link the lower volume Town highways with the more heavily traveled State highways. Other major contributing factors include the improved public water and sewer systems and the emergence of a community business center at the intersection of State Routes 96 and 332 (the Hamlet of Farmington).

Finger Lakes Gaming & Racetrack continues to be the largest employer in the Town. This thoroughbred horse-racing facility has made several capital improvements since 2003 that have brought electronic wagering and gambling machines to their facility, as well as restaurants and events throughout the entire year. The introduction of over 1,500 electronic video gaming machine investments have changed the character of this once struggling thoroughbred racetrack into an

active casino and thoroughbred horse racing destination. Each year finds an increasing number of visitors to this facility, with over 1.7 million visitors being last counted. In addition to a growing demand for other types of gaming (i.e., live table games), the surge in gaming attendance has resulted in larger waging also being realized on the horse racing component of their operations. A spin-off from this increased casino gaming and horse racing activity has resulted in additional commercial service-oriented land uses opening in Farmington. The types of service-oriented land use desiring to locate in or near the gaming facility and racetrack include hotels, motels, restaurants and sports bars.

The 2000 U.S. Census reported a total of 10,584 persons living in the Town. In 2010, there were a total of 11,825 persons living in the Town, an increase of 11.7 percent. In 2017, it was estimated that there was a total of 12,891 persons living in the Town. This estimate is an increase of 21.8 percent since 2000 and an increase of 9 percent since 2010.

Since 2011, there continues to be a change to the demographic characteristics of the Town that will also significantly affect future development patterns in the Town. This change involves the average household size which some feel will continue to decrease. A review of the 2020 U.S. Census of Housing and Population for the Town will need to be completed to verify or refute this assumption. Experience, however, has shown that as household size decreases, there continues to be increased demands for smaller residential lots and more townhouse and apartment dwellings. Consequently, the number of dwelling units is expected to continue to grow at a faster rate than will the total population. Therefore, the need for more housing units will have a demand upon the Town's land resources and the costs of providing services to existing and new residents.

Another change since 2011 has been to the demographic characteristics of the Town. We continue to grow older, but yet not as fast a rate as that which was experienced between 2000 and 2010. This is, in part, to the change in demographics attributed to the new households who have moved into the community between July 2011 and November 2019. There has been an increase in the number of newborns in our community. We now find that there will be continued demands for both youths and seniors for a variety of types of housing, more in-law apartments and more "healthy community" elements (e.g., sidewalks, bike lanes and hiking trails) to be included as part of our residential neighborhoods. As the number of wage earners increases, our total family incomes will also continue to rise. These changes to our demographics will place additional demands upon the Town to provide a diversified recreational program and park facilities.

It is believed that during the next 10-year period the average household will be comprised of more mature and affluent people, there will be more wage earners and the average household income is expected to increase. With this change, the particular types of residential and commercial developments that are desired may be somewhat different from the types that were previously desired by the Town (i.e., smaller starter homes, fast-food types of restaurants, etc.). In addition, the demand for new residential development is likely to be for smaller lots to maintain (i.e., lots of 10,000 square feet or larger) but with more expensive homes being placed upon these lots. In addition, there will be continued demand for senior housing facilities in these areas of the Town where services are readily accessible (i.e., the "Community Center").

The 2021 Edition Plan Summary

The 2021 Edition of the Plan reinforces the goals, objectives and action items in the 2011 Edition of the Plan. There are, however, additional major changes recommended in the 2021 Plan amendment. The 2021 Edition of the Plan is recommending the following new actions to be undertaken:

- Redefine the “Community Center” as further defined under the provisions of the State of New York Infrastructure Policy Act of 2010. This edition of the Plan further defines the Subarea south and west of the intersection of State Routes 96 and 332 as being the Town of Farmington’s “Community Center.” It is within this subarea that the Town will be creating a mixed use community with a planned neighborhood offering equal emphasis upon public transportation, the automobile and pedestrian accessibility. The 2021 Edition of the Plan calls for the preparation of a detailed master plan showing new streets, mixed land uses, new intersections, new trails and a sidewalk network making the “Community Center Area” a destination as opposed to just another pass through area.
- Continue to support state funded farmland protection programs including the Purchase of Agricultural Conservation Easements.
- Maintain the Town’s Open Space Index during the Plan Period.
- Create a Town Open Space Plan during the Plan Period.
- Create land use regulations to protect our unique natural resource areas while accommodating development.
- Promote the development of Finger Lakes Gaming & Racetrack site as a tourist destination with such elements as a large scale conference/convention center, a facility for the promotion of live Broadway Theatre Productions and for a wide variety of specialized commercial land uses in support of such a tourist facility.
- Maintain the Auburn Trail connection with the Town of Canandaigua, the City of Canandaigua and the Ontario Pathways.
- Maintain both Water and Sewer Master Plan Maps during the Plan Period.
- Complete the planned development within the Auburn Meadows Subdivision Tract, Monarch Manor, Hathaway’s Corner, Farmington Pointe and other mixed land use sites located within the expanding “Community Center Area.”
- Complete the 40-acre parkland site known as Beaver Creek Park and complete the linear pedestrian trail connections between the Park and the Auburn Trail.

- Create a Main Street Corridor along portions of State Route 96 and provide for distinct land use regulations to accomplish the recommendations contained in the “Town’s Main Street Corridor Plan’s recommended Guidelines for the Route 96 Corridor.”
- Enact land use regulations to support and sustain a growing senior citizen component of our community.
- Continue to maintain the Town of Farmington Parks and Recreation Master Plan.
- Prepare a Transportation Master Plan that identifies priority areas for completing links within our developing sidewalks, bike lanes and trails that connect with the Auburn Trail Corridor.
- Continue to plan for capital improvement projects that are affected by the ongoing operations at the Finger Lakes Gaming and Racetrack site and rely upon the State Legislature’s commitment to fund these eligible projects.
- Continue to support volunteer services within the community and seek ways to help sustain membership in these organizations.
- Continue to use social media sources, Town Newsletters, Town Website and publish meeting agendas to facilitate public awareness within the community.
- Continue to participate in state, regional, county and local programs that impact growth and development within the Town of Farmington.
- Evaluate the feasibility and benefits of creating a town-wide drainage district.
- Evaluate the impacts associated with the introduction of public sewer service into other subareas of the community.
- Support federal and state programs for sustaining renewable energy sources while protecting valuable non-renewal agricultural soils and farming operations.

Sustaining the Quality of Life

Most of the development occurring in Farmington is of lasting benefit to the Town. However, being able to sustain this benefit and prevent new problems from being created is *not* guaranteed; it requires due diligence. In order to control development activities and to mitigate their potential problems, Farmington needs to continually evaluate and amend zoning laws, development regulations and other programs for the protection of its natural resources. Consideration should be given to amending subdivision regulations, continually amending construction design guidelines (i.e., Renewable Energy Concepts and Principles), maintenance changes to the State’s Building Code and various other laws and regulations. Our planning efforts need to be more considerate of energy costs associated with the community’s social and economic interactions.

The Town Board has created and has appointed a Planning Board, a Conservation Board, an Agricultural Advisory Committee, a Zoning Board of Appeals, a Historic Preservation Board, a Recreation Advisory Committee, code enforcement officers, and a full-time director of planning and development. The majority of the members of these boards and committees continue to attend numerous training programs held each year throughout the region. In addition, some of the land use regulations and zoning map amendments called for in the 2011 Edition of the Plan have been accomplished. Others are being considered and are being reintroduced in this 2021 Edition of the Plan.

Improved intermunicipal coordination among Town officials, especially within the Route 332 Corridor are recommended to minimize future highway efficiency and safety problems. In addition, administrative changes have been made and will continue to be implemented in the Town Code with the intent to minimize future challenges to our ongoing daily development decisions.

Finally, in addition to the Town boards and committees and ongoing administration of town regulations, there is a host of State and County agencies empowered to regulate various development activities. The breadth of the concerns covered by these various agencies helps to ensure that significant problems are not overlooked. However, the complexity of the jurisdictional arrangements for such elements as schools, fire protection, telephone, internet and cable service makes for the efficient administration of the development review process a daunting and sometimes often a frustrating task.

Advantages to Planning

According to Professor John R. Nolon in his book *Well Grounded: Shaping the Destiny of the Empire State—Local Law and Land Use Practice* (White Plains, N.Y., Pace University School of Law, ©1998), a “good Comprehensive Plan guides not only the physical and economic development of the municipality, but also accommodates social, environmental and regional concerns.” The 2021 Edition of the Plan guides all five of the above mentioned elements.

The Town Board has a thorough understanding of and an appreciation for the important advantages to be achieved by preparing, adopting and maintaining the Plan. First, the State statutes require that “all land use regulations must be in accordance with a Comprehensive Plan.” Second, once adopted, all other governmental agencies planning capital improvement projects within the Town of Farmington must first consider the Town’s adopted Plan recommendations. Third, the Comprehensive Planning process presents an opportunity for the Town to periodically inventory the needs and assets of the Town, to reaffirm its vision for the future and to build consensus and support for actions to implement the Plan. Finally, adopting the Plan enables strategic land use regulations to be enacted to implement the community’s vision, to protect natural resources and to encourage economic development where desired. The adopted Plan provides the basis for consistent and accountable decision making by both the public and private sectors of the community, County, region and State.

The Plan Amendment Process

The process of amending the Plan is seen as being one involving citizens and community leaders coming together to reaffirm a collaborative strategy for achieving a municipality's objectives. Frequent attention to the Plan, as provided for under State enabling statutes, will have a positive impact upon the day-to-day decision-making by local boards and the practical progress of the Town toward its long-range goals.

The Farmington Town Board has adopted the 2011 Edition of the Plan and now intends to amend that edition with the adoption of the 2021 Edition of the Plan as the official planning document for the community. The 2021 Edition of the Plan is intended to guide the Town Board, Planning Board, Zoning Board of Appeals, code enforcement officer, administrative officials, various other advisory boards, committees and commissions in their decision making process. It is also intended to define clearly for the general public an accountable and consistent basis for both public and private investments.

With the adoption of the 2021 Edition of the Plan, the Town Board provides for an annual review and a report thereon by the Planning Board. The annual review is administered by the Town Board Government Operations Committee and by the Town Planning Board. The annual report is to be presented to the Town Board each August. As conditions may warrant, further periodic amendments to the plan will be accomplished by the Town Board through a formal amendment process. The Plan amendment process is set forth in Section 239-m of the New York State General Municipal Law and Section 272-a of New York State Town Law.

The 2021 Edition of the Comprehensive Plan

The 2021 Edition of the Comprehensive Plan is an amendment to the 2011 Edition of the Town's Comprehensive Plan and is graphically summarized on Map No. 10—Future Land Use Map, located at the conclusion of this chapter and in the appendices. The land use pattern is based upon an evaluation of the existing benefits and problems, potential opportunities and significant constraints to development. It is to be implemented through a growth management program which would influence the rate, amount, type, location and cost of growth in the Town. Various management measures are proposed in Chapter 3 to protect the environment as well as to provide opportunities for planned growth in the Town.

The general thrust of the 2021 Edition of the Plan continues the established land use patterns contained in the 1993, 2003 and 2011 Editions of the Plan in many ways. It would reinforce the existing pattern of development by continuing to encourage most new development in the "Community Center Area," south of the New York State Thruway and west of County Road 8. This is area continues to be the most appropriate area for development because the principal roads that connect Farmington to other communities exist within this area. In addition, this area contains public parkland, sewer service and other utilities that are needed for planned developments. Finally, there

is a significant amount of land, with suitable site conditions for development, which is still available within this portion of the Town.

The 2021 Edition of the Plan envisions that a number of the parcels of land located within this southwest area of the community are most appropriate for a variety of residential, commercial developments, multi-family (to include senior citizen sites) and industrial sites. With the implementation of the recommended changes in zoning, the 2021 Edition of the Plan provides for a wider choice for potential highway oriented commercial land uses and the establishment of the “Community Center Area” (the southwest portion of the intersection of State Routes 96 and 332). In addition, the 2021 Edition of the Plan envisions a second neighborhood center being established along the west side of State Route 332, generally opposite the Farmbrook Subdivision Tract and along the Auburn Trail Project corridor.

The 2021 Edition of the Plan calls for updates to the Utilities Master Plan (water, sewer, cable, etc.), the Town Parks and Recreation Master Plan, the Town Open Space Index and Open Space Plan and to the Town Drainage Master Plan. Such amendments update this comprehensive plan and provide the ongoing basis for municipal decisions to be made to accept land offers for public parkland in lieu of park and recreation fees.

In other respects, the proposed 2021 Edition of the Plan differs markedly from the 2011 Edition of the Plan. There is to be a significant reduction in the highway oriented commercial and industrial types of land use recommended along State Route 96 in the eastern portion of the Town. Additional Town highways and major intersections with State Route 332 are envisioned as additional commercial and residential developments occur that are consistent with the Town’s Major Thoroughfare Overlay District (MTOD) Regulations and the State Routes 96 and 332 Corridor Management Plan Official Map.

To remain competitive with the on-going economic development programs in adjacent municipalities, the Town will need to continue to provide Incentive Zoning measures. In addition, the Town will need to consider establishing a planned capital highway improvements plan to stimulate development within the State Routes 96 and 332 Corridor Management Plan Area.

The 2021 Edition of the Plan recommends a continuation of the Town’s ongoing sidewalk, bike lanes and trail connection program, especially within the southwest portion of the Town. The 2021 Edition of the Plan identifies the need for a sidewalk, bike lane and trail master plan to be created to connect the various sections of these facilities that are located within the southwest quadrant of the Town, between neighborhoods and to provide additional pedestrian links between Beaver Creek Parklands to the Auburn Trail.

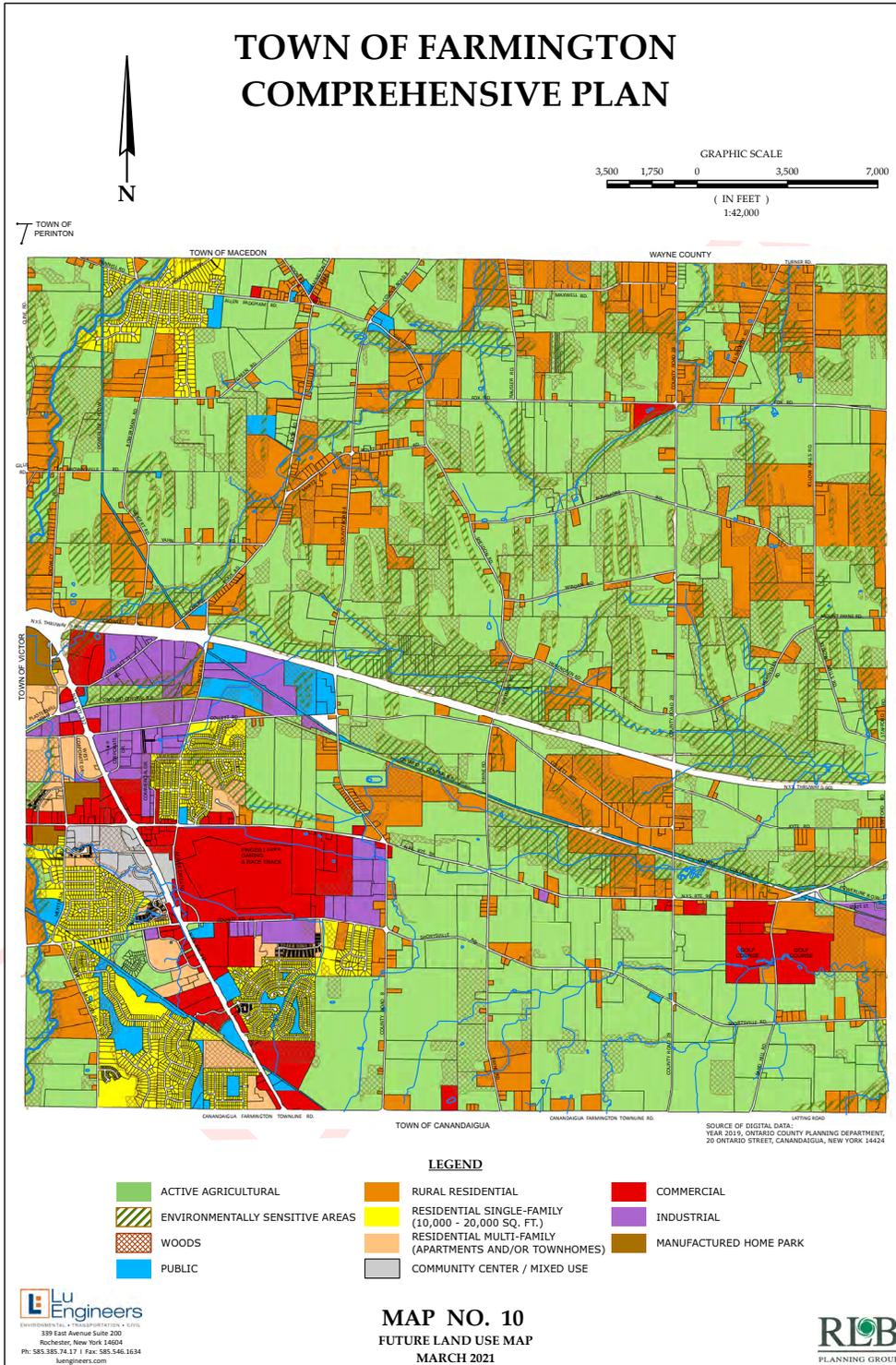
The 2021 Edition of the Plan recommends several zoning map changes including the elimination of the existing PD Planned Development Sites along Route 332, south of County Road 41. The 2021 Edition of the Plan also recommends the reduction in the amount of land zoned for Restricted Business and that consideration be given to creating additional types of permitted land use along Route 332. Finally, the Plan recommends a further evaluation of the permitted and special permitted uses within the commercial and industrial districts.

Agricultural land protection remains an important element of the 2021 Plan. A specific implementation action called for in the Plan is the ongoing evaluation of a purchase of development rights program (an agricultural conservation easement program that will be based upon uniform Land Evaluation Site Assessment (LESA) criteria for prioritizing land development rights purchases).

The 2021 Edition of the Plan acknowledges the need to participate in and contribute to renewal energy resources to help federal and state programs for sustainable energy. Land use regulations will need to keep pace with changing energy technologies, especially in the areas of wind and solar systems. Understanding the benefits such systems play in energy independence is important to our residents and landowners.

The 2021 Edition of the Plan calls for the Agricultural Advisory Committee to maintain the Active Farmlands Map and to continue their research into other farmland protection measures. In addition, the 2021 Edition of the Plan calls for the creation of Environmental Protection Overlay Districts (EPODs) which would require additional documentation and evaluation of the impact associated with development of our natural resource areas.

A “snapshot” of the 2021 Plan Amendment’s preferred vision (Map No. 10—Future Land Use Plan Map) appears both on the next page and in larger format in the back of this Plan. The chapters that follow in this Plan provide more detailed descriptions of the existing conditions, the community’s goals, objectives and recommended actions, a narrative of future land use patterns envisioned within each of the 15 different subareas and a comprehensive listing of the Plan Amendment implementation actions.



CHAPTER 2 BACKGROUND, ASSETS AND CONSTRAINTS

Natural Features

Introduction

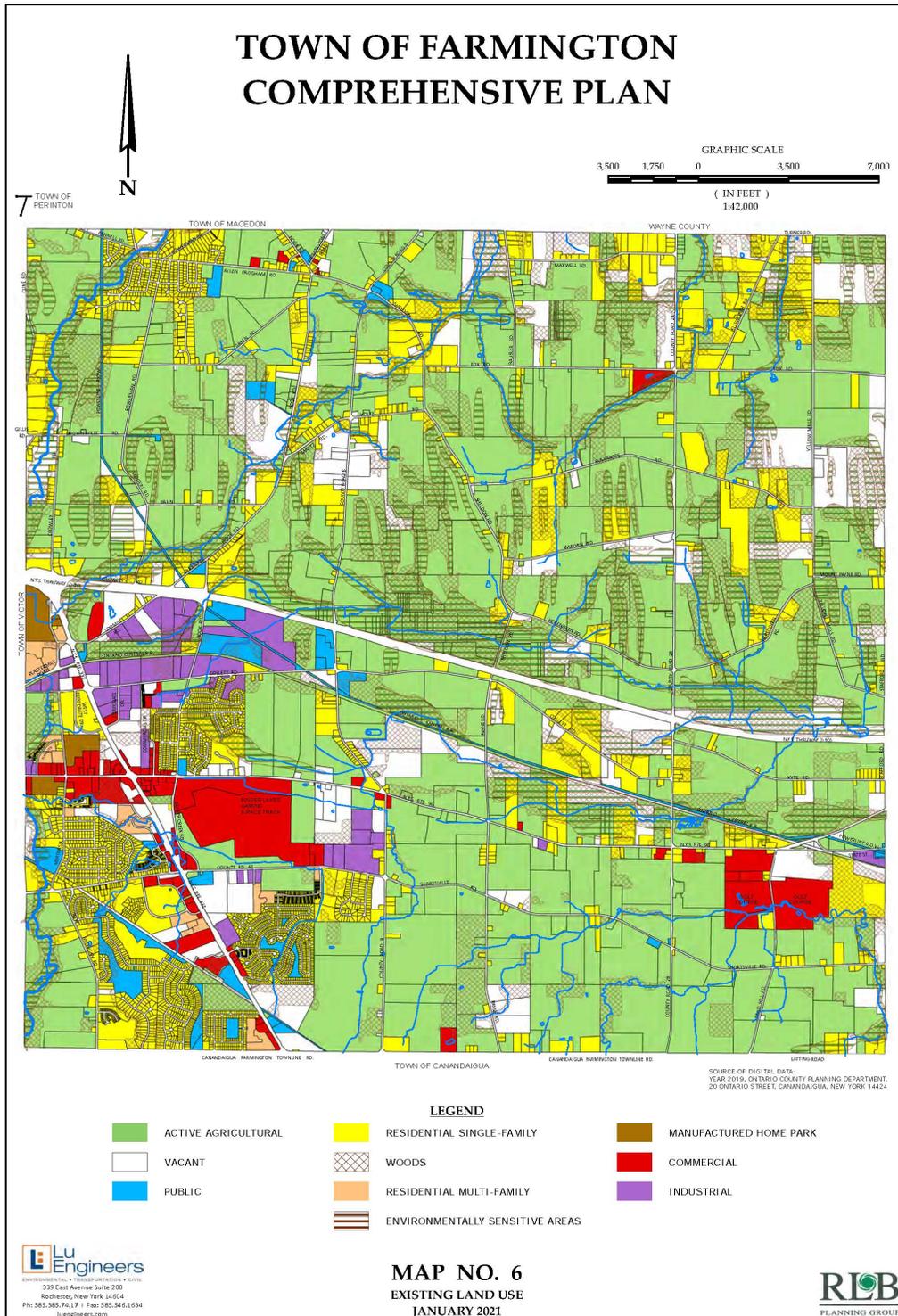
This chapter references a number of maps, one of which is located elsewhere in this Chapter and others in the pocket in the back of this Plan Document. For a listing of these maps, please refer to the Table of Contents in the front of this Plan Document. These maps, together with the maps contained in the *Town of Farmington Farmland Protection Plan*, 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, the Ontario County Hazardous Mitigation Plan and the Ontario County Soils Survey Maps comprise the sources of analysis and mapping used in the development constraints and opportunities identified in this chapter of the Plan.

Chapter 2 examines the most recent housing and population information, the existing land use pattern (a snapshot as of December 1, 2019) in the Town of Farmington, the natural resources which act as constraints to development and on-going programs and projects which identify future 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 No. 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 No. 6 in this chapter) 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.



The Town of Farmington is predominantly a rural residential/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 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. This pattern of development has existed since the 1960s and has continued to expand since then (*see* “General Plan History” in Chapter 1).

Generally speaking, land located east of County Road 8 remains primarily in agricultural use with a pattern of low density single-family dwellings fronting along the highways. This area of the Town comprises approximately 2/3 of the total land area. While to some, this large area of land, along with the area north of the Thruway (I-90) located in the northwest portion of the Town represents the farming in Farmington. The continued viability of farming in the Town, however, depends upon a number of economic factors, some of which the Town can influence (i.e., nuisance complaints, taxes, eminent domain, storm water control, floodplain management 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. In an effort to identify these factors, the Town of Farmington prepared and adopted, in February 2016, the *Farmington Farmland Protection Plan*. The *Farmland Protection Plan* contains Objectives and Action Items intended to promote and stimulate the agricultural sector of the community. These items in the *Farmland Protection Plan* replace those items contained in the 2011 Edition of the *Comprehensive Plan* (*see* Chapter 3 of this 2020 Plan, entitled “Goals, Objectives and Recommended Actions” for these new policy statements).

Most of the farmland in the Town is expected to remain in production during this Plan Update Period (through 2030), especially in the area north of the New York State Thruway (Interstate 90) and east of County Road 8. Exceptions occur in the areas of major traffic corridors such as State Route 332 and the western portion of 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. Focusing continued growth and development within this area identified as the “Community Center Area” and limiting the extensions of public infrastructure (e.g. roads, sewer and water) into the other areas will mitigate the greatest threat to the conversion of farmland for non-farm use.

During the past 10 years, the County and Town have continued economic development efforts to attract new industrial development especially in the manufacturing sector. Since July 2011, there have been a number of new industrial types of land use move into existing structures; and there have been 13 new manufacturing structures that were either completely built or expanded during this time period. Examples of the new industrial sites include:

- Ewing Graphics on Loomis Road

- Federal Express Warehouse/Distribution Center on Collett Road
- Gypsum Systems on Loomis Road
- Home Power Systems on East Corporate Drive
- Leonard’s Express Body Shop on Collett Road
- Leonard’s Express Terminal Expansion on Collett Road
- MiniTech Framing Systems LLC on County Road 41
- Modern Manufacturing on East Corporate Drive
- New Energy Works expansions on Commercial Drive
- Service Steel Warehouse/Distribution Center on County Road 41
- TCS Manufacturing on East Corporate Drive
- Toptica Photonics on County Road 41
- United Rentals on Loomis Road

This is a dramatic increase in employment opportunities from the previous decade and 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 these types of land use.

The Town of Farmington contains 39.45 square miles (or 25,248 acres) of land, making it the sixth 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 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 percent 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 percent according to 2010 Census: Public Law 94-171 Data.

According to the Cornell University Program on Applied Demographics, the 2019 population of the Town was 13,407 persons. The 10-year period, between 2010 and 2020, saw a thirteen percent (13 percent) increase in the Town’s population. Over the past two decades (2000–2020), the Town’s population grew by 25 percent. The Town of Farmington (in population) remains the second largest municipality behind the Town of Victor for Ontario County. Additional population information is contained elsewhere in this 2021 Edition of the Plan.

According to the Rochester Home Builder’s Association Building Permits, for the year 2019 there were a total of 195 single-family building permits issued in Ontario County. Of this countywide total, 87 single-family building permits were issued in the Town of Farmington (44.6 percent of all single-family permits). The breakdown of Building Permits issued for the past four years (2017–2020) is as follows:

2017 54 permits

2018 226 permits
2019 87 permits
2020 130 permits

The total 497 of building permits issued during this period for single-family dwellings when estimating population increase of 2.4 persons per household equates to an estimated 1,192 new residents to the Town. Additional information on the latest available demographics is contained elsewhere in this Chapter.

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 waterlogged 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 regulate 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 percent 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 No. 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 (the Corps) 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 within federally designated wetlands. Development within these areas requires a permit be obtained from the Corps before any dredged or fill material can be discharged to the waters of the United States. Many, but not all, of the designated federal wetlands located within the Town 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>

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 100-year floodplains) located in the Town of Farmington was conducted by FEMA in 1982. As part of that study several areas were mapped and identified as being Areas of Special Flood Hazard and are shown on the Federal Flood Insurance Rate Maps (FIRMs). 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, determined to be necessary by the Federal Emergency Management Agency (FEMA).

Insurance premium rates offered to property owners whose land lies within 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 No. 8 shows the location of major streams and creeks in the Town and their delineated flood-

plains.

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 ground-water 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, this area was covered with glaciers during 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 mostly flat topography (see Map No. 14 in the Appendices) and some of the development that has occurred in the past has contributed 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 natural 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 Section 402 of the Clean Water Act, operators of small Municipal Separate Storm Sewer Systems (MS4s) located in urbanized areas, or as otherwise designated by NYS, are required to have coverage under a National Pollutant Discharge Elimination System (NPDES) permit or a New York State Pollutant Discharge Elimination System (SPDES) permit.

The Town of Farmington, as a Municipal Separate Storm Sewer System agency (MS4 agency), is required to maintain coverage under the New York State SPDES General Permit for Stormwater Discharges from MS4s, GP-0-15-003 (MS4 Permit). 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. As part of maintaining required coverage under the MS4 permit, the town was required to develop and enforce a Stormwater Management Program (SWMP), including development of a SWMP plan. The SWMP plan describes how the Town will address pollutants of concern and reduce the discharge of pollutants from the MS4 to the maximum extent practicable through the six Minimum Control Measures (MCMs) identified within the MS4 Permit.

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 of land 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 met the minimum measures of the SPDES General Permits and required 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 June 2018, a new chapter of the Town Code was adopted (Chapter 138) entitled “Stormwater Management and Erosion and Sediment Control.” These revisions were made in response to amendments made to the State’s Stormwater Regulations.

In 1992, the Town authorized the Town’s engineers, MRB Group, D.P.C., to update the *Town of Farmington Stormwater Master Plan*. This master plan (referred to as the SWMP [swamp plan]), among other issues listed below, identified the natural drainage basins that exist within the Town. These basins are shown on Map No. 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.

A revised Stormwater Facilities map is now part of this edition of the *Comprehensive Plan* (see

Map No. 18 located in the pocket at the back of this document). This map will continue to be monitored and updated during the next 10-year planning period.

Assets

- In 2017, in response to amendments to the NYSDEC regulations that were originally effective March 1, 2011, the five-step planning and design process that incorporates what is commonly referred to as green design (or green infrastructure) standards was expanded. 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.
- 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 Gaming and Racetrack 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 1,190 acres (or 5 percent of the Town's land area) with slopes of 15 percent or more. Those areas are located on Farmington's drumlins which are mainly north of the Thruway. Their locations are shown on Map No. 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 No. 14, in the back of this Plan, shows this pattern of drumlin fields that 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 sub-surfaces 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

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 67 percent 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

Fertile land and a favorable climate are the key ingredients for our Town's namesake enterprise. Soils in Farmington are generally high lime, gravelly varieties, with some heavier types occurring near the southern edge of town. Most of the land being actively farmed in the Town is classified as "Prime Farmland" by the USDA. The elevation (approximately 600 feet) and proximity to the Great Lakes of this region result in a relatively long and moderate growing season (2,500 growing degree days) for this latitude (43 degrees N).

These positive attributes are offset somewhat by variable field sizes, and irregular boundaries, defined by rolling topography and adjacent wetlands. While not a constraint years ago, when farm operations were smaller, the fragmented nature of farmland in the Town has not been as conducive to the consolidation and scaling-up of farm operations that is more evident in the Eastern and Southeastern areas of Ontario County. Dairying, once the predominant agricultural activity in Farmington, is now represented by only one operation. In its place, grain farming (primarily corn, soybeans, and small grains) has become the most prevalent. Most farm operations in the Town are growing only modestly, if at all. With farmer retirements, and few next generation transition plans in place, there is a clear trend of cropland once operated independently, being rented out to neighboring operations, or increasingly, to farm operators based outside of Farmington.

There are state and local policies in place which serve to enhance farmland viability, and mitigate economic incentives to develop open land:

State Policies: The New York State Agricultural Districts Law, enacted in 1971, enables economic and regulatory incentives to encourage farm use of land. Approximately 70 percent of the land in Farmington is included in Ontario County Consolidated Agricultural Use District No. 1, (*see* Map No. 9.) 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. Most of the wetlands and drumlins in the Town are included in this district. In 1981, a large area of land (containing a total of 322.3 acres) 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.

The district is administered by the County and reviewed every eight years for renewal and recertification by the State Commissioner of Agriculture and Markets. Each year during the life of the District, landowners may request to have land added, however, land may not be removed from the District until the eighth-year renewal process. The most recent eighth-year review and recertification of the Ontario County Agricultural Use District No. 1 occurred in 2020. 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 assessment on their land. Under this program, any assessed value which exceeds the equalized agricultural assessment on the land is exempt from real property taxation. Should any part of the exempted land be converted to a non-farm use, the landowner must pay a penalty. The penalty is five times the taxes saved in the last year, plus 6 percent 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.

Local policies intended to preserve farmland include:

1. Agricultural-residential zoning, which restricts certain non-farm types of development.

2. Adoption of a “Right To Farm” law.
3. Establishment of an Agricultural Advisory Committee.
4. Adoption of a Town Farmland Protection Plan.
5. Recently the Town Board has endorsed the application of a significant landowner for a Farmland Protection Implementation Grant through the New York State Department of Agriculture and Markets. If successful, this application will result in the first conservation easement to be granted in this town.

In conjunction with the preparation of the 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. While this study’s findings were interesting at the time, there has been no update to compare what these ratios would be considered in today’s economy.

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 percent of the respondents felt that they would like to see about the same amount of farmland remain. A total of 39 percent 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 percent), a total of 64 percent wanted to see more done to promote and preserve agricultural businesses.

As part of the update to the 2011 edition of the Plan, a much smaller survey was offered on-line. Responses showed significant resident support for farmland and natural resource protection, and preservation of the town’s rural character. As part of the 2021 edition of the Plan, another survey of Town Residents was offered on-line. There were a total of 500 responses received of which 477 responses (95.6 percent) came from residents of the Town. This survey found that important issues to be addressed during the next 10-year planning period found 37.9 percent of the respondents identified the protection of our natural resources and unique agricultural soils. When asked to select the top five choices for what people would like to see during this next 10-year period, 46.4 percent identified protection of natural resources and 41 percent identified protection of farmlands.

The ongoing viability of agriculture in Farmington depends in part upon continued support from the New York State Legislature. Funding for research, innovations, transitions, development rights purchases, and support programs such as Cooperative Extension are all helpful. It should be noted that real property tax abatement afforded by agricultural assessments has diminished from approx-

imately 50 percent years ago, to less than 33 percent today. Favorable tax treatment is a powerful tool in farmland protection.

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.

By adopting the *Farmland Protection Plan*, the Town has provided an official policy document for recommended actions to help save this natural land resource base. One of the recommended implementation actions involves the creation of a draft Agricultural Conservation District to be added to Chapter 165 of the Town Code and delineated upon the Official Zoning Map. Work on the new district has been started and has been reviewed by the Town's Agricultural Advisory Committee. The need for implementing such a new zoning district will be discussed further in Chapter 5: "Implementation Actions," of this edition of the *Comprehensive Plan*.

Another Implementation Action called for in the 2011 edition of the Plan involves the evaluation of a town-wide drainage district. In the past there was strong opposition from the farming community for having such a town-wide district, however, the timing may be right to re-evaluate the pros and cons for creating such a district. Related to this effort, the Town, as part of the recently approved Ontario County Hazardous Mitigation Plan, has identified the need to create an inter-municipal approach to evaluating such a town-wide district citing the need to improve drainage within the entire drainage area and not just within the Town's municipal boundary. Also related to this effort is the finding from the *Farmland Protection Plan* that proper drainage of farmland soils could bring reclassification of approximately 3,000 acres of farmland soils into the Prime Soils Classification, thus directly benefiting farming operations in the Town.

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 and Markets 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.
- Tax relief from agricultural assessment is diminishing.
- The long-term prospects for agriculture in Farmington depend on economic conditions largely beyond local control.

Residential Development

In 1970, Farmington hosted 1,137 dwelling units. As of April 2010, there were 4,664 dwelling units in the Town (or a net gain of 410 percent over a 40-year period). Since July 2011, there has been an increase of 960 dwelling units (or a net gain of 14.6 percent). Of the total number of

dwelling units since July, 2011, there have been 455 new single-family detached dwelling units, 337 new townhouse (attached) single-family dwelling units and 168 new apartment units. 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 (known as the Briarwood Section) in the late 1960s and early 1970s. It was in this area where there were good sandy type soils suited for on-site waste water treatment systems. In addition to single-family detached dwelling units, Farmington provides a wide range of other types of dwellings: 522 townhouse units, 921 apartment units and 538 manufactured homes as of December 1, 2019.

In the past, the Farmington Development Office has 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.

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 \$1 paid in taxes and service fees by the residential sector, the Town and school districts spend \$1.22 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.

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.

Commercial Land Use

Background

Farmington has an interchange (Exit 44) located along the New York State Thruway (I-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. The Finger Lakes Region continues today to be one of the top five vacation destinations in the United States.

The Tourism industry continues to grow in this portion of western New York. Here in Farmington, the Finger Lakes Gaming & Racetrack continues to expand its facilities to meet the growing demands. These facilities are owned by Delaware North Companies of Buffalo, N.Y. 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 long 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 10:00 a.m. to 4:00 a.m., the 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). Finger Lakes Gaming & Racetrack continues to be the largest employer in the Town with over 650 employees.

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 this one commercial land use has upon the local economy, the race track generates well in excess of \$50 million each year. Local farmers also benefit from the agri-business 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 stable operations in the Town.

During 2001, a total of 239,000 people attended events at Finger Lakes Gaming & Racetrack. 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 reported that during 2009 a total of 1.7 million people visited the racing and gaming facility. Information provided by Delaware North, as part of the 2021 Plan update, finds that when a nearby casino and resort opened in 2018 there was about a 25 percent drop in attendance at Finger Lakes. This decrease, however, was slowly recovering and it was in 2019 again estimated that approximately 1.7 million people will visit the racing and gaming facility. Just as Finger Lakes began to see a return to their daily attendance, along came the COVID-19 Pandemic which severely affected the operations of this facility. Only now, in early 2021, are there signs of slow increases occurring in attendance figures.

In 2002, Finger Lakes Gaming & Racetrack operated a total of 361 days between live racing dates and simulcasting-only days. This year (2021) marks the 59th consecutive year of thoroughbred racing at Finger Lakes Gaming & Racetrack. Since opening in 1962, the owner reports they have hosted over 74,000 horse races and have entertained over 25 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.

Other commercial services in Town include a regional scale grocery store complex, a second new grocery store facility, two branch banks, one drug store, several personal service stores, an antique mall, a horse equipment store, a laundromat, a dry cleaners, a liquor store, barber and beauty shops, tanning salons, automobile repair shops, two auto parts stores, used automobile sales, fast food restaurants, family-style restaurants, a car wash, three motels and a hotel, two recreational vehicle sales and service facilities, an archery shop, a number of small independent farm stands, a farm and garden center, a riding stable, and five convenience stores/mini marts each with gasoline dispensing units. Currently still missing from this mix of commercial services is a hardware store, although one such store opened during the past planning period just south of the town line in the Town of Canandaigua.

A common concern shared by all towns is the financial value that different types of development have to the communities.

Commercial and recreational development presently consume just under 5.08 percent (in 1990, it was 5.2 percent) of the acreage of the Town, but represents over 18.84 percent (in 1990, it was 20.17 percent) 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 Route 96 and State Route 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 the Tops Supermarket Plaza, Farmington Commons Plaza (State Route 96 and State Route 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 the late 1980s, the intent of commercial zoning was to concentrate retail business at the intersection of State Route 96 and State Route 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.

In an attempt to minimize the conflict of frontage development along Route 332, a rear-access road was to have been constructed as part of the recommendations contained in the "Routes 96 and 332 Corridor Plan," October 1986. This parallel access road was to be constructed along the west side of Route 332, between County Road 41 and the Farmington Commons Plaza. In 2008, a small section of this access road, known as Hathaway Drive, was started north of Perez Drive and extended to a cul-de-sac located just north of the limits of the Calm Lake Project. Starting in 2015 and continuing through 2019, two new projects were constructed (a senior housing facility and an

apartment complex) which continued Hathaway Drive cul-de-sac north.

At the north end of the cul-de-sac on Hathaway Drive a new town road was built in 2015—Mercier Boulevard—which is intended someday to connect Hathaway Drive with a new signalized intersection with State Route 96, in the area south and west of the intersection of State Routes 96 and 332. Eventually, when warrants exist, there will be a signalized intersection onto State Route 332, between State Route 96 and County Road 41. Currently, a portion of this intersection has been constructed with a left-turn lane for north bound traffic on State Route 332. In the future, this location has been approved by the State Department of Transportation for a full four-way signalized intersection providing a second major access point to the Finger Lakes Gaming & Racing site.

Other areas rezoned along the State 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 Mountain 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, are three parcels of land located between Farmbrook Drive and Clovermeadow Lane that was changed from GB General Business to RB Restricted Business in the late 1980s. This was done at the time because of the short. In 2017, this land was partially developed as a dental office, with two potential sites located adjacent to the north and south of the developed office site. Also in this area, is another parcel of RB zoned land that is owned by the State of New York and is the Troop E New York State Police Headquarters. In 2019, there was an expansion to the Headquarters Building, removal of the State Police Helipad and construction of a new Forensic Science Laboratory and Office Building.

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 State 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 redesigned 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 guidelines of the MTOD Regulations and the Official Major Thoroughfare Overlay District Map.

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 road 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 State 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 indoor 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 State 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 State Route 332.

State 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 State Route 96/State Route 332 area. Sixty-two percent (62 percent) 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 that should be provided along the State 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 State 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 27,000 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 State Route 332 and State Route 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 Route 332 and State Route 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.

Industrial Land Use

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 past 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 upon 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 percent 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.

Direct access to the New York State 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, 10 such firms have located here in the last two decades. Table 3 shows that since July 2011 an additional three warehouse/shipping firms have located here in Town. 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 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. Other examples include the Service Steel warehouse facility located on County Road 41 and the Federal Express facility located on Collett Road, both located in the Town.

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 New York State 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. Other new industrial sites (i.e., Gypsum Systems, United Rental and Ewing Lettering and Graphics) have been constructed and connected to the public sewer service. There remains additional sewer capacity with the existing system in place and there is a large area of vacant land zoned for industrial development that is located within this area of the community.

There is another industrial zoning district in the Town, the LI Limited Industrial District (*see* Map No. 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 Gaming & Racetrack and south of State Route 96 extending east to County Road 8 are not serviced by sanitary sewers at this time.

When the zoning chapter of the Town Code was rewritten in the early 1980s, additional zoning districts were established. Prior to that time there were only four zones—residential, planned development, industrial and commercial. Industrial zones were mapped along the former Lehigh Valley Railroad Line (now the Ontario Central Railroad) and generally north of County Road 41 and west of County Road 8 (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.

In 2011, the Town of Farmington, in cooperation with the Town of Canandaigua, the City of Canandaigua and the Genesee Transportation Council (GTC) completed 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, Lehigh Valley Corridor and the Genesee Greenway Trails. When the current zoning was enacted, residential and agricultural developments were allowed in commercial/industrial zoned areas. When the 1980 zoning was completed, industrial zones were placed in residential areas along Loomis Road. Conversely, since July 2011, residential zones were

introduced into areas that were zoned industrial (i.e., Hickory Rise Incentive Zone) and Collett Woods Townhouses (formerly Restricted Business).

In 2003, there were three excavation sites in operation in the Town. Today there is only one excavation site located along the east side of County Road 8, north of the New York State Thruway and within the boundaries of the established A-80 Agricultural District. The New York State Department of Environmental Conservation (DEC) and the Town regulate this operation, with the DEC responsible for site reclamation.

Assets

- Exit 44 on the New York State Thruway provides easy access to major markets in New York and the northeastern section of the nation.
- Farmington contains a growing and skilled work force.
- Farmington has vacant land zoned both GI General Industrial and LI Limited Industrial for additional 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 adjacent lands zoned for industrial use.
- For the most part, land zoned for General Industrial purposes is suitably located away from and is well buffered from established residential neighborhoods.
- Industrial land use demands are among the lowest level of service demands on County, 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, highways to accommodate 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 1
COMMERCIAL AND INDUSTRIAL PERMITS
1990–2010

<u>TYPE OF BUSINESS</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>TOTAL</u>
Retail Outlets and Shopping Centers	11	8	24	43
Restaurants	5	3	13	21
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

**TABLE 2
 COMMERCIAL AND INDUSTRIAL PERMITS
 2011–2019**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Retail Outlets (*1)		1	1	1				1	1	5
Restaurants (*2)					1			1		2
Health Facilities (*3)			1					2		3
Other Residential Services (*4)				1				1	2	4
Warehouse/Offices (*5)	1				1			1		3
Manufacturing/Offices (*6)			2		1	1			1	5
Offices (*7)						1				1
Mining										0
Total	1	1	4	2	3	2	0	6	4	23

- *1 *CVS, Family Dollar, Dollar General, Dave's Digs, Byrne Dairy*
- *2 *Burger King, Taco Bell*
- *3 *Mattiaccio, Farmington Dental, DiMartino*
- *4 *Generations Bank, America's Best Value Inn, Microtel, LNB*
- *5 *A Safe Place Storage, FedEx, M3*
- *6 *Service Steel, Home Power Systems, TCS, MiniTec, Empire Pipeline*
- *7 *NYSDSP Forensic Identification Building*

**TABLE 3
 COMMERCIAL AND INDUSTRIAL BUILDING PERMITS*
 1990–2019**

	1990	2000	2010	2019	Total
Retail Outlets	11	8	24	5	48
Restaurants	5	3	13	2	23
Health Facilities	3	3	10	3	19
Other Residential Services	5	5	23	4	37
Warehouse/Offices	10	5	9	3	27
Manufacturing/Offices	3	8	14	5	30
Offices	6	1	5	1	13
Mining	2	3	1	0	6
Total	45	36	99	23	203

**New Construction Only*

Population Growth

Geography	Past Growth				Future Projected
	2000	2010	2019	AAGR 2000 - 2019	2024
New York	18,976,457	19,378,102	20,030,453	0.28%	20,245,169
Rochester MSA	1,062,452	1,079,671	1,095,267	0.16%	1,092,716
Ontario County	100,224	107,931	114,316	0.69%	117,177
Town of Farmington	10,584	11,825	13,407	1.25%	14,059

Source: ESRI

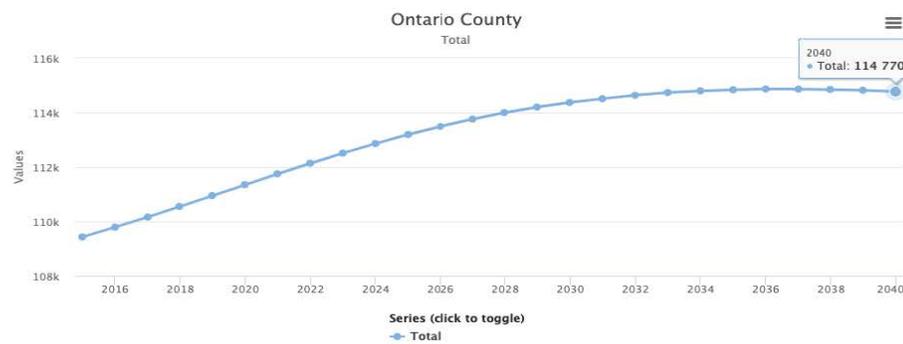
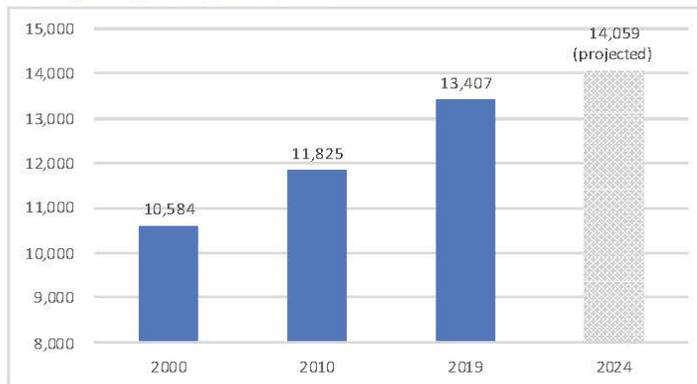
Notes:

AAGR = Average Annual Growth Rate

Rochester MSA = Metropolitan Statistical Area:

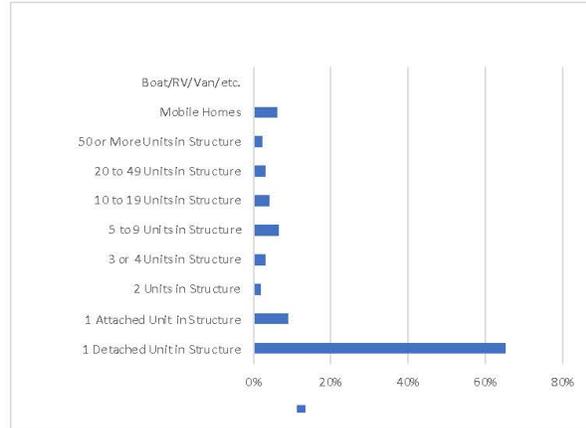
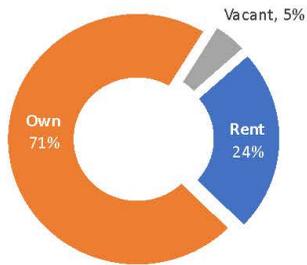
Monroe, Livingston, Ontario, Orleans, Wayne, Yates counties

Farmington Population, 2000 - 2024



Source: Cornell Program on Applied Demographics, 2019

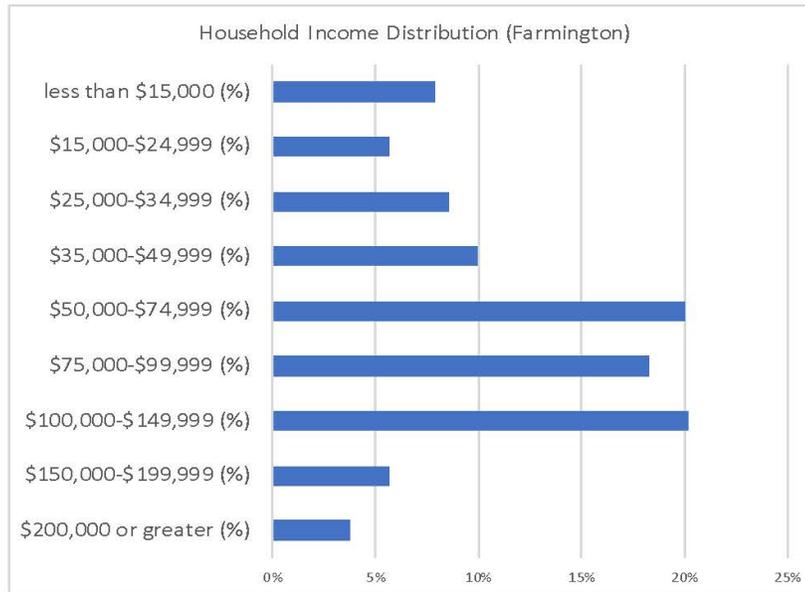
Age	2019	2024
65-69 (%)	6.11%	6.19%
70-74 (%)	4.25%	4.81%
75-79 (%)	2.08%	3.34%
80-84 (%)	1.04%	1.51%
85+ (%)	0.78%	0.94%
Population Over65	14.26%	16.79%



Income

Site	Ontario County, NY	New York	Farmington town, NY	Rochester MSA	Victor town, NY	Manchester town, NY	East Bloomfield town, NY	Canandaigua town, NY
2019 Median Household Income	\$65,143	\$65,889	\$71,372	\$56,859	\$101,722	\$56,118	\$73,706	\$67,806
2019 Per Capita Income	\$34,589	\$37,467	\$31,893	\$31,786	\$50,096	\$27,693	\$36,564	\$37,076

Source: ESRI



Inflow/Outflow Report

Selection Area Labor Market Size (All Jobs)

	2017	
	Count	Share
Employed in the Selection Area	3,358	100.0%
Living in the Selection Area	6,434	191.6%
Net Job Inflow (+) or Outflow (-)	-3,076	-

In-Area Labor Force Efficiency (All Jobs)

	2017	
	Count	Share
Living in the Selection Area	6,434	100.0%
Living and Employed in the Selection Area	530	8.2%
Living in the Selection Area but Employed Outside	5,904	91.8%

In-Area Employment Efficiency (All Jobs)

	2017	
	Count	Share
Employed in the Selection Area	3,358	100.0%
Employed and Living in the Selection Area	530	15.8%
Employed in the Selection Area but Living Outside	2,828	84.2%

Outflow Job Characteristics (All Jobs)

	2017	
	Count	Share
External Jobs Filled by Residents	5,904	100.0%
Workers Aged 29 or younger	1,232	20.9%
Workers Aged 30 to 54	3,274	55.5%
Workers Aged 55 or older	1,398	23.7%
Workers Earning \$1,250 per month or less	1,215	20.6%
Workers Earning \$1,251 to \$3,333 per month	1,702	28.8%
Workers Earning More than \$3,333 per month	2,987	50.6%
Workers in the "Goods Producing" Industry Class	887	15.0%
Workers in the "Trade, Transportation, and Utilities" Industry Class	1,088	18.4%
Workers in the "All Other Services" Industry Class	3,929	66.5%

Inflow Job Characteristics (All Jobs)

	2017	
	Count	Share
Internal Jobs Filled by Outside Workers	2,828	100.0%
Workers Aged 29 or younger	714	25.2%
Workers Aged 30 to 54	1,464	51.8%
Workers Aged 55 or older	650	23.0%
Workers Earning \$1,250 per month or less	634	22.4%
Workers Earning \$1,251 to \$3,333 per month	1,032	36.5%
Workers Earning More than \$3,333 per month	1,162	41.1%
Workers in the "Goods Producing" Industry Class	572	20.2%
Workers in the "Trade, Transportation, and Utilities" Industry Class	831	29.4%
Workers in the "All Other Services" Industry Class	1,425	50.4%

Interior Flow Job Characteristics (All Jobs)

	2017	
	Count	Share
Internal Jobs Filled by Residents	530	100.0%
Workers Aged 29 or younger	156	29.4%
Workers Aged 30 to 54	237	44.7%
Workers Aged 55 or older	137	25.8%
Workers Earning \$1,250 per month or less	154	29.1%
Workers Earning \$1,251 to \$3,333 per month	223	42.1%
Workers Earning More than \$3,333 per month	153	28.9%
Workers in the "Goods Producing" Industry Class	88	16.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	83	15.7%
Workers in the "All Other Services" Industry Class	359	67.7%



	2020		2003	
	# Parcels	Assessed Value	# Parcels	Assessed Value
Agricultural	188	\$33,543,570	201	\$22,054,800
Residential	3661	\$669,360,124	2809	\$291,795,700
Residential (RS8)	4	\$630,700	2	\$218,400
Vacant	715	\$32,994,900	717	\$20,131,560
Commercial	119	\$195,355,600	93	\$79,250,041
Recreational	5	\$36,383,700	5	\$8,888,900
Community Services	26	\$20,955,300	25	\$14,993,500
Industrial	17	\$22,292,200	15	\$15,666,000
Public Service	85	\$62,848,301	72	\$27,739,995
Park & Forest	8	\$1,205,600	5	\$320,000
Totals	4828	\$1,075,569,995	3944	\$481,058,896

Percent Change **22%** **123%**

2020	Acres	% of Overall Acres	Net Taxable	% of Net Taxable
Agricultural	11326.37	47.18%	\$24,203,158	2.46%
Residential	6666.45	27.77%	\$657,087,480	66.77%
Vacant	4244.21	17.68%	\$32,003,500	3.25%
Commercial	824.02	3.43%	\$172,825,635	17.56%
Recreational	403.7	1.68%	\$36,383,700	3.70%
Community Services	168.56	0.70%	\$1,440,000	0.15%
Industrial	133.9	0.56%	\$16,600,000	1.69%
Public Service	115.87	0.48%	\$43,634,201	4.43%
Park & Forest	122.74	0.51%	\$0	0.00%
Total	24005.82	100.00%	\$984,177,674	100%

2012	Acres	% of Overall Acres	Net Taxable	% of Net Taxable
Agricultural	11784.97	49.03%	\$20,776,451	2.92%
Residential	6293.74	26.18%	\$483,294,103	67.86%
Vacant	4397.69	18.30%	\$26,487,100	3.72%
Commercial	674.4	2.81%	\$109,624,300	15.39%
Recreational	403.7	1.68%	\$28,423,100	3.99%
Community Services	141.23	0.59%	\$1,365,300	0.19%
Industrial	120.5	0.50%	\$8,910,970	1.25%
Public Service	112.25	0.47%	\$33,362,184	4.68%
Park & Forest	107.44	0.45%	\$0	0.00%
Total	24035.92	100.00%	\$712,243,508	100.00%

Town of Farmington Comprehensive Plan—Chapter 2
Adopted December 22, 2003. Amended July 26, 2011. Draft as of March 31, 2021

NYS - Real Property System
 County of Ontario
 Town of Farmington
 SWIS Code - 322800

Property Classification Summary - 2020 - Prior Year File

RPS315/V04/L001

R S	Prop Type	Description	No. of Parcels	Land Value Total Value	----- Taxable Values -----			----- Exemptions -----			
					County Tax Town Tax	School Tax Village Tax	Senior Cnty System Cnty	Senior Town System Town	Senior Schl System Schl	Senior VIII System VIII	
1	100	Agricultural	188	20,018,970 33,543,570	24,227,555 24,203,158	24,094,857 0	34,815 0	33,418 0	249,513 0	0 0	
1	200	Residential	3,661	103,959,975 669,360,124	659,945,089 657,087,480	661,100,213 0	2,081,040 0	2,839,143 0	7,448,171 0	0 0	
1	300	Vacant Land	690	31,527,300 32,541,500	31,952,800 31,952,800	31,952,800 0	0 0	0 0	0 0	0 0	
1	400	Commercial	114	32,518,600 175,155,800	172,825,635 172,825,635	172,825,635 0	0 0	0 0	0 0	0 0	
1	500	Rec & Entertn	5	3,769,400 36,383,700	36,383,700 36,383,700	36,383,700 0	0 0	0 0	0 0	0 0	
1	600	Community Ser	1	241,500 1,440,000	1,440,000 1,440,000	1,440,000 0	0 0	0 0	0 0	0 0	
1	700	Industrial	14	3,072,600 16,600,000	16,600,000 16,600,000	16,600,000 0	0 0	0 0	0 0	0 0	
Roll Section 1 Totals			4,673	195,108,345 965,024,694	943,374,779 940,492,773	944,397,205 0	2,115,855 0	2,872,561 0	7,697,684 0	0 0	
5	800	Public Service	36	0 14,271,753	14,271,753 14,271,753	14,271,753 0	0 0	0 0	0 0	0 0	
Roll Section 5 Totals			36	0 14,271,753	14,271,753 14,271,753	14,271,753 0	0 0	0 0	0 0	0 0	
6	300	Vacant Land	7	50,700 50,700	50,700 50,700	50,700 0	0 0	0 0	0 0	0 0	
6	800	Public Service	38	225,500 29,538,548	29,362,448 29,362,448	29,538,548 0	0 0	0 0	0 0	0 0	
Roll Section 6 Totals			45	276,200 29,589,248	29,413,148 29,413,148	29,589,248 0	0 0	0 0	0 0	0 0	
8	200	Residential	4	191,400 630,700	0 0	0 0	0 0	0 0	0 0	0 0	
8	300	Vacant Land	18	397,800 402,700	0 0	0 0	0 0	0 0	0 0	0 0	
8	400	Commercial	5	1,301,700 20,199,800	0 0	0 0	0 0	0 0	0 0	0 0	

NYS - Real Property System
 County of Ontario
 Town of Farmington
 SWIS Code - 322800

Property Classification Summary - 2020 - Prior Year File

RPS315/V04/L001

R S	Prop Type	Description	No. of Parcels	Land Value Total Value	----- Taxable Values -----		----- Exemptions -----			
					County Tax Town Tax	School Tax Village Tax	Senior Cnty System Cnty	Senior Town System Town	Senior Schl System Schl	Senior Vill System Vill
8	600	Community Ser	25	2,480,000 19,515,300	0 0	0 0	0 0	0 0	0 0	0 0
8	700	Industrial	3	716,900 5,692,200	0 0	0 0	0 0	0 0	0 0	0 0
8	800	Public Service	11	627,900 19,038,000	0 0	0 0	0 0	0 0	0 0	0 0
8	900	Wild, Forest..	8	512,800 1,205,600	0 0	0 0	0 0	0 0	0 0	0 0
		Roll Section 8 Totals	74	6,228,500 66,684,300	0 0	0 0	0 0	0 0	0 0	0 0
		Town Totals	4,828	201,613,045 1,075,569,995	987,059,680 984,177,674	988,258,206 0	2,115,855 0	2,872,561 0	7,697,684 0	0 0

	2019		2003	
	#Parcels	Assessed Value	#Parcels	Assessed Value
Agricultural	190	33,584,070	201	22,054,800
Residential	3,589	647,068,124	2,809	291,795,700
Residential (RS 8)	2	280,800	2	218,400
Vacant	689	33,154,600	717	20,131,560
Commercial	117	192,139,712	93	79,250,041
Recreational	5	36,383,700	5	8,888,900
Community Services	26	20,799,800	25	14,993,500
Industrial	17	22,396,600	15	15,666,000
Public Service	87	62,677,987	72	27,739,995
Park & Forest	8	1,205,600	5	320,000
	4,730	1,049,690,993	3,944	481,058,896

Percent Change 20% 118%

2019	Acres	% of Overall Acres	Net Taxable	% of Net Taxable
Agricultural	11420.57	47.56%	23954214	2.50%
Residential	6656.439	27.72%	634812856	66.19%
Vacant	4175.952	17.39%	32333931	3.37%
Commercial	810.7169	3.38%	171254022	17.86%
Recreational	403.7	1.68%	36383700	3.79%
Community Services	168.5614	0.70%	1440000	0.15%
Industrial	137.2	0.57%	14930000	1.56%
Public Service	115.87	0.48%	43989608	4.59%
Park & Forest	122.74	0.51%	0	0.00%
Total	24011.75		959098331	

2011	Acres	% of Overall Acres	Net Taxable	% of Net Taxable
Agricultural	11824.77	49.25%	20037130	2.09%
Residential	6243.924	26.00%	473390876	49.36%
Vacant	4434.925	18.47%	26450600	2.76%
Commercial	659.7962	2.75%	104579305	10.90%
Recreational	403.7	1.68%	28448100	2.97%
Community Services	141.2296	0.59%	1365300	0.14%
Industrial	120.5	0.50%	10217840	1.07%
Public Service	112.2496	0.47%	34449047	3.59%
Park & Forest	107.54	0.45%	0	0.00%
Total	24048.63		698938198	

Water Service

The Canandaigua–Farmington Water District was formed in 1961 and has the capability to remote monitor the district’s two water storage tanks (Brickyard Water Tank and North Farmington Water Tank). This water district has since been augmented, both by the Town through petition of land-owners and privately, with subsequent dedication to the Town as required by New York State Public Health Law. 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, which remains a part of the joint Canandaigua–Farmington Water District.

This joint water district serves approximately 45 percent of the land area of Farmington with public water service. The remaining 55 percent of the Town is served by private wells. Map No. 3 shows the public water districts serving the Town. The majority of the districts (approximately 98 percent) 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 Northwest Farmington, along Cline Road, where water is provided by the Monroe County Water Authority.

The City of Canandaigua Water Treatment Plant has the capacity to draw 13 million gallons per day from Canandaigua Lake. 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 1.7 million gallons (or an increase of 74 percent during the previous seven years). In 2020, the total daily use of water was 1.6 million gallons (or a decrease of .060 percent during the previous 10 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 Canandaigua–Farmington 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 Canandaigua–Farmington Town Line Road primarily to improve flows to the developing Auburn Meadows Subdivision Tract and The Estates at 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 No. 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.

In 2015, additional water line improvements, included approximately 5,000 lineal feet in length, were made along Mertensia Road, between State Route 96 and County Road 41. In 2021, this water main is being continued across (underneath) the intersection with State Route 96 then west to the Victor–Farmington Town Line and from the intersection north approximately 1,100 lineal feet along the west side of Mertensia Road. In 2019, approximately 4,100 lineal feet of 10-inch water main was installed starting at the intersection of State Route 332 and County Road 41 east to Beaver Creek Road, then north along the east side of said road to the intersection with State Route 96. In 2020, approximately 1,800 lineal feet of 10-inch watermain was installed along the Canandaigua/Farmington Town Line Road, between Stablegate Drive and the new entrance into the Monarch Manor Incentive Zoning (Townhouse) Project.

Finally, under design at this time is another water improvement project known as the Brickyard Road Water Storage Tank (a two-million-gallon tank) and associated supply lines and appurtenances. Another a part of the tank replacement is the construction of approximately 4,500 linear feet of 16-inch water transmission main extending north along Brickyard Road to the Canandaigua–Farmington Town Line Road where it will connect with the existing water lines. This project, estimated to cost \$9.3 million, is scheduled to start in 2021 and be complete in 2023.

A review of Map No. 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. In 2017, the Town conducted a study for extending public water to this area and submitted a Drinking Water Grant Application which determined (in 2018) the area lacked a tax base that would be acceptable to the State Comptroller to allow a water district to be created. Now with the almost elimination of State or Federal funding, there has resulted an ongoing 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 and updated in 2018, prepared by MRB Group D.P.C., the Town's consulting engineering firm. According to the New York State Health Department, there are no major deficiencies in the current system.

In 1991, as part of the update to the Comprehensive Plan, a Town-wide survey asked respondents if they were served by public water, and whether they had concerns. Over 90 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, at the time, 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 2020 population and almost all 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 New York State Health Department, there are no major deficiencies in the current system.
- The City of Canandaigua allocation of water from Canandaigua Lake is 8,000,000 GPD if needed. The average total consumption per day is approximately 4,000,000 GPD.
- During the last planning period new ten inch size water mains were installed along Beaver Creek Road (between State Route 96 and County Road 41) and along Mertensia Road (between State Route 96 and County Road 41) thereby improving both domestic and fire flow needs within the Community Center Area.

Constraints

- Low population density and a low tax base that exists in the eastern part of the Town (determined by a Water Improvement Feasibility Study conducted in 2018) 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 No. 41 to the Collett Road, the water mains should be further evaluated to determine the need for increasing the diameter size to accommodate future growth and development to meet I.S.O. standards.
- Replace the water mains located within the intersection of State Routes 96 and 332.
- Replace the water mains located within the intersection of State Route 332 and Collett Road.

Sanitary Sewer

A single sanitary sewer district—the Town of Farmington Sanitary Sewer District—serves much of the area south of the NYS Thruway (I-90) 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 No. 4).

Over 80 percent 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 McMahan Road. Since then major upgrades have occurred to this facility resulting in a four-million-gallon-per-day operating system. The plant is currently operating at 45 percent of its design capacity. The plant is designated as a regional plant, with capacity shared with the Town of Victor and the northern portion of the Town of Canandaigua. Five (5) pump stations are located in Farmington (*see* Map No. 4) and 29 pump stations have been installed in the Town of Victor.

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 Campgrounds located on the north side of Canandaigua–Farmington Town Line Road and the sewer manhole located on the Calvary Chapel Property within an existing sewer easement. This is a two-inch force main that was funded and installed entirely by the owner of the campgrounds within private easements.

The *Town of Farmington Sanitary Sewer and Water Supply Master Plan* (May 1989), prepared by MRB Group D.P.C. (the Town’s consulting engineering firm) 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 New York State Thruway along Loomis Road, east of State Route 332 and ending on Hook Road just south of the RG&E Power Station and north of the Town Highway Campus site. This sewer extension provides capacity for a large area industrial zoned land located north of Collett Road and south of the New York State 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 New York State 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.

In 2018, the Town’s engineers completed the “Sewer System Capacity Report for the Town of Farmington” and in 2019, completed an Engineering Report for the “Sewer Transmission Capacity Study for the Town of Farmington.” These two reports determined that as the southwest quadrant of the Town (the expanded Community Center) continues to develop there are two priority sewer improvements that are critical: (1) increasing the capacity of a portion of the sanitary sewer along Mertensia Road south of Route 96 connecting to the Interceptor Sewer Line; and (2) realignment of the Race Track Pump Station (PS-1) force main south to the Interceptor Sewer Line.

Based upon the engineering analyses, installation of the a force main along the east side of Beaver Creek Road, between State Route 96 and the Interceptor Sewer Line crossing on Beaver Creek will relieve the capacity strain experienced by the existing sewer line along State Route 96, the area known as Farmington’s Main Street Corridor, between the Farmington/Victor Town Line and the Race Track Pump Station Number 1. In addition, installation of a 12-inch section of gravity

sewer line along a portion of the west side of Mertensia Road connecting into the Pheasants Crossing Subdivision Tract and continuing to the Interceptor Sewer Line will provide additional capacity, easy access for on-going maintenance, minimal disruption to residents, and connection to the Interceptor Sewer Line closer to the Waste Water Treatment Plant.

Assets

- Currently, almost all the commercial districts in the Town are in the Sanitary Sewer District.
- Approximately 80 percent of the Town’s residents are serviced by sanitary sewers.
- The Town has ample capacity at the treatment plant to accommodate projected future development, both at the Town and regional levels, which is currently operating at an average 1.8 million gallons per day including the ability to expand to a 4 million gallon per day treatment facility.

Constraints

- The areas of the Town north of the New York State Thruway and east of Payne Road must be served by one or more pump stations.
- The Town’s Main Street Corridor, State Route 96, is becoming constrained for accepting additional sewer connections which have identified solutions that are being implemented during the next planning period.
- 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 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

Highways provide several different functions for moving traffic within and through a community. Within the Town of Farmington there are four different functional highway classifications. Map

No. 1 identifies the four different highway jurisdictions within the Town and their functional classifications.

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 and County Road 41. Both are classified as Rural Major Collector. All other roads, including County Road 28, are classified Local Collector Roads.

In 2003, the Town of Farmington Highway Department maintained a total of 87.90 center line travel miles (175.8 lane miles) of Town roads. In 2010, the Town maintained a total of 89.47 center line travel miles (178.94 lane miles) of Town roads, or an increase of two percent. In 2017, the Town maintained a total of 90.50 center line travel miles (181 lane miles) of Town roads, or an increase of slightly more than one percent (1.01 percent). In 2018, the Town maintained a total of 91.69 center line travel miles, or an increase of slightly more than one percent (1.02 percent). In 2019, the Town maintained a total of 92.91 center line travel miles (188.98 lane miles), or an increase of slightly more than one percent (1.01 percent). In 2020, the Town maintained a total of 93.81 center line travel miles, or an increase of slightly more than one percent (1.009 percent). Since 2003, the Town has had a total of 11.8 miles of Town roads dedicated, or a six percent increase in total miles during this period.

In addition, the Town Highway Department maintains a total of 15.47 center line travel miles of County roads under contract. 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 (or 51.52 lane miles) of limited access roads (New York State Thruway) located in the Town.

The total 165.22 center line travel miles of roads located within the Town provide varying levels of service to the Town and surrounding communities in the region and so are built to different requirements. The Town maintains the Local Collector roads that are designed to accommodate low volumes of local traffic with speeds of 30 miles per hour or under within developed residential neighborhoods, 40 miles per hour or under in lower density developed residential sites fronting along County and Town highways, and 55 miles per hour or under along the more rural and open areas with properties fronting along State, County and Town highways.

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.

State Route 332 and State Route 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 led the Town to create a plan for a parallel access road system. This system is delineated on the Town's Official Highway Corridor Map (adopted in 1999 and updated in 2017) and entitled "Routes 96 & 332 Corridor Development Plan." This Corridor Development Map replaces an early Development Plan that was known as *Routes 96 and 332 Corridor Plan*, which was prepared by MRB Group and Phoenix Associates, Inc., adopted October, 1986. In 2010, the Town Board adopted a new Official Zoning Map which delineated the Official Major Thoroughfare Overlay District (MTOD).

The MTOD access road system is intended to remove much of the local traffic from the heavily traveled State highways. The system identifies County and Town highway intersections with the State highways at designated intervals throughout the Town. Partial solutions for funding the project are now being implemented through the Incentive Zoning provisions contained in Chapter 165 of the Town Code. Since 2011, the first segments of these MTOD access roads constructed involve Mercier Boulevard and the extension of Hathaway Drive to Mercier Boulevard, located along the west side of State Route 332.

Additional sections of the parallel access road system that have been completed since July 2011 include the extension of West Corporate Drive connecting Collett Road West with State Route 332, opposite East Corporate Drive; the construction of Carmen's Way from State Route 332 westerly to Ivory Drive; the extension of Ivory Drive connecting to Carmen's Way; and the reconstruction and dedication of Quentonshire Drive from County Road 41 south to its present terminus.

Other roads under construction at the present time include Redfield Drive from Hook Road (opposite King Hill Drive) connecting with Commercial Drive; Commercial Drive from Collett Road south to its present terminus; and the following four Town roads, all of which are located within the Hathaway's Corners Incentive Zoning Site (Savalla Boulevard, Barry Place, Homes Place and the northern section of Carmen's Way).

In 1991, a 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 of respondents listed highway improvements as imperative or important for future funding. Fifty-nine percent listed completion of the proposed access road along State Route 332 as either imperative or important for future funding.

Residents were also asked at the time 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 Road 8 and County Road 41
- County Road 28 and State Route 96

- County Road 28 and Shortsville Road
- Hook Road and Collett Road
- Loomis Road and Hook Road
- Crowley Road and Hook Road
- Brownsville Road/Cline Road/Gillis Road

The following improvements have since been made to these intersections: County Road 8 and Allen Padgham Road have warning stripes along the both edges (north and south bound lanes) for County Road 8. In addition, warning flashers (for the stop on Allen Padgham Road) as well as a warning caution light was installed on County Road 8 north of the intersection for south bound traffic. A round-about was constructed in 2018 at County Road 8 and County Road 41–Shortsville Road. A round-about was constructed in 2020 at County Road 28 and Shortsville Road. Solar-powered flashing stop signs were installed at Hook Road and Collett Road to further assist in warning traffic on Collett Road of the pending stop. A four-way signalized intersection has been installed at County Road 28 and State Route 96.

Today, with the completion of the reconstruction of State Route 332, the construction of Gateway Drive and a portion of Plastermill Road, the relocation of the railroad line and the location of public infrastructure (i.e., water and sewer services) the option involving the construction of a connection of Mertensia Road with Plastermill Road generated a recent renewed interest from the Town of Victor. Their goal, like the goal of Farmington residents, is to find a connection between Plastermill Road and Mertensia Road, as well as access to the signalized intersection of Collett Road and State Route 332. Such a connection would also provide better and more direct access for Victor residents seeking access destinations on the eastern end of Victor, who must now use McMahan Road, or State Route 332. Reducing left turns off from McMahan Road onto State Route 96 to head to points between there and State Route 332 is identified as Priority Number 5 in the Genesee Transportation Council (GTC) Route 96 Plan. The GTC is this region’s Metropolitan Transportation Agency and has accepted the identified a project known as “Plastermill Road/Collett Road/Delray Drive Connection,” as documented in the recently completed “Route 96 Transformative Corridor Strategic Infrastructure Plan.”

In 2020, the New York State Thruway began removing the toll booths at all exits along the I-90 Corridor. Exit 44 tolls booths are scheduled to be removed in 2021, leaving open two traffic lanes entering into the Town of Farmington where posted speeds have been observed in far excess of the 55 miles per hour posted speed limit. Motorists entering Route 332, from both Gateway Drive and Loomis Road will need to carefully evaluate when to enter into oncoming traffic at speeds greater than the posted limits. Another safety concern that has been identified with the pending removal of the toll booths is the merging of two lanes of traffic into one lane before branching off for either west bound or east bound traffic. Finally, additional lighting of this merging area should be considered as part of any removal of the toll booths.

Related to the other capital highway improvement program needs of the State, County and Town are the construction of local Town roads intersecting at key points along the corridors for State Route 96 and State Route 332; and County Road 41. The timely construction of local collector

roads and new intersections is important to the State, regional and local economic development programs. The need for the creation of the internal (or parallel) access roads connecting properties adjacent to the adjacent and higher classified highways is an important stimulus to the planned orderly growth and development of the community and this growing portion of the Genesee–Finger Lakes Region.

The first step in realizing the goal of maintaining highway efficiency and traffic safety involved the Town’s adoption of driveway spacing standards. The second step involved the adoption of the Town’s Official Major Thoroughfare Overlay District (MTOD) Map. With these two elements in place, locations for the controlled access points for signalized intersections to State Route 96 and State Route 332, and County Road 41 for local highways has been realized. The MTOD Official Map also provides a general alignment for the internal local collector road network. A third step currently underway involves the desired transformation of the State Route 96 Main Street Corridor, between the Victor–Farmington Town Line and Glendale Townhouse Project (opposite Finger Lakes Gaming & Racetrack).

The Town, County and State agencies continue working together with the private sector to balance the benefits of making public and private investments in completing this transportation network, similar to the investments being made by other adjacent municipalities in their efforts to attract economic growth and development.

There are a number of high priority local collector streets remaining to be constructed. Among them are: a connection between the Mercier Boulevard cul-de-sac and a future signalized intersection with State Route 96 (east of the Tops Supermarket plaza), in the area shown on the Official MTOD Map; a connection between the Carmen’s Way and Ivory Drive intersection with the northern section of Carmen’s Way located within the Hathaway’s Corner Incentive Zoning Site; the construction of Farmington Pointe, between Ivory Drive and a new signalized intersection with State Route 332 to be located in the area shown on the Official MTOD Map; a connection between the southern end of Meadowbrook Lane (in the southeast corner of the Farmbrook Neighborhood) with a new street that will intersect with State Route 332 in the area shown on the Official MTOD Map; a new street connecting Quentonshire Drive with a new signalized intersection of State Route 332 in the location shown on the Official MTOD Map; a new street connecting the entrance to Finger Lakes Gaming & Racetrack (Beaver Creek Road) with the identified location for a signalized intersection with State Route 332 in the location shown on the Official MTOD Map; a new street connecting with the future signalized intersection that is to be located midway between Mertensia Road and State Route 332, extending north and east connecting with Corporate Drive West; and a new street connecting Corporate Drive East with Commercial Drive.

Sidewalks, Bike Lanes and Hiking/Walking Trails

Sidewalks, bike lanes and hiking/walking trails offer Town residents an opportunity to exercise, both actively and passively, which is in keeping with national “Healthy Communities” policies and “New York State’s Complete Streets Act.” In addition, sidewalks and bike lanes located along

the more heavily traveled highways provide a safer environment by the separation between motorists, bicyclists and pedestrians.

Since 2003, it has been the policy of the Town to accommodate for pedestrian and bicycle traffic throughout the developing southwest quadrant of the Town by providing sidewalks and bike lanes as conditions of approvals for sites located within the mapped MTOD. Map No. 16—Existing Sidewalks, Bike Lanes and Trails Map, located in the back of the Plan, provides the current areas of the Town where these recreation amenities exist. This map also shows those area where sidewalks are not connected and where priorities exist for completing those connections during this planning period. It is a goal of this planning period to find equitable solutions for funding projects to connect these void areas and complete the multi-modal transportation system.

Examples of the Town’s commitments to alternative forms of transportation include the recently completed three-mile-long extension of the Auburn Trail Connector Project, two pedestrian bridge constructions, one between Monarch Manor Subdivision and The Estates at Beaver Creek Subdivision and Beaver Creek Park, and the other connecting Section 3 of Auburn Meadows Subdivision to the sidewalks along Amber Drive and to Beaver Creek Park. A walking trail has been constructed within the Mertensia Town Park site. A second walking trail has been constructed as part of the Hickory Rise Subdivision Tract. There are also pedestrian (walking) trail connections between the Auburn Trail and the developing Beaver Creek Park located in various locations within the Auburn Meadows Subdivision Tract. Bike lanes have been installed along a portions of Collett Road and Canandaigua–Farmington Town Line Road. Finally, there will be trail connections from within the developing residential sections of Hathaway’s Corners Incentive Zoning site with the Auburn Trail and, in the future, with the walking trails throughout Auburn Meadows subdivision tract.

The New York State Department of Transportation, as part of the State Route 332 Construction Project, 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 and State Route 332. In addition, sidewalks have been and are continuing to be installed along other sections of State Route 96 and State Route 332, and County Road 41, as individual site plans are approved. Sidewalks have also been constructed along portions of Canandaigua–Farmington Town Line Road Capital Improvement Project; and in each of the sections of the Auburn Meadows Subdivision Tract, the Phillips Landing Subdivision Tract, the Monarch Manor Subdivision Tract, the Hickory Rise Subdivision Tract, Redfield Grove Incentive Zoning Project, Collett Woods Townhouse Projects, Pintail Crossing Apartment Project, Farmington on the Creek Apartment Project, and The Estates at Beaver Creek Subdivision Tract. Sidewalks are also being installed (2021) within the single-family residential neighborhoods within the Hathaway’s Corners Incentive Zoning Project which will eventually continue along Savalla Boulevard and Berry Place reconnecting with the sidewalks along State Route 332.

Other areas where sidewalks have been extended since 2003 include: along the east side of Hook Road from a point beginning at Hickory Rise completing the link along the east side of Hook Road between the southern boundary of Belmont Estates and the sidewalks located at the intersection

with State Route 96; and Collett Road, between State Route 332 and ending just short of Hook Road. Sidewalks have also been installed along Redfern Drive connecting to newly installed sidewalks along Commercial Drive and extending to the sidewalks along the north side of State Route 96. A part of this recent sidewalk extension provided a connection into the Sunny Acres Neighborhood.

A new segment of sidewalks has also been installed along the north side of County Road 41, west of the intersection with State Route 332 and between Hathaway Drive. 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. Finally, in 2019, the Town constructed sidewalks along the east side of Mertensia Road, from Creekview Terrace south to almost the intersection of Mertensia Road with County Road 41. Over the past 10 years, a total of approximately 10 miles of concrete sidewalks have been installed within the southwest quadrant of the Town.

In addition to the three-mile-long Auburn Trail Connector Project, there are three established walking trails. One walking trail is located within the Mertensia Town Park and another has been completed within the Hickory Rise Subdivision Tract. The third walking trail is being developed within the Auburn Meadows Subdivision Tract which will provide connections between Beaver Creek Park, the Auburn Trail Connector Project and around stormwater facilities. All of these walking trails are, or will be when completed, maintained by the Town.

As the Town continues to develop additional sidewalk, bike lanes, walking and hiking trail improvements, a sidewalk, bike lane and trail master plan will be required during the next planning period. 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 2019 Town-wide survey, respondents indicated they were very interested in walking trails in particular the Auburn Trail.

In 2014, a grant application was awarded to the Town of Farmington in the total amount of \$1.9 million. The grant provided for engineering design, land acquisition rights, construction, inspection and administration of approximately three miles of hiking/walking/biking trails which were constructed between County Road 41, State Route 332 and Canandaigua–Farmington Town Line Road. This hiking/walking/biking trail project is now complete with additional connections being planned from the adjacent residential neighborhoods. Hopefully, during the next planning period, the Town of Canandaigua will be awarded a similar Transportation Alternatives Project (TAP) Grant for the construction of the final link of this regional trail facility, between Canandaigua–Farmington Town Line Road and the Ontario Pathways located in the City of Canandaigua.

Town Highway and Parks Departments Buildings

With the continued growth and development within the Town comes the need to expand the operational components for these two departments. The Town Highway Garage Complex, located on Collett Road, was found to be in need for expansion which was determined could not occur on

the existing site at 5630 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 2012–2013, a new highway garage and salt storage barn were constructed. The Highway Campus Site includes 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 have resulted in rail deliveries of highway road salts and road aggregate materials. Deliveries were envisioned by rail service to a rail siding located on the campus site. In addition, concepts for local industries were explored that would have provided access to the railroad. Unfortunately, the feasibility study for this project was not funded.

In 2019, with the approvals to develop a natural gas pumping facility on land adjacent to the Highway Campus Site came the opportunity to obtain an easement across these lands to allow for the construction of a driveway from Collett Road (near the railroad crossing) to the salt storage barns, the aggregate storage areas and a new petroleum dispensing facility has been constructed. The new petroleum dispensing facility will be located along the south side of Empire Drive, a new Town road located along the northern portion of the town owned campus site. This new facility will enable all town departments (highway, parks, water and sewer, as well as other county agencies to fuel their vehicles at this new location).

With the relocation of highway equipment and personnel from Collett Road, the Town Parks Department, in 2016, was able to bring its park mowers and other park equipment from their former site on Hook Road (the Town Transfer Site) to their new facility. This facility is also shared, during the winter months, with the Town Water and Sewer Department for the indoor storage of their large vacuum truck. Finally, in 2019, a swap shop was constructed at this location for the use of Town residents.

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.
- 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, bicycle and vehicular separation movements along the State Route 96 and State Route 332 Corridor, as well as throughout the southwest quadrant (the Town’s Community

Center), will be an important priority of the Town. All development occurring along this Corridor and within the mapped MTOD will be required to install their portion of the sidewalk, trail/walking system, or bicycle lanes.

- Completion of the Auburn Trail between Mertensia Road and the Ontario Pathways Trail in the City of Canandaigua will be strongly supported as a priority action contained in the ongoing regional trails planning program.
- Future signalization along State Route 96 and State Route 332, as well as along County Road 41, at controlled intersection locations, will depend upon continued coordinated efforts among adjacent property owners, the New York State Department of Transportation, the Ontario County Department of Public Works 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 ongoing problem, thereby worsening highway safety and efficiency unless access management guidelines are strictly adhered to along this highway.
- A solution to expanding the sanitary sewer system along the Main Street Corridor will need to be implemented during this planning period.
- Areas along State Route 96 and State Route 332, as well as County Road 41, and other areas which are located within the MTOD, that contain gaps where there are no sidewalk, crosswalk and bike lane facilities will need to be addressed during the planning period. Pedestrian movements along the shoulders of and across these major highways need to be separated and protected from vehicular movements.
- Traffic calming improvements are needed to the intersection of State Route 96 and State Route 332 to improve the safety of pedestrians and the traveling public through this high accident intersection.
- Traffic calming improvements are also needed on State Route 332 in the former area where the toll booths once served this function.

Utilities and Services

Telecommunications

Farmington residents receive landline telephone service from three providers: Verizon, Frontier (formerly Rochester Telephone) and ALLTEL. The service boundaries are shown on Map No. 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. It has long been desired that the 315 Area Code would be studied for realignment. In 2000, the Town Board went on record at the Public Service Commission (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 2019, 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 spacing of cellular towers to provide coverage. In 2003, there were a total of four cellular towers within the Town of Farmington. In 2010, there were a total of six cellular towers in the Town. Since 2010, there have been two additional towers constructed: one on Kyte Road near the New York State Thruway and the other on State-owned land behind the Troop E State Police Headquarters along State Route 332.

One of the oldest cellular towers is located at the Town Hall–Park Complex on County Road 8. Another is located on the Canandaigua–Farmington Water Tower Site on Bowerman Road. A third tower is located on Herendeen Road in the northeast section of the Town. The fourth tower is located on the St. Pauly Building site, located at the northeast corner of the intersection of Gateway Drive and Plastermill Road. Today, several of these towers have co-locators besides 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 & Electric Corporation (RG&E), Niagara Mohawk, and Time Warner. In 2000, RG&E expanded electric service to Town residents with the enlargement and upgrading of the Hook Road Electrical Substation (Substation No. 127). In 2018, RG&E again expanded this substation by adding lithium storage battery areas to meet the anticipated demands from the growing communities and the pending National Fuel Gas Pumping

Station, located on adjacent property. In 2019, RG&E came back to the Town with expansion plans to be constructed over the next three years (2020, 2021 and 2022). This latest expansion involves making corrections to the adjacent power grids serving southern portions of Macedon, Victor, Farmington and the northern portion of the Town of Canandaigua, while also meeting the needs for the electric power pumping station built by National Fuel Gas.

Improving electric service is an important consideration to economic development and growth in the community, and to this portion of the region. These companies pay taxes to the Town based on special franchise valuation and locally assessed property.

Solar energy was introduced in the community during the last planning period. To date, there are a number of individual (small) sized solar panels that have been placed on residential structures for personal use, on farm structures, for farming operational needs and one placed upon the roofs of a mini-warehouse site. The first large-scale solar farm project was introduced in 2018 and continues today with their approval process from the Town. This project is the subject of an Article 78 proceeding brought by neighbors to the site that is located along Fox and Yellow Mills Roads. A moratorium currently is in effect while the court makes its decision upon the allegations submitted. Once the moratorium ends and additional amendments are made to the Town's solar regulations, there are a total of four additional large-scale solar farm projects known to be waiting to start their approval process.

Other Services

Postal Service

There are a total of four postal ZIP Codes™ serving various portions of the Town of Farmington (see Map No 7). In 1983, the United States Postal Service approved the establishment of a Canandaigua branch office in Farmington and it was assigned, in 1985, the 14425 ZIP Code™. 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.

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 (315 and 585) 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™ (14425) for all properties located within the Town of Farmington contributes to the lack of community identity.
- The Town is fractured by service from 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 located in two counties.

Schools

The Town of Farmington does not have its own school system or school district. Town residents are presently served by the following four school districts that have school facilities located in adjacent municipalities (in decreasing order of total district enrollment based upon 2010 and 2019 School Census data):

District	2010	2019	Change
Victor	4,293	4,274	– 19
Canandaigua	4,074	3,481	–593
Palmyra–Macedon	2,137	1,927	–210
Manchester–Shortsville	931	803	–128

Map No. 1 shows the four school district boundaries operating within the Town. The Victor Central School and Canandaigua City School Districts, located in the western portions of the town, together educate almost 90 percent of Farmington students.

Both Canandaigua and Victor Central School Districts continue to add new buildings or renovate old ones to accommodate enrollments resulting from population growth occurring within the towns of Canandaigua, Farmington and Victor. During the last 10-year census period, these three towns continued to experience the largest population growth in the County.

It was reported in 2011 that present growth patterns in Farmington, as with those in the Town of Victor, will likely result in some need for additional classrooms in the Victor Central School system. In 2010, the Victor Central School District was ranked No. 2 in growth in New York State., at the time anticipating enrollments of 5,000 students by 2019 which, at the time, would have overcrowded their facilities. In March 2011, District voters approved an expansion plan esti-

mated to cost \$28,700,000 in Federal and District funding which was constructed between July 2012 and August 2014. As the latest school census (2019) data shows, the Victor Central School District continues to have a stable growth rate over the past 10 years and no known significant impact is projected to result from the continued development within their school district portion of the Town. In addition, based upon declining enrollments in the three other school districts serving the Town, there are no significant impacts projected to result from development for either the Canandaigua City School District, the Palmyra-Macedon Central School District or the Manchester-Shortsville Central School District.

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 and Recreational Facilities

In the mid 1960s there were no Town parks. There are now six Town parks with a seventh under construction (Beaver Creek Park) which is located within the Auburn Meadows Subdivision Tract, and nearby The Estates at Beaver Creek and Monarch Manor subdivision tracts. In addition the seven Town parklands, the Town maintains approximately 3½ miles of the Auburn Trail, a regional hiking/biking trail, which is designated parkland, located in the southwestern portion of the Town and adjacent to Mertensia Road Park (*see Map No. 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 located at the northwest corner of County Road 28 and Shortsville Road. This small park site is strictly passive recreational. 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 2017–2022*.

Mertensia Park was constructed in 1998, when 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 for the partial development of this facility was obtained from the New York State Office of Parks, Recreation and Historic Preservation. Additional grant funding was obtained for the balance of the multiple recreational use provided at this site. As planned, Mertensia Park includes the Town's only opportunity for waterfront oriented recreational uses, as well as ball fields, nature (walking) trail, a linear connection to the Auburn Trail, basketball court, tennis court, playground and seasonal sledding. The newest addition to the park is a lodge which offers meeting space for groups. The facility has a modern kitchen and restroom facilities.

Pumpkin Hook Park located in an open country setting in the northwest section of the Town

along 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. In 2019, work began on upgrading the public restrooms making them handicapped accessible which was completed in 2020.

Farmington Town Park adjacent to the Town Hall and Parks Department Complexes and is located 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 Town, in 2019, acquired adjacent land to the west of these facilities for any expansion. The need for this expansion was identified in the 2011 Edition of the Plan. In 2019, work began on upgrading the public restrooms making them handicapped accessible, which was completed in 2020. Also in 2019, the tennis courts were resurfaced and restriped providing for both tennis and pickle ball courts. Finally, in 2020 work began on installing a new playground facility which is being completed in 2021.

Farmington Grove Park is an approximately 11-acre site that contains two Little League baseball fields, a playground area, a tennis court, a basketball court and one small pavilion with a restroom facility. This park is surrounded by the Farmington Grove subdivision. Off-street vehicle parking for park users continues to be a serious problem in this neighborhood. This park is overutilized by Little League Baseball with no room for expansion. Corrective relief to this problem is being provided at the nearby Beaver Creek Park Project.

Farmbrook Town Park is owned and operated by the Town of Farmington and is located within the Farmbrook development. 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 park's building is used by the Ontario County Sheriff's Department as a satellite office for road patrol deputies. As described above with the other 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 and passive recreation.

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, ballfields, 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.

Town of Farmington Park and Recreation Master Plan

In 2015, the Town began a two-year long planning process to update the August 2008 edition of the *Town of Farmington Parks and Recreation Master Plan 2017–2022*. The update evaluated the long-range park and recreational needs of the Town projected through the year 2022. This document, adopted by the Town Board as an amendment to the 2008 Edition of the Parks and Recreation Master Plan, compared the various recreational programs and services being run by organized sports, cultural and senior citizens' programs in the Towns of Farmington and Victor, the City of Canandaigua, the Canandaigua City School District, the Victor Central School District and other organized sports leagues.

The 2017–2022 edition of the Master Plan identified 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 ballfields and tennis courts, drainage systems improvements, picnic tables/benches, and construction of a new lodge facility.

To meet these future park and recreational needs, approximately 40 acres of land was acquired as conditions of subdivision approval for the Auburn Meadows subdivision tract and The Estates @ Beaver Creek subdivision tract. A detailed park master plan was created to develop this new parkland site which is a part of the total 87 acres of the Beaver Creek Park.

The 2017–2022 Edition of the Master Plan recommended the following park policies:

- Completion of development of Beaver Creek Park (Phase 1, the 40-acre park site).
- Consider acquisition of land for active recreational purposes in the northwest quadrant of the town, if land becomes available
- Avoid acquiring future park land that is to be located within the center of subdivision tracts.
- Consider acquisition of land for active recreational purposes in the southwest quadrant of the town, when land becomes available.
- Support efforts to extend the Auburn Trail south into and through the Town of Canandaigua.
- Continue to develop walking trails in town park sites connecting to sidewalks, to other town park sites and to the Auburn Trail.
- Prepare master plan updates for the ultimate development of existing and future park sites.

- Acquire lands adjacent to existing park lands when the need has been defined and the opportunity arises for such acquisition.

Government Buildings

The past 10-year planning period saw the construction of new Town government buildings (Town Highway Campus and Town Court) and the reconstruction of an existing buildings (Town Hall and Parks Department). The Town Highway Department Building and salt storage building were completed in June 2013. The Town Court building was completed in 2014. The Town Parks Building renovations were completed in 2017. The Town Hall expansion was completed in 2018.

Town Hall Offices and Meeting Rooms

The Farmington Town Hall was constructed in 1979 at 1000 County Road 8, north of the intersection with Collett Road. The site is near the site of the original Town Hall, built in the 1800s, upon land at the northwest corner of the intersection of County Road 8 and Collett Road. The area for the new Town Hall was chosen at that time as the approximate geographic center of the Town. This building houses the following departments: Town Clerk, Supervisor, Principal Account Clerk, Town Assessor, Building and Code Enforcement, Development Office and Town Historian. It also serves as a designated safe haven for motorists traveling the New York State Thruway (I-90) during severe weather conditions and declared states of emergency.

Organizational changes mandated by Farmington's new status in 1992 as a First-Class Town have resulted in the need for additional space requirements. The amount of space available in the former Town Hall building was only marginally adequate. Accommodations for public meetings were limited and often there was frequent competition for the limited available meeting room space.

After evaluation of several alternative designs for the existing building, it was decided to be in the best long-term interests of the Town to renovate the existing footprint and to add on to it with a new west wing. In doing so, additional storage needs were met, more office space was provided, as well as more space for meetings. Finally, the building was brought into conformance with the Americans with Disabilities Act (ADA) by making access to both the upper and lower levels handicapped accessible. With this renovation, the space needs for the Town have been satisfied for at least the next 10-year planning period.

Town Court

One of the major users of the former Town Hall was the Town Court facility. As the Town's court dockets continued to increase each year, the number of criminal, civil and traffic cases often resulted in the overcrowding of this facility. The former Court, located in the basement of the Town Hall, lacked facilities for attorney/client conferences, a district attorney conference area and

a secure prisoner holding area. The Court facility was found not to comply with the State Office of Court Administration building and security guidelines and courtroom 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 were severely lacking.

The solution to all of these concerns was provided with the construction of a new standalone 5,000 square foot Town Court facility located at 1023 Hook Road, on land that is a part of the 45 acres of land acquired for the Town Highway Department's campus. Among the solutions provided with the newly constructed building were court security issues that have been addressed with a newly installed video monitoring system, a metal detection scanning device, enhanced court security features and a court security officer attending the Town Court operations.

Town Highway Campus

In 2013, the Town took occupancy of their new Highway Garage located at 985 Hook Road, just north of and adjacent to the new Town Court facility. Also a part of this construction project was a new and much larger road salt storage building and aggregate storage yard. The final component for construction at the campus site is the fuel dispensing facility that was completed in 2020.

With construction of the new highway garage, space was provided for a full-scale mechanics bay, heated space for parking large trucks, a wash bay, interior storage for highway signs, outdoor covered storage for equipment, and the ability to extend the building in the future as the need arises. This facility has been sized to meet the anticipated demands occurring from growth during the next 20 years.

Town Parks Building

The Town Parks Department equipment garage was 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, brush and grass clippings. The site is also used for storage of stockpiled highway construction materials. The site is used twice each year for a town-wide clean-ups when all types of debris are accepted for a three-day period.

In 2015, with the relocation completed of Town Highway Equipment and supplies, the former highway garage on Collett Road was renovated, making room for relocating the Town Parks Department from the former transfer station. Finally, all parks equipment was able to be stored inside an enclosed building and out of the weather elements.

Town Centralized Fueling Station

In 2019, the Town began designing and obtaining approvals for constructing a new centralized fueling station located on part of the Town Highway Campus Site and along the south side of Empire Drive. This facility, constructed in 2020, provides both diesel and gasoline for all Town fleet vehicles as well as Ontario County Sheriff Road Patrol Vehicles.

Town Water and Sewer Department

The Town of Farmington operates a waste water treatment facility located in the Town of Victor on McMahan Road. A further description of this facility is contained elsewhere in this chapter.

Library

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 the Village of Macedon) are all used by Farmington Town residents. These libraries, however, 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 future discussions on the need for a Town library facility.

Town Community Center

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 other 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. Recently completed in 2020 is a new Community Center Room located within the historic Hathaway House adjacent to the Lyons National Bank Branch Office on Hathaway Drive.

Historic Sites and Settlements

The Town of Farmington, with its’ 36 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.

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 No. 11). In 1813, Sunderland Pattison erected a large gristmill (Historic Marker Site No. 5) near the hamlet of New Salem, which is now called Pumpkin Hook (Historic Marker Site No. 10).

The North Farmington Friends Meeting for Worship (Historic Marker Site No. 28) was organized in 1796 and land was deeded for a meetinghouse, 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 No. 16) has been in use since 1800. A large meeting house (Historic Marker Site No. 42) (Historic Buildings and Grounds Site No. 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 were raised to move the building to a site across from the 1876 Friends Meeting House, on the south east side of the intersection of County Road 8 and Sheldon Road. A non-profit group of community residents are planning to restore the building and use it for education purposes in the future. This area has now been designated as “The Farmington Quaker Crossroads District” and is listed on the National Registry of Historic Places. It includes the Friends Church, the North Farmington Cemetery and the 1816 Meetinghouse properties.

The nearby hamlet of Pumpkin Hook (Historic Marker Site No. 10), which was originally called New Salem, was started by 1810. The oldest existing residential structure in New Salem is located at 185 Hook Road, built in 1813 by Jared Comstock, original settler and owned by Bowe Farms. Across Hook Road, at No. 200, is the Joseph C. Hathaway home built in 1850. This site is the only documented structure used in the Underground Railroad Anti-Slavery Reform Era. Mr. Hathaway, was president of the Anti-Slavery Society of Western New York. Today, there is a State Historic Site Plaque located on the property.

The Friends, who believed in educating both boys and girls, built a large school building about 1815, which was moved and became the District No. 12 school house (Historic Marker Site No. 6). This building continued to educate Farmington children until 1954. School District No. 12 became part of the Victor Central School District in 1942. The building was sold to the Farmington Volunteer Fire Association 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 and Grounds Site No. 34) which was built *circa* 1848. The Grange no longer meets there and the Town has

purchased the land and building. Several area church groups have used this building over the years. It is now leased by and used by the Country Bible Baptist Church.

St. John's Lutheran Church (Church Site No. 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 St. John's remains an active part of the community.

Two cobblestone houses (Cobblestone Houses No. 21 and No. 22), probably built by the Hathaway family, are located here. The Pumpkin Hook store (Nichols Store) was built in 1863 by Samuel Phetteplace. Dances and public meetings were held on the second floor and the building once held the post office. Next door to the building is the Clayton House built in 1850. The cobblestone structure also served as the post office. The cobblestone front wall was preserved in 2018. Across the road from the Nichols Store is the Katkamier Iris Farm building constructed in 1860. The building began as a hotel but became home to A. Belnap and his iris farm. He grew over 2000 iris varieties. The farm was known as the "World's Largest Iris Farm." It had a large meeting room upstairs. The lower floor has been used as a store through the 20th century and into the 21st century.

The U.S. Post Office moved with the postmaster. 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.

Next to, and just west of, the Pumpkin Hook Town Park is a wood frame house and barns built by the Hathaway family in the early 1800s. At one time, this was home to the Hathaway family until 1902. Anti-slavery, temperance and suffrage reformers Issac Jr. and his children Lorenzo and Phoebe resided here.

The hamlet of New Salem acquired its nickname in the 1830s when a local politician using the pseudonym "Pumpkin Hook" wrote a series of letters to a local paper protesting a proposal to relocate the county and town boundaries which would transfer New Salem from Ontario County to Wayne County. But folklore legend (marker is located in front of recreation park on Allen Padgham Road) describes the name was changed when a trader came to buy a load of pumpkins from 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 it was being spread throughout the area as people came to participate in, and to enjoy the Farmington volunteer firefighters' parade and carnival in Pumpkin Hook. There is a State Historic Plaque located on the south side of Allen Padgham Road and in front of the Pumpkin Hook Town Park.

A small, inactive cemetery, called Salem Cemetery (Cemetery Site No. 15) is located in this small hamlet. There are also two homes, located in the hamlet, (Historic Buildings and Grounds Sites No. 43 and No. 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 No. 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 Site No. 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 Site No. 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 Site No. 2, Historic Building and Grounds Site No. 18). This cobblestone house was built in 1832 for James Herendeen, the first owner. It was owned by his descendants until 2019.

Located in the southwestern portion of town is the hamlet of Mertensia (Historic Marker Site No. 11), which was named for the lovely blue flowers that bloom along the banks of Ganargua Creek every spring. Smith's Mill (Historic Marker Site No. 3), located along the west bank of the creek, was built there in about 1795. At this location, there were 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 the 1790s (Historic Marker Site No. 3 and Historic Buildings and Grounds No. 47). 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 and Grounds Site No. 46) and the Lapham Home Site (Historic Buildings and Grounds Site No. 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. There is a State Historic Plaque located on this property.

Located nearby, at the intersection of County Road 41 and State Route 332, is the Hathaway Homestead (Historic Marker Site No. 8 and Historic Building and Grounds Site No. 8), the home of Isaac Hathaway, Farmington's first Town Clerk. 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 No. 12) the earliest marked grave in Farmington. This property has been recently acquired by the Lyons National Bank to be developed as a branch bank. The original main part of the Hathaway House is being preserve and will be used as a community center meeting and history room, while the outbuildings (i.e., horse barn, pig barn, trolley station barn and a hay barn) were removed due to their unsafe conditions.

On the opposite end of Town, in the southeast quadrant is the South Farmington Friends Cemetery (Cemeteries Site No. 17) with its small chapel (Churches Site No. 32) which was built in 1896. The membership paid dues to the Women’s Christian Temperance Union (WCTU) until 1932. In 2017, the above cemetery association was re-organized by the State of New York. A grassroots movement to preserve the Cemetery’s Chapel resulted in the South Farmington Friends Foundation, a 501c3 foundation established to raise funds for the chapel preservation. Also located in this south east quadrant, at the southwest corner of the intersection of State Route 96 and County Road 28, is a single-family federal style structure once owned by Captain Orin Herendeen, who was killed at the Battle of Gettysburg during the Civil War.

This area saw much early settlement and soon had a Friends Meeting House and District School No. 1. The Meeting House site is now marked by Meeting House Park (Historic Marker No. 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 No. 26) which was built in 1832.

On the north side of State Route 96, near the Ontario Central Railroad Line crossing, is a federal style historic structure, built in the early 1800s, which was the homestead of the Payne family, an original pioneer settler. Across Route 96, on the south side, is the small inactive Payne Cemetery (Cemeteries Site No. 13). This cemetery has the tallest cemetery 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 No. 19 (located on the east side of County Road 28, just north of the New York State Thruway) [90]; Site No. 20, located on the south side of Kyte Road, near the Farmington/Manchester Town Line; Site No. 23, located on Crowley Road, north of I-90; Site No. 24, located at the northeast corner of Ellsworth Road and Fox Road, and Site No. 25, located on the east side of Yellow Mills Road, north of Rushmore Road.

Map No. 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.

Site Locations Map

Map No. 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 continuing research and documenting the information contained herein.

Historic Buildings and Grounds

Historic Markers in Farmington

Site No. 1	Meeting House Park, County Road 28
Site No. 2	Herendeen Homestead, County Road 8
Site No. 3	Smith's Mill, County Road 41
Site No. 4	Farmington Friends Meeting House, County Road 8
Site No. 5	Old Red Mill, Allen Padgham Road/Pannell Road
Site No. 6	District No. 12 School House, Hook Road
Site No. 7	Site of First Town Hall, County Road 8/Collett Road
Site No. 8	Hathaway Homestead, County Road 41/State Route 332
Site No. 9	Four Towns—Three Counties Survey Marker, Cline Road
Site No. 10	Pumpkin Hook Historic District (local designation)
Site No. 11	Hamlet of Mertensia:
Site No. 43	Joseph C. Hathaway House, 200 Hook Road (Underground Railroad Site)
Site No. 48	Hamlet of Farmington

Cemeteries in Farmington (Inactive)

Site No. 12	Hathaway Cemetery, 5971 County Road 41
Site No. 13	Payne Cemetery, 4641 Route 96
Site No. 14	Power Cemetery, 5923 County Road 41
Site No. 15	Salem Cemetery, 131 Farmington Road

Cemeteries in Farmington (Active)

Site No. 16	North Farmington Friends Cemetery Association, County Road 8
Site No. 17	South Farmington Friends Cemetery Association, 4899 Shortsville Road

Other Historic Buildings and Grounds in Farmington

Site No. 18	Herendeen House, 880 County Road 8
Site No. 19	Bradbury House, 1089 County Road 28
Site No. 20	Brewster-Fish House, 4435 Kyte Road
Site No. 21	Dettman Estate, 148 Church Avenue
Site No. 22	Hathaway House, 167 Hook Road
Site No. 23	Crowley House, 751 Crowley Road

Site No. 24	Cobblestone House, 4740 Fox Road
Site No. 25	Cobblestone House, 595 Yellow Mills Road
Site No. 26	Cobblestone House, 4998 Shortsville Road
Site No. 36	Cobblestone Performing Arts Center, State Route 332

Churches in Farmington

Site No. 27	Faith Baptist Church, 860 Hook Road
Site No. 28	Farmington Friends Church, 187 County Road 8
Site No. 29	St. John’s Lutheran Church, 153 Church Avenue
Site No. 30	Calvary Chapel of the Finger Lakes, 1777 State Route 332
Site No. 31	Farmington Methodist Church, 5925 County Road 41
Site No. 32	South Farmington Chapel, County Road 28 and Shortsville Road (not in use)
Site No. 33	Country Bible Baptist Church, 130 Hook Road

Hamlet of Pumpkin Hook

Site No. 34	Farmington Grange Hall, built 1848
Site No. 37	C. H. Gardner home, built 1900
Site No. 38	Reported stop on the Underground Railroad, 148 Hook Road
Site No. 39	Iris Farm, built <i>circa</i> 1860s, 162 Hook Road
Site No. 40	Pumpkin Hook Country Store, built 1863, 165 Hook Road
Site No. 41	Betz Store, built 1866, former Post Office
Site No. 42	Hicksite Meeting House (1816 Quaker Meeting House Museum), Sheldon Road
Site No. 43	Joseph C. Hathaway House, 200 Hook Road
Site No. 44	Bowe Farms, <i>circa</i> 1815, 195 Hook Road
Site No. 45	E. J. Gardner House, <i>circa</i> 1860, 238 Hook Road

Hamlet of Mertensia

Site No. 3	Smith’s Mill and House, <i>circa</i> 1795
Site No. 8	Hathaway House, <i>circa</i> 1793
Site No. 35	Lapham House, <i>circa</i> 1820
Site No. 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.

Cemeteries

There are six cemeteries located in Farmington.

The North (County Road 8) and South Farmington (Shortsville Road) cemeteries are open to the public for burials. Both are operated and maintained by an association of volunteers who are guided by the New York State Division of Cemeteries. The cemeteries are financially supported by the monies received from burials and plot sales.

Payne (Route 96), Hathaway (Route 332), Power (County Road 41) and Salem (Farmington Road) cemeteries are considered inactive since burials are no longer held in them and are classified as abandoned by New York State. Inactive cemeteries are the domain of the local town government and are maintained by the town.

The cemeteries in Farmington are considered to have historic value to the community. Revolutionary and Civil War soldiers, original settlers are buried in each. In addition, up to 50 unmarked early Quaker graves are found to be in each of the North and South Farmington and Salem cemeteries. Early Quakers did not believe in adornment that would make a member seem unequal to others. This belief transferred to headstones. A section of the Power cemetery has been found to hold the remains from the old Cooper cemetery. The Cooper cemetery was located during the 1959 construction of the Finger Lakes race track. Until 2020, it was unsure where the Cooper cemetery burials were located. (Only two graves had been documented.) Three Lapham (original settlers) graves are documented on private property located on County Road 41.

Over the years, the inactive cemeteries have been mowed and trimmed around the perimeters by the Town's highway and parks departments. The Town's Historic Preservation Commission (HPC) inspect the cemeteries for additional work and report it to the Highway Department. Unfortunately, over time the old limestone headstones break and fall to the ground and their inscriptions wear away. Headstones are moved to lean against trees or rest in the hedgerows and foundations get buried making it impossible to identify actual burial plots.

Due to impending development around the Hathaway Cemetery, in 2017 the HPC began a restoration project of the cemetery grounds. The program was targeted to last five years, but after one year of work, was put on hold for two years (for development of the site). The project's goal was to identify all burial lots and reinstall broken headstones. Furthermore, extensive research was completed to identify the familial connection of individuals buried in the family cemetery. Work will resume on the headstones in 2021. The project is financed by the Town. The cemetery holds the remains of original settlers Isaac and Jemina Hathaway. Isaac served in the American Revolution War. Jemina was the first burial in Farmington. Hathaway Cemetery is the oldest cemetery in town.

When the work was stalled at the Hathaway Cemetery, the HPC moved their efforts to the Power Cemetery. This is a family cemetery holding the remains of original settler Abiathar Power and his family. Again, the remains of the Cooper Cemetery have been discovered here. In 2020, foun-

dations originally buried in the dirt were matched to its specific headstone which was found in another area of the cemetery! This was one of the major discoveries in the cemetery since it helped identify who was buried in each burial plot. The goal of this project is to restore broken headstones, reset all headstones to their proper places, clean the headstones, GPS map the cemetery grounds via drone, erect a new sign and install a fence around the perimeter of the cemetery.

The Payne Cemetery is in dire need of restoration. All but three headstones have fallen. Tree roots have disrupted the burial grounds. The old cast iron fence has deteriorated and pieces can be found buried around the cemetery perimeter. The cemetery is the burial site of first settler John Payne. (His home still exists across the road from the cemetery. It is privately owned.) Land around the cemetery was sold and is slated for possible future development. The 14-foot monument in the cemetery is considered the tallest in town.

Police/Fire/Emergency Medical Services

Twenty-four-hour, seven-day (24/7) police protection for residents of the Town of Farmington is provided by the Ontario County Sheriff's Department and the New York State Police. The Troop E headquarters of the State Police has recently constructed the newest State Police Forensic Laboratory. This public safety facility is located in the southwest quadrant of the Town along State Route 332. Formerly at this location and prior to the construction of the Forensic Laboratory there was a landing pad for the State Police helicopter. 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 a portion of the Farmbrook Park maintenance building.

The Town of Farmington has for the past three years, contracted for additional road patrol services from the County Sheriff's Office under the Enhanced Sheriff Patrol Program. Sharing the resources of a deputy sheriff, with the towns of Canandaigua and Victor, the Town receives between 15 to 20 hours per week for additional road patrol services.

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 No. 2). Emergency fire protection services are contracted for by the Town Board with the Farmington Volunteer Fire Association, Inc. and the Manchester Volunteer Fire Department. Mutual Aid Fire Protection Services are coordinated through the Ontario County 911 Emergency Communications facilities.

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 districts and Scout meetings. This site is used each August for the three-day annual Fire Department Carnival.

Farmington Fire Station No. 2 is also located on Hook Road just north of the intersection with State Route 96. This building is used for Red Cross Blood Drives at various times throughout the year, as well as various open house events. This fire station is fully occupied with equipment.

Plans are underway for expanding facilities on this site to meet the needs of and the growing demands placed upon this volunteer fire department.

The fire department has also been evaluating the need for a third fire station that would be strategically located and in closer proximity the developing neighborhoods and businesses located within the southwest quadrant of the community. The developer of the proposed Farmington Pointe Incentive Zoning Project has identified a site adjacent to the Auburn Trail and fronting along the extension of Carmen's Way. With the completion of the local access roads envisioned on the Town's State Route 96 and State Route 332 Official Highway Map, this location enables quicker and thus lower response times to the developing projects located within the Community's Center Area.

The Manchester and Shortsville fire departments are located within the Town of Manchester and within the two respective villages. Mutual aid is provided to all of these volunteer fire departments 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 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 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 payment with the Victor/Farmington Volunteer Ambulance Corps to help sustain the services provided to Town residents. The Towns of Farmington and Victor are currently discussing the feasibility with the Victor/Farmington Volunteer Ambulance Corps for establishing an Ambulance Service District for both municipalities.

A Countywide 911 Emergency Telephone System and Public Safety Dispatch Service has been fully operational for over the past twenty (20) years and provides state-of-the-art communication services for all law enforcement, fire and emergency medical services operating within the County.

CHAPTER 3 GOALS, OBJECTIVES AND RECOMMENDED ACTIONS

Introduction

The formulation of clear, concise and well-considered goals, objectives, and recommended actions are a critical part of the comprehensive planning process. Taken together, these statements constitute the heart of the Comprehensive Plan. They provide the framework for the Plan Synthesis and strategies for Implementation (Chapters 4 and 5, respectively). The Town's Goals, Objectives, and Action statements establish the basis for land use regulation, infrastructure improvements, and public and private investment.

This chapter, written by the Comprehensive Plan Update Committee and staff, is based upon their review of both the three previous editions (1995, 2003 and 2011) editions of the *Town of Farmington Comprehensive Plan*, three (3) previous Town Resident Surveys, numerous public meetings, and much discussion and evaluation of alternative statements. It is organized in six broad functional categories (two with sub-categories). These categories are not prioritized, but simply listed in the order that the 2011 Comprehensive Plan Update Committee developed them. Following each functional category is the specific Goal Statement envisioned by the Plan. The Plan's Goals are as follows:

1. Housing and Residential Land Use

GOAL: To promote the availability of diverse, high quality, and attractive places for people to live.

2. Managing the Built Environment

GOAL: To shape and improve the quality of the built environment by focusing growth so as to provide for the needs of Townspeople, maintain the character of the Town, and ensure a healthy environment for future generations.

3. Conservation, Open Space, and Environmental Protection

GOAL: To preserve the natural environment and protect it from degradation.

4. The Economy and Associated Land Uses:

A. Economic Development

GOAL: To promote a stable and diverse local economy.

B. Commerce

GOAL: To provide for a limited number of small-scale, neighborhood-oriented commercial areas which are safe and attractive.

C. Agriculture

GOAL: To foster agricultural viability and protect agricultural land resources.

D. Industrial

GOAL: To plan certain areas for non-intrusive industrial development in order to provide a variety of employment opportunities and increase the tax base.

5. Transportation

GOAL: To provide a multi-modal transportation system that is safe, efficient, convenient and environmentally responsible.

6. Public Utilities, Facilities, and Services:

GOAL: To provide public utilities, facilities and services that efficiently meet present needs and anticipate future needs of residents, in accordance with the goals and objectives of this Plan.

A. Water and Waste Water Collection and Treatment

GOAL: To provide high-quality public water and sewage utilities at reasonable cost and to protect public health and safety in regard to private water and septic systems.

B. Public Safety

GOAL: The protection of people and their property.

C. Parks and Recreation

GOAL: To provide accessible and attractive parks and diverse recreational opportunities.

D. Solid Waste Management

GOAL: To ensure efficient and responsible management of solid waste.

E. Human Services

GOAL: To foster and improve the availability of human services by outside agencies.

F. Education

GOAL: To integrate the planning for public school facilities with Town land use planning.

G. Stormwater Quality and Quantity Control

GOAL: To manage/control quantities and enhance the quality of stormwater runoff from all sites.

For each category, goals are set in italics. Definitions for goals and objectives are generally those provided in “The Practice of Local Government Planning” by the International City Management Association. Goals are defined as “value based statements that are not necessarily measurable,” while objectives are “more specific, measurable statements of desired ends.” The objectives are worded to complete the phrase, “The objective is to have.” In this chapter, the objectives are first listed following the goal and then separately preceding the recommended actions. The actions are

policies, programs, projects, or other actions the Town can take to achieve the goals and objectives. The appearance of a statement in one category does not mean it does not apply in another category. For example, statements in the managing the built environment section apply to all kinds of development, even though there are sections devoted specifically to housing and commerce.

DRAFT

1. HOUSING AND RESIDENTIAL LAND USE

GOAL: To promote the availability of diverse, high quality, and attractive places for people to live.

The objectives are to have:

- a. A variety of housing styles, patterns of development and affordability to meet the diverse needs of the community.
- b. Neighborhoods that are quiet, clean, and safe and that have low traffic volumes, low vehicle speeds, and attractive landscaping.
- c. Neighborhoods that are connected by sidewalks, bike lanes and hiking/biking trails which provide alternative modes of transportation at the local level.
- d. Provision for limited home occupations while guarding against the creation of nuisances to adjacent residential sites.
- e. Provision for “in-law apartments” to allow opportunities for senior citizens or other generations to remain with family members.

Recommended Actions for Each Objective:

- a. **To provide a variety of housing styles, patterns of development and affordability to meet the diverse needs of the community.**

To accomplish this objective the Town should:

- 1) Prepare a Housing Plan (this Plan will include the number and general location of dwelling units in the Town, with attention to future housing needs, including affordable housing units and senior housing units that are consistent with the definitive needs of the town).
- 2) Ensure that adequate amounts of suitable land are zoned to meet housing needs identified by the Housing Plan.
- 3) Encourage the Planning Board to continue to require clustering, as necessary with appropriate guidelines, for efficient use of land and other resources with an emphasis on protection of sensitive natural resources.
- 4) Encourage the construction of a range of housing types, styles, and prices to satisfy the diverse needs and desires of the community, including housing accessible to the handicapped and senior residents.

- 5) Evaluate the minimum lot sizes for the existing residential zoning districts to determine if additional districts may be warranted.
- 6) Emphasize senior housing needs as an important community benefit or amenity in the Town's Incentive Zoning Regulations.
- 7) Ensure future housing developments provide residents access to multiple modes of transportation in close proximity to their dwellings.

b. To have neighborhoods that are quiet, clean, and safe and that have low traffic, low vehicle speed, multi-modal forms of transportation and attractive landscaping.

To accomplish this objective the Town should:

- 1) Establish performance standards to provide for desirable residential attributes (e.g., sidewalks, hiking/biking facilities, street trees, street lights, neighborhood parks, etc.).
- 2) Seek residential designs in which built elements relate to one another, to internal streets, and to topography to create interesting and harmonious spaces and a sense of neighborhood.
- 3) Allow for some flexibility in residential density to complement established neighborhoods, without necessarily duplicating lot sizes and layouts.
- 4) Ensure that inappropriate nonresidential uses are not located close to or within established neighborhoods.
- 5) Stress, in future developments, the importance of amenities such as existing open space, sidewalks, bike lanes, parks, landscaping, streets, and community centers in establishing and maintaining neighborhood character.
- 6) Encourage private initiatives to maintain or improve neighborhoods; for example, neighborhood cleanups, planting of trees, supervision and maintenance of play areas, or adopt-a-park programs.
- 7) Establish zoning standards (e.g., occupancy and usage limits) to minimize the negative effects of dwelling units occupied by students.
- 8) Discourage strip type residential frontage development along major arterial and collector roads (e.g., State Routes 96 and 332; County Roads 8, 28 and 41; New Michigan Road and Canandaigua–Farmington Town Line Road) to ensure safer residential neighborhoods. Adherence to the Major Thoroughfare Overlay District (MTOD) Regulations are to be achieved. The Town will also consider extending

the access management guidelines along other major highway facilities.

- 9) Establish as a priority, the in-fill of sidewalks, bike lanes and/or hiking trails as identified for those areas delineated on the Existing Sidewalks and Trails map (see Appendix No. 2, Map No. 16).
 - 10) In other developing residential areas located along major arterial and collector roads within the southwest quadrant of the Town, that are not delineated on the Sidewalk/Bike and Hiking Trails Master Plan Map referenced above, there shall be required pedestrian access easements for future sidewalk and/or hiking trail construction as part of all site developments.
 - 11) Prepare reasonable and flexible guidelines for the design, planting, and maintenance of street trees as part of major new residential developments (e.g., 10 lots or more).
 - 12) Discourage the conversion of local residential streets into through collector roads.
 - 13) Consider the merits of adopting design principles for “Conservation Density” residential development in appropriate zoning districts.
 - 14) Consider the merits of enacting a Purchase of Development Rights (PDR) program and/or Transfer of Development Rights (TDR) zones, as measures to protect open space resources and focusing development within the Community Center Area.
- c. Offer provision for customary and reasonable home occupations while guarding against the creation of nuisances.**
- To accomplish this objective the Town should:
- 1) Monitor the criteria used to regulate home occupations in residential zones and establish standards of operation (i.e., off-street parking, signage, buffering, hours of operation, noise, traffic, etc.).
 - 2) Continue to evaluate the regulation of Major and Minor Home Occupations based upon impacts, not activities.
 - 3) Maintain Minor Home Occupations are to be administered by Town Development Office Staff and that Major Home Occupations are to be administered by Special Use Permit procedures that are subject to Planning Board approval.
- d. Provide for “in-law apartments” to allow several generations of a family to live independently in the same home.**

To accomplish this objective the Town should

- 1) Review and revise the criteria used to define a Duplex Dwelling Unit and an “In-Law Apartment.”
- 2) Create standards for granting a Special Use Permit allowing independent living areas for senior citizens and/or family members, to be connected to a principal dwelling structure but to have their own independent features (i.e., kitchen, laundry, garage, etc.).
- 3) Determine in which zoning districts this type of Special Use Permit will be allowed.

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2. MANAGING THE BUILT ENVIRONMENT

GOAL: To shape and improve the quality of the built environment by focusing growth so as to provide for the needs of Townspeople, maintain the character of the Town, and ensure a healthy environment for future generations.

The objectives are to have:

- a. Land use, development, and environmental regulations which are in accordance with the adopted Comprehensive Plan.
- b. Criteria and guidelines for the various land use decisions made by Town boards and officials.
- c. Performance standards for new development, including the creation of architectural and landscaping design guidelines, for development within the mapped MTOD Major Thoroughfare Overlay District delineated on the Town's Official Zoning Map.
- d. Focus development to avoid sprawl by giving emphasis to the expanded Hamlet of Farmington and identifying this sub-area as the Community Center. Prepare and adopt an expanded Community Center Area located in the southwest quadrant of Town, thereby making State grant funding eligible for capital improvement projects within this sub-area under the State Smart Growth Public Infrastructure Policy Act.
- e. Retain and/or create parks, bike lanes and hiking trails, and public open space in conjunction with development. Link existing trail facilities to other county, regional and state-wide trail systems.
- f. Mitigate adverse environmental impacts resulting from development by including compliance with the Federal Phase II and New York State Department of Environmental Conservation MS4 Program requirements for stormwater management.
- g. Efficient use of public infrastructure and facilities through strict adherence to the criteria established in the State's Smart Growth Public Infrastructure Policy Act.
- h. Creative, efficient, and attractive plans and designs for all development, which are also compatible with or enhance their surroundings.
- i. Well-designed physical and visual transitions between different land uses to minimize conflicts.
- j. Maintenance and improvement of the built environment, including protection of historic structures and sites and adaptive reuse of structures where appropriate.
- k. Developers pay for a fair share of the off-site infrastructure costs resulting from new de-

velopment, based on a cost/benefit analysis, which would otherwise be borne entirely by the Town.

- l. Signs that are attractive, informative and contribute to highway and traffic safety as opposed to contributing to the distraction of motorists and thereby creating other highway safety hazards.
- m. Lighting that is “dark sky” compliant, safe, energy efficient, attractive, and not visually annoying. Monitor and regulate the use of LED types of lighting and changeable message boards for commercial speech signage.
- n. The Hamlet of Farmington and lands adjacent thereto located in the southwest quadrant of the Town is hereby identified as the Town’s Community Center.

Recommended Actions for Each Objective:

a. Create land use, development, and environmental regulations which are in accordance with the Comprehensive Plan.

To accomplish this objective the Town should

- 1) Review and revise the Zoning Code and other land use and development regulations as determined necessary by the Town Board.
- 2) Evaluate tax incentive programs, such as Conservation Easements and Transfer or Purchase of Development Rights to provide tax incentives to discourage farmland from being converted to non-agricultural use.
- 3) Continue to use Incentive Zoning regulations where there are defined amenities to benefit the community provided in exchange for site development incentives.

b. Provide criteria and guidelines for the various land use decisions made by Town boards and officials.

To accomplish this objective the Town should:

- 1) Streamline regulations and the development review process. Modify regulations for brevity, clarity, and ease of use, using graphics where appropriate.
- 2) Review and improve the criteria and/or guidelines for special permit uses, rezoning, temporary use permits, site plans, and subdivisions.
- 3) Continue to require approval of site plans for specially permitted uses and evaluate extending the requirements to other permitted uses.

- 4) Consider developing criteria to allow and set the bounds for certain Town staff members to make decisions on minor matters which at present are dealt with by Town boards. For example, an amendment that would authorize the Code Enforcement Officer to allow minor changes to approved site plans based on specified criteria.

c. Create performance standards for new development, including the creation of design guidelines for development along State Routes 96 and 332.

To accomplish this objective the Town should:

- 1) Consider amending, as necessary, the Town’s design criteria and construction specifications for the Subdivision Regulations and Zoning Law.
- 2) Foster the use of designs that seek to balance the competing interests or needs of engineering, community planning, safety, aesthetics, economics and the environment.
- 3) Develop innovative Town engineering standards to provide for effective engineering solutions that also enhance aesthetics, sustain natural resources and protect the environment.
- 4) Develop an architectural theme for commercial and industrial site developments along State Routes 96 and 332.
- 5) Require “dark sky” compliant site lighting in accordance with the Town’s lighting regulations.
- 6) Require landscaping be provided as part of all site plans.
- 7) Screen all roof top devices located on commercial sites from view from adjacent properties and from along public streets.

d. Focus development to avoid sprawl.

To accomplish this objective the Town should

- 1) Update and maintain on a regular basis the Future Land Use Plan Map (Map No. 10 in the Plan) and the future land use narrative in Chapter 4 of the Plan.
- 2) Encourage the creation of conservation easements through use of Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) programs to protect open land.

- 3) Plan the Town’s Future Land Use development pattern with residential densities that justify conveniently located shops and/or facilitate access to existing shops.
- 4) Evaluate how and identify where the limited mixing of land uses might *best* occur.
- 5) Continue to focus infrastructure investments (i.e. roads, water and sewer) within the developing southwest portion of the Town.

e. Retain or create parks, trails and/or other types of public open space in conjunction with development.

To accomplish this objective the Town should:

- 1) Require, where appropriate, at least 10% of a proposed subdivision site to be reserved for parks, playgrounds, or other open space. [The acquisition and development of Town Parks and trails are to be addressed within the Town a Parks and Recreation Master Plan as stated in Section 6-C-a-1 of this Chapter. Similarly, Section 3-a-3 of this Chapter recommends the preparation of an Open Space Plan. These two plans will affect the retention of open space in conjunction with development.]
- 2) Develop criteria and guidelines for use by the Planning Board in determining:
 - a) Whether to require land dedication for parks, money in lieu of park land, or a combination of both;
 - b) Which land would be best suited to meet public park or open space objectives;
 - c) How much money on a per dwelling unit basis would be paid to the Town in lieu of land dedication, and
 - d) When to waive the requirement for land dedication or an in lieu of payment.

f. Minimize the adverse environmental impacts resulting from development.

To accomplish this objective the Town should:

- 1) Use the State Environmental Quality Review (SEQR) process to ensure that proposed actions are consistent with the goals and objectives of the Comprehensive Plan, identify appropriate mitigation measures and, when necessary, use the coordinated review procedures provided for under the SEQR Regulations to enhance the quality of the process and sustain the environment.

- 2) Require site designs that minimize impacts upon the natural environment as well as traffic on-site and off-site, erosion, sedimentation, and storm water runoff.
- 3) Require setbacks and/or buffering from sensitive environmental features such as freshwater wetlands, streams, drumlins, historic buildings and sites, etc.
- 4) Give higher priority to identifying and weighing alternatives to proposed development than to examining measures to mitigate any adverse negative impacts.
- 5) Continue the Town policy of minimizing adverse impacts upon the environment from public works projects.

g. Efficiently use public infrastructure and facilities. (Also see Section 6 of this Chapter: Public Utilities, Facilities, and Services.)

To accomplish this objective the Town should:

- 1) Focus major developments in areas identified on the Future Land Use Plan Map, in the defined “Community Center” and/or where adequate public infrastructure and facilities already exist.
- 2) Require the phasing of large-scale developments as infrastructure and facilities permit.
- 3) Work to improve the Town's rating under the Federal Emergency Management Agency's flood insurance Community Rating System if it is determined that this would be cost effective.

h. Create efficient and attractive plans and designs for all development, which are also compatible with or enhance their surroundings.

To accomplish this objective the Town should:

- 1) Insist upon the Planning Board enforcing the adopted Site Design, Architectural Design and Landscaping Design Standards for development within the mapped MTOD (Major Thoroughfare Overlay District).
- 2) Require adequate screening and buffering between different land uses.
- 3) Maintain the architectural design theme for sites located along the Routes 96 and 332 Corridors.

i. Provide well designed physical and visual transitions between different land uses to minimize conflicts.

To accomplish this objective the Town should:

- 1) Require buffers (landscaping, taking into account the distances between buildings, site topography and the type of vegetation) to minimize conflicts between land uses and to allow sufficient site design flexibility.
- 2) Explore providing zoning incentives that would enhance the physical and visual transitions between different land uses. For example, building height restrictions could be relaxed (within proscribed limits) in return for increased setbacks or other improved buffering (*see* 3-a [2] for a brief explanation of Incentive Zoning).
- 3) Require effective screening of all off-street parking lots and all commercial/ industrial roof-top fixtures from adjacent public ways and residential sites.
- 4) Require adherence to Community Center Area design guidelines to be established as part of a Town Center Master Plan.
- 5) Adopt and maintain site development guidelines for those lands lying within the mapped MSOD Main Street Overlay District (State Route 96).

j. Sustain and improve the built environment, including protection of historic structures and sites and the adaptive reuse of structures where appropriate.

To accomplish this objective the Town should:

- 1) Require strict administration and enforcement of the State’s Property Maintenance Law. (Generally, this law prohibits unsafe structures and the deposit or storage of junk cars or other wastes on real property in such a manner as to create a danger to public health, safety, and welfare.)
- 2) Explore mechanisms (e.g., Historic Site Overlay Protection Regulations) for the protection of historic structures and sites from intrusion by incompatible uses, inappropriate architectural solutions and improper site development.
- 3) Consider establishing a Town Register of Historic Structures and Sites.
- 4) Encourage maintenance of the existing housing stock and encourage homeowners and landlords to participate in home improvement programs. Explore setting up a program to assist Town residents with maintaining and improving their property (possibly in conjunction with the County). Pursue Federal, State, or other outside assistance for home improvement.

k. Have developers pay for a fair share of the off-site infrastructure costs resulting from new development, based upon a cost/benefit analysis, which would otherwise

be borne wholly by the Town.

To accomplish this objective the Town should

- 1) Consider the costs of development and the benefits to the community that are felt likely to result as part of all project reviews.
- 2) Consider the enactment of incentive zoning to enable the Town to receive off-site infrastructure costs in exchange for site amenities provided for under Town Law.

l. Require signs that are attractive, informative and contribute to highway and traffic safety as opposed to contributing to the distraction of motorists and creating other conditions that adversely affect highway safety.

To accomplish this objective the Town should:

- 1) Continue to evaluate the needs for commercial speech and noncommercial speech sign regulations and revise the Sign Law in accordance with the most recent court decisions.
- 2) Consider granting variances when such action would result in signs that are otherwise blocked from the view of passing motorists.
- 3) Require signs that convey the name of the business or service being offered and the street address.
- 4) Restrict directory type signs so that they are only visible from on-site and not legible from along public highways.

m. Require lighting that is safe, energy efficient, attractive, and not visually annoying.

To accomplish this objective the Town should:

- 1) Evaluate existing Town lighting policies and programs. (Maintain lighting at road intersections as a Town-wide benefit.)
- 2) Enforce performance standards for site lighting in the Zoning Chapter of the Town Code (i.e., Dark Skies Guidelines).
- 3) Illuminate sidewalks as necessary to improve pedestrian safety.
- 4) Authorize the Planning Board to require streetlights as part of the infrastructure

normally constructed by developers where the scale and density of projects dictate.

- 5) Replace existing Town street and intersection lights with LED type fixtures.

n. The Hamlet of Farmington is to remain the Community’s Center and a portion of State Route 96 to be known as the Community’s Main Street Area.

To accomplish the objective the Town should:

- 1) Emphasize building upon the community services and facilities that are to be located within the defined Community Center, the Hamlet of Farmington Main Street State Route 96 Area located generally at the intersection of State Routes 96 and 332.
- 2) Encourage the use of Incentive Zoning criteria to achieve the amenities desired for the Community Center.
- 3) Support the use of State Smart Growth and Sustainability criteria when deciding how to spend infrastructure dollars for roads, sewers, water lines and utilities by minimizing unnecessary costs of sprawl development.
- 4) Create a Hamlet of Farmington Community Center Smart Growth Master Plan.
- 5) Adopt MSOD Main Street Overlay District zoning regulations for a defined area along State Route 96.

3. CONSERVATION, OPEN SPACE AND ENVIRONMENTAL PROTECTION

GOAL: To preserve the natural environment and protect it from degradation.

The objectives are to have:

- a. Protection of natural resources, selected open space, environmentally sensitive areas, and unique natural areas (i.e., drumlins).
- b. Protection of water resources to keep impacts from erosion, sedimentation, and drainage to a minimum while enhancing the quality and quantity of site stormwater runoff through the use of Best Management Practices specified in the State’s MS4 Program.
- c. Identification and remediation of hazardous waste sites.
- d. Fair distribution of the costs and benefits of open space to all Town residents.
- e. Conservation of water and energy.
- f. The main channel of Black Brook cleared and maintained to prevent flooding of valuable farmland and provide the basis for creating a Town-wide drainage district.

Recommended Actions for Each Objective:

- a. **Ensure the protection of natural resources, selected open space, environmentally sensitive areas and unique natural areas.**

To accomplish this objective the Town should:

- 1) Support private sector efforts to protect significant environmental areas and coordinate these activities with the Town's comprehensive planning program where applicable.
- 2) Consider the use of Incentive Zoning mechanisms to provide for increased protection of open space. *(Incentive zoning is allowed by Section 261-b of New York Town Law as of July 1, 1992. This legislation allows a community to offer a developer “incentives or bonuses” with respect to, for example, density, area, height, open space, or use, in exchange for some “community benefits or amenities” such as open space, housing for persons of low or moderate income, parks, elder care, day care, or other specific physical, social, or cultural amenities, or cash in lieu thereof, to benefit to the residents of the community.)*
- 3) Prepare an Open Space Plan for the protection or preservation of the most important open spaces, including scenic vistas and corridors.

- 4) Compile and maintain the Town of Farmington Open Space Index.
- 5) Encourage utilization of New York State Department of Agriculture and Markets Farmland Protection Program grants for purchase of development rights, creating conservation easements on farmland threatened with development.
- 6) Investigate a program to protect unique scenic resources and vistas.
- 7) Consider limiting the use of publicly owned sensitive areas to low impact activities such as environmental education, walking & hiking, jogging, and cross-country skiing.
- 8) Consider the design and promotion of a diverse recreational trail to include both motorized and non-motorized recreational use in non-sensitive areas.
- 9) Investigate mechanisms to protect environmentally sensitive areas as part of an amended Zoning Law. The following areas should be considered for protection:
 - a) Areas of Special Flood Hazard as defined by the Federal Emergency Management Agency (these areas are regulated by reference made in the Town Code, Chapter 87, regarding flood damage protection, which is an appendage to the Zoning Law; they are not delineated on the Town's Official Zoning Map);
 - b) New York State Freshwater Wetland Areas and their regulated adjacent areas as defined in Article 24 of the New York State Environmental Conservation Law, as well as those Federal Wetland Areas that are regulated by the U. S. Army Corps of Engineers;
 - c) Areas where slope, soil, depth to bedrock, or vegetation indicate potential erosion problems (i.e. drumlins);
 - d) Important stream corridors, as delineated by the New York State Department of Environmental Conservation and U.S. Army Corps of Engineers.
 - e) Mature forests, as delineated in the Town Open Space Index and Open Space Plan; and
 - f) Habitats of known state and federally-listed rare, threatened and endangered species.
 - g) Where proposed solar farms intend to use Prime and/or Unique Classified Agricultural Soils (Groups 1-4) then the developer of such solar farm shall be required to create a Conservation Easement on other lands identified in

the adopted Town of Farmington Farmland Protection Plan and delineated on Map No. 8 of said Plan as being Strategic Farmland. Said easement to be negotiated between the developer of the solar farm and an adjacent or nearby property owner and shall be of equal size to that area being proposed for the solar farm, and said easement is to remain in effect for as long as the solar farm remains active.

- 10) Work with other municipalities, public agencies, and private agencies to identify and protect significant biological corridors and habitat resources.

b. Protect water resources to keep impacts from erosion, sedimentation, and drainage to a minimum.

To accomplish this objective the Town should:

- 1) Cooperate with public and private agencies in preparing and maintaining Watershed Management Plans. The Plans should comply with the Federal Phase II and the NYSDEC 01 Construction Permit and the State's 02 MS4 Permit Program criteria for storm water management, stream corridor management, control of soil erosion and sedimentation, and groundwater management. As part of plan preparations, the Town should conduct a drainage study of its watershed, especially the Black Brook System.
- 2) Have the Conservation Board and the Agricultural Advisory Committee identify and encourage use of best management practices for protecting water quality.

c. Identify and remediate hazardous waste sites.

To accomplish this objective the Town should

Cooperate with State, County, and other agencies in identifying and remediating hazardous waste sites, sites of former landfills, and other potentially hazardous sites.

d. Require fair distribution of the costs and benefits of open space.

To accomplish this objective the Town should:

- 1) Continue to require dedication of parks, playgrounds or other open spaces where appropriate during subdivision approval. This would be in addition to the payments in lieu of land dedication for park and recreation fees.
- 2) Maintain the dedicated Parks, Recreation, and Open Space Fund and the recreation fee schedule for new development.

- 3) Investigate other mechanisms for funding open space.
- 4) Maintain the Town of Farmington Parks and Recreation Master Plan.

e. Increase conservation of water and energy.

To accomplish this objective the Town should:

- 1) Encourage development design that minimizes the use of water and energy; for example, landscaping for shade and winter wind protection, site design to maximize solar heating, low flow water devices.
- 2) Encourage Ontario County and public utilities to expand and improve their energy conservation programs.
- 3) Maintain Wind Energy Regulations allowing for on-site wind energy systems up to 40 kw for farm operations.
- 4) Maintain Wind Energy Regulations for wind farm(s).
- 5) Continue to support development of renewable photovoltaic energy systems.

4. THE ECONOMY AND ASSOCIATED LAND USES

A. Economic Development

GOAL: To promote a stable and diverse local economy.

The objective is to have:

A wide variety of employment opportunities for residents

To accomplish this objective the Town should

- 1) Support the continued vitality of existing employers and provide incentives for expansion of new business.
- 2) Engage economic development agencies serving the area (e.g., Empire State Development Corporation and Ontario County Industrial Development Agency) in cooperative efforts to promote adequate and stable employment opportunities within the parameters of Town policy.
- 3) Evaluate the effects on the Town of the recent designation of a Farmington-Canandaigua Growth Corridor by the State of New York and the Genesee-Finger Lakes Regional Planning Council.
- 4) Cooperate with the Ontario County Industrial Development Agency (IDA) to determine the feasibility of constructing a rail spur on town-owned land that could result in a rail siding (or team track as it is commonly known as) to be shared with local businesses and the Town Highway Department.
- 5) Establish the south-west portion of the hamlet of Farmington, the area south and west of the intersection of State Routes 96 and 332, as the “Community Center,” a term that is identified in the State’s Smart Growth Infrastructure Policy Act to enable grant funding assistance for new water lines, sewer lines, sidewalks and streets that are envisioned to occur in this area.
- 6) Encourage the use of land at the Finger Lakes Racing & Gaming Casino for one-of-a-kind regional and statewide facilities such as a major convention and conference center and a Finger Lakes Region Broadway Theatre facility.

B. Commerce

GOAL: To provide for a limited number of small-scale, neighborhood-oriented commercial areas which are safe and attractive.

The objective is to have:

Small-scale commercial areas (both present and future) that are set back from State Route 332, moved closer to State Route 96 (within the defined Route 96 Street Scape Area), have good on-site circulation, have good vehicular and non-vehicular access, are well-landscaped (to provide buffering, shade, and character), located so as to meet present and anticipated residential neighborhood needs while not adversely affecting surrounding neighborhoods, and possess an architecture that enhances their neighborhoods.

To accomplish this objective the Town should:

- 1) Rewrite the Town's commercial land use regulations:
 - a) Neighborhood Commercial would be limited to those commercial activities serving the convenience needs of the surrounding residential community. This zone would have, among other things, limited district size, limited total building square footage, a prominent pedestrian and bicycle system, some uses allowed only by special permit, (e.g., a gas station), architectural design compatible with the neighborhood, good landscaping, restrained signage that would also be complementary within each district, site plan review and elements of incentive zoning. Community Commercial would have, among other things, a larger district size and larger amount of total building square footage than Neighborhood Commercial, an integrated transportation system (autos, pedestrians, emergency vehicles, delivery trucks), a greater number of allowed uses (some by special permit), good landscaping, site plan review, and elements of incentive zoning.
 - b) Prepare guidelines for siting Neighborhood and Community Commercial districts. These should include, among other things, the existence of water and sewer, sufficient size of site (for buildings, parking, open space, sidewalks, etc.), safe and efficient access to roads, sufficient market area population, safe and readily usable access for pedestrians and bicyclists, access by public transit and sufficient distance from incompatible uses.
 - c) Review and revise as necessary commercial zoning standards regarding, among other things, maximum lot size, minimum open space, buffering, setbacks, signage, traffic generation, vehicular access, parking and parking lot layout, site design, pedestrian and bicycle access, drainage, outdoor storage, noise, odor, site lighting and landscaping.
 - d) Discourage "strip-type commercial" development.
 - e) Use special permit procedures to exercise extra control and discretion over certain defined uses.
 - f) Work with local businesses to identify different options for improving the design and appearance of existing commercial areas.

- g) Prepare pedestrian circulation plans for areas within one mile of commercial districts. Work with developers to provide for adequate networks of pedestrian paths, bike lanes and sidewalks. Require facilities for bicycle parking at commercial areas. *(Integrate with the Pedestrian Circulation Plan for the Town recommended by Transportation #5-a-2.)*
- h) Develop plans for motorized recreation away from sensitive areas (i.e. county railway).
- i) In planning future residential neighborhoods, make provision for suitable neighborhood commercial centers in appropriate locations. *(See also Section 1, Housing and Residential Land Use.)*

C. Agriculture

GOAL: To foster continued agricultural viability and protect agricultural land resources.

The objectives are to have:

- a. Productive agricultural lands remain in agriculture.
- b. An agricultural sector which is diverse and viable.
- c. Land use and development regulations which address the special needs of farmers, including provisions which stipulate that farming activities take precedence over other uses in areas zoned for agriculture.
- d. Agricultural environmental management practices which minimize contamination of the environment, soil erosion, and surface water runoff. (These concerns are regulated by the Soil and Water Conservation District and the New York State Department of Environmental Conservation. Implementation of best management practices [BMPs] is facilitated by agencies such as Cooperative Extension or crop management associations.)

Recommended Actions for Each Objective :

- a. Land use and development regulations which address the special needs of farmers, including provisions which stipulate that farming activities take precedence over other uses in areas zoned for agriculture.

To accomplish this objective the Town should

- 1) Stipulate that farming activities take precedence over other uses in areas zoned for A-80 and RR-80 Agriculture Districts as per our “right-to-farm” law. (Individuals would continue to have the right to build homes in areas zoned for agriculture but would have to understand that farming is the primary activity in these zones and

that, living in the area, they may have to cope with noise early in the morning, odors from the smell of recently spread manure etc.)

- 2) Continue to allow farm stands in agricultural zones.
- 3) Support programs implemented by the Ontario County Agricultural Enhancement Board that promote and sustain active agricultural lands and operations.
- 4) Implement the Farmland Protection Plan and evaluate the adoption of zoning amendments to support the findings of said Plan.

b. Productive agricultural lands remain in agriculture.

To accomplish this objective the Town should:

- 1) Support the continuation and enhancement of New York State’s Agricultural Assessment Program. Encourage property owners to enroll eligible farmland in the Agricultural District.
- 2) Encourage legislative changes at the County and State levels that would reduce property tax pressures on agricultural lands. Take action on similar measures at the Town level when feasible.
- 3) Encourage landowners to apply for Farmland Protection Implementation Grants from the New York State Department of Agriculture and Markets for purchase of development rights. Consider using a Transfer of Development Rights program, sliding scale zoning, voluntary tax abatement program, or other innovative measures for protecting agriculture for farmers.
- 4) Not extend sewer lines into or through areas zoned for agriculture except when required for public health and safety, and further, limit the placement of other infrastructure, such as highways, which would encourage growth and development in areas designated for agricultural use.
- 5) Limit the extension of public water supply into or through areas zoned for agriculture except when required for public health and safety.
- 6) Work with farmers to develop zoning regulations for agricultural areas that ensure the continued viability of agriculture while allowing appropriate levels of development.
- 7) Require that any non-agricultural development occurring within an agricultural area be formally reviewed by the Town Agricultural Advisory Committee.

- 8) Consider the impacts of non-agricultural development upon adjacent agricultural operations, including any potential disruption of existing drainage.
- 9) Where a proposed solar farm intends to use Prime and/or Unique Classified Agricultural Soils (Groups 1–4) then the developer of such solar farm shall be required to create a Conservation Easement on other lands identified in the adopted Town of Farmington Farmland Protection Plan and delineated on Map No. 8 of said Plan as being Strategic Farmland. Said easement to be negotiated between the developer and an adjacent or nearby property owner and shall be of equal size to that being proposed for the solar farm and to remain in effect for as long as the solar farm remains active.

c. Encourage agricultural environmental management practices which minimize contamination of the environment, soil erosion, and surface water runoff.

To accomplish this objective the Town should

Encourage farmer implementation of best management practices as defined by the Soil and Water Conservation District, Cooperative Extension, the Department of Conservation and watershed associations. Practices should include, but not be limited to: conservation plans, nutrient management plans, cover crops, and minimum or no-till Integrated Pest Management.

d. Promote a diverse and economically viable agricultural sector.

To accomplish this objective the Town should:

- 1) Consider allowing non-farming agribusiness in agricultural zones (e.g., feed and seed dealer or farm implement dealer), limited to avoid negative impacts on traffic, farming, soils, and housing.
- 2) Support the local production and sale of food and agricultural products.
- 3) Consider the benefits for sustaining the viability of individual agricultural operations which become dependent upon proposals to install renewal energy sources (e.g., wind and/or solar farms) by comparing individual benefits to the overall detriments to the agricultural community.
- 4) Protect, to the extent practicable, Prime and Unique Classified Soils from conversion to non-agricultural use. Require proof that wind and/or solar farms cannot be located upon lower classified soils for agricultural production.
- 5) Continue to regulate renewable energy projects (e.g., wind farms and solar farms) that may be used to reduce energy consumption from the utility's grid.

D. Industrial Development

GOAL: To plan certain areas for non-intrusive industrial development in order to provide a variety of employment opportunities and increase the tax base.

The objective is to have:

Small-scale light industrial and/or office park development (both present and future) that is set back from public highways, has good traffic circulation, is well landscaped (to provide buffering, shade, and character), of an architecture that enhances the character of the Town, and located so as not to adversely affect surrounding residential neighborhoods and the environment.

To accomplish this objective the Town should

- 1) Work with local business organizations and state and county economic development agencies to evaluate the market for industrial development in the Town.
- 2) Provide for light industry comparable in type and size to existing local industries that are located within certain planned locations as identified on the Future Land Use Plan Map (*see* Map No. 10).
- 3) Identify a site or sites for light industrial development using guidelines prepared for this purpose. At a minimum, the guidelines should require the existence of water and sewer, sufficient site area, safe and efficient road access, access by public transit and adequate distance from incompatible uses.
- 4) Develop site design and performance standards for industry and for aspects such as access, traffic generation, landscaping, noise, emissions, hazardous materials handling, total square footage, maximum lot coverage by buildings and parking, minimum open spaces, day care, public transit, signage, setbacks and other buffers.
- 5) Exclude retail business, except for supporting services used primarily by industrial park tenants.
- 6) Provide for an adequate network of pedestrian paths, bike ways, and sidewalks within and surrounding light industrial/ office parks as well as requiring a provision for bicycle parking facilities and public transit stations where appropriate.

5. TRANSPORTATION

GOAL: To provide a transportation system that is safe, efficient, convenient and environmentally responsible.

The objectives are to have:

- a. A reduced dependency upon private automobiles and an increased opportunity for pedestrian systems to be developed in the greater Farmington Community Center area through a diversified transportation system which emphasizes more fuel-efficient forms of transportation such as public transit, bicycling, and walking.
- b. An appropriate multi-modal transportation network.
- c. Appropriate accident prevention strategies.
- d. Minimal negative impacts on people and the environment from traffic, road maintenance, road construction, noise, exhaust, and the like.
- e. Future development designed so as to minimize adverse impacts on roadway efficiency and safety, as well as future road corridor locations.
- f. Promotion, protection, and enhancement of agricultural and scenic resources along rural roads in the Town.

Recommended Actions for Each Objective:

- a. **Create a reduced dependency upon private automobiles and an increased opportunity for pedestrian systems to be developed in the greater Farmington Community Center area through development of a diversified transportation system which emphasizes more fuel efficient forms of transportation such as public transit, bicycling and walking.**

To accomplish this objective the Town should:

- 1) Work with other municipalities, major employers, and institutions to promote the developed park-and-ride lot and to encourage commuter carpools and vanpools, bicycle and pedestrian travel, and the use of public transit.
- 2) Prepare a Pedestrian Circulation Plan. Seek the cooperation of institutions, businesses, and others in its implementation. Require new development to conform to the pedestrian plan, for example, providing sidewalks and crosswalks where planned. *(May be prepared as part of the Transportation Plan recommended in 2[a].)*
- 3) Prepare a Bicycle Circulation Plan, complementing bikeways established by other

municipalities and local institutions. Cooperate with the existing ad hoc Genesee Transportation Council Coalition for Bicycle Transportation (GTCCBT). Encourage new development to conform to the Bicycle Plan, (e.g., by providing pathways linked to existing routes). *(May be prepared as part of the Transportation Plan recommended in 2[a].)*

- 4) Provide a planning framework for new development and redevelopment to simplify provision of public transit. This could include increasing the number of public transit amenities (e.g., bus stops), channeling development to areas easily served by bus routes, increasing the number of bus routes, increasing the frequency of service, and developing a park-and-ride system.
- 5) To the extent possible, integrate the elements of the transportation network which serve to reduce automobile use, such as pedestrian paths or bikeways, park-and-ride lots, and public transit.

b. Plan for an appropriate transportation network

To accomplish this objective the Town should:

- 1) Prepare a Transportation Plan. Use the plan to guide decision making for Capital Highway Improvement Projects (CHIPs), other Town capital highway projects, and other transportation decisions, such as possible revisions to Town road specifications.
- 2) Classify roads in the Town according to existing and desired function after analyzing present characteristics and exploring how the road system should be used in the future. Among other things, an analysis should include an examination of the location and types of land uses served, manner of road use, traffic speed, traffic volume, types of vehicles carried, character of adjacent land uses, the extent to which roads are used by pedestrians and bicyclists, and the degree of interference with through movement created by adjacent uses and intersections.
- 3) Update the Town's Official (Highway) Map and revise it to reflect the Transportation Plan when it is completed. Protect planned transportation corridors through the subdivision review process. Purchase, participate in the purchase, or otherwise procure transportation corridors where necessary. The Town should seek to take incremental steps through accepting easements for thoroughfares as parcels of land are reviewed for subdivision and rezoning.
- 4) Use the Metropolitan Planning Organization to arrive at mutually acceptable solutions to transportation problems in the Farmington area.

- 5) Provide for ample buffers between adjacent land uses and new arterial and collector roads. Where feasible, work to provide buffers along existing arterial and collector roads.
- 6) Actively participate in the creation of new Federal Aid System Mapping for Ontario County. Work to ensure that delineation of the Federal Aid Urban Boundary and new Federal Functional Road Classifications are consistent with Town land use and transportation planning.
- 7) Prepare a Streetscape Plan as part of the Town Transportation Plan, including guidelines for landscaping, light standards, bus stops, curbing, and other elements of the streetscape. Work to implement the Streetscape Plan, encourage other road owners to follow similar policies, and require improvements through the development approval process. Investigate mechanisms for encouraging and assisting landowners to make streetscape improvements.
- 8) Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.
- 9) Establish an equitable development impact fee system to help pay for new or improved transportation infrastructure such as provided for by the New York State Legislature under the Incentive Zoning provisions of Town Law.
- 10) Continue to work with County and Town Highway Departments in developing access management regulations along major County and Town Highways.
- 11) Name new local roads with emphasis being placed upon street names with local historic significance.

c. Employ appropriate accident prevention strategies.

To accomplish this objective the Town should:

- 1) Ensure that roadways and road intersections in the Town are designed (or redesigned) and constructed (or reconstructed) to be safe and efficient. Design roads to encourage compliance with posted speed limits, especially in residential areas.
- 2) Employ appropriate signage and traffic controls for motor vehicles, bicycles, pedestrians, and users of public transit.
- 3) Ensure that large volumes of traffic are not routed through residential areas or through awkward or confusing intersections.

- 4) Provide safe pedestrian crossings at appropriate locations.
- 5) Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic.
- 6) Request the New York State Department of Transportation to design and construct “traffic calming” measures for the intersection of State Routes 96 and 332.

d. Ensure minimal negative impacts on people and the environment from traffic, road maintenance, road construction, noise, exhaust, and the like.

To accomplish this objective the Town should

- 1) Strive to protect residential neighborhoods from the adverse effects of traffic: limit through traffic patterns; reduce road widths, traffic volumes and speeds within established neighborhoods; develop appropriate visual and sound barriers between adjacent roads and residences, and ensure that new arterial and collector roads avoid residential areas.
- 2) Plan routine road maintenance activities for safety and environmental sensitivity. (Such activities include snow plowing and de-icing, roadside ditch maintenance, and trimming or cutting of roadside vegetation.) Establish guidelines for use by the Town Highway Department. Limit ditch maintenance and vegetative removal to that necessary to meet established guidelines (e.g., adequate sight distance and drainage). Continue using and exploring alternatives to rock salt for de-icing roads. Encourage other agencies to follow similar policies in maintaining roads within the Town.
- 3) Design new collector roads consistent with the Town’s Official Corridor Plan Map which are adequately landscaped, offer a variety of visual exposures, are buffered from residential frontage development and do not significantly alter natural land contours.
- 4) Avoid environmentally sensitive areas such as wetlands or areas of steep slopes in designing or approving new roads unless, after thorough consideration, there are no feasible or prudent alternatives.

e. Design future development so as to minimize adverse impacts on present roadway efficiency and safety, as well as on future road corridor locations.

To accomplish this objective the Town should:

- 1) Limit the scale and concentration of development to what can be supported by the transportation system.

- 2) Where other access is possible, limit the number of individual access drives, roadways, and other curb cuts onto arterial and collector roads to maintain planned traffic carrying capacity and safety, as well as to permit more efficient use of interior lands. Consider the facilitation of shared driveways and/or cross access easements.
- 3) Work with other municipalities and major traffic generators to reduce the negative impacts of transportation from development outside the Town.
- 4) Require developers to specify trip generating characteristics of projects based on standards in the current Trip Generation Manual of the Institute of Transportation Engineers.
- 5) Identify and protect future roadway corridors that are delineated on the Official Routes 96 and 332 Corridor Plan Map.

f. Promote, protect and enhance agricultural, historic and scenic resources along rural roads in the Town.

To accomplish this objective the Town should:

- 1) Consider designating roads of visual, cultural, or historical significance as official scenic roads under the New York Scenic Roads Program (Article 49, New York State Environmental Conservation Law).
- 2) Limit Town roadway improvement projects and all road-related land acquisition projects in agricultural, scenic, and historic residential areas to those necessary to maintain road surface, safety, and efficiency.

6. PUBLIC UTILITIES, FACILITIES, AND SERVICES

GOAL: To provide public utilities, facilities and services that efficiently meet present needs and anticipate future needs of residents, in accordance with the goals and objectives of this Plan.

The objectives are to have:

- a. Systems to assess, prioritize, and finance public utilities, facilities, and services.
- b. Adequate, appropriately located, and well maintained publicly owned facilities and equipment, in accordance with the goals and objectives of this Plan.
- c. Joint development of utilities, facilities, and services with other municipalities and/or institutions, wherever mutually beneficial and practical.
- d. Sources of clean renewable energy for future generations and reduce our carbon footprint.
- e. Adequate high speed internet services available throughout the Town.

Recommended actions for each objective:

a. Provide systems to assess, prioritize, and finance public utilities, facilities, and services.

To accomplish this objective the Town should

- 1) Maintain a Capital Improvement Planning Program using methods outlined in the New York State Financial Management Guide.
- 2) Develop a system for planning, assessing, prioritizing, and financing Town services.
- 3) Create a Benefit Assessment Procedures Manual. (A manual would explain how the benefit assessments are calculated and applied within the Town.)
- 4) Continue to investigate and promote additional public and private funding sources for open space, affordable housing, infrastructure repair and construction, and farmland protection.

b. Develop adequate, appropriately located and well maintained publicly owned facilities and equipment, in accordance with the goals and objectives of this Plan.

To accomplish this objective the Town should:

- 1) Conduct and maintain an inventory of Town-owned facilities and equipment.
- 2) Prepare maintenance standards for Town-owned facilities and equipment and ensure that they are met.
- 3) Consider the present and future space needs of Town Government and determine how best to meet them.

c. Study the possibility of working with other municipalities and/or institutions in the joint development of utilities, facilities, and services, wherever mutually beneficial and practical.

To accomplish this objective the Town should:

- 1) Explore joint development possibilities early in the capital improvements planning process.
- 2) Continue to work on joint projects with the Town of Canandaigua concerning the expansions to the Canandaigua/Farmington Water District, and with the Towns of Victor and Mendon concerning the Farmington Area Waste Water Treatment System.
- 3) Explore opportunities for consolidation of services, as well as sharing equipment and possibly personnel: for example, sharing road construction equipment.
- 4) Continue efforts for obtaining grant funds from the Federal Emergency Management Agency (FEMA), as has long been requested in the Ontario County All Hazards Mitigation Plan, for the identified priority project known as Black Creek Drainage Study. Said study involves watershed areas located in the towns of Canandaigua, East Bloomfield, Farmington, Manchester and Victor.

d. Sources of clean renewable energy for future generations and to reduce our carbon footprint.

To accomplish this objective the Town should:

- 1) Meet the goals and objectives of the *Town of Farmington Comprehensive Plan* (hereinafter referred to as the “Plan”) to: enhance continued agricultural operations and protect viable agricultural soils; and provide public utilities, facilities and energy services that efficiently meet the present needs and anticipate future needs of residents in accordance with the goals and objective of the Plan.
- 2) Support green economy innovations.

- 3) Support New York State in meeting its renewable energy goals established by the 2015 New York State Energy Plan as implemented through the Reforming the Energy Vision Institute.
- 4) Support New York State Climate Leadership and Community Protection Act (hereinafter referred to as CLCPA) which went into effect January 1, 2020.

e. Adequate high speed internet services being available throughout the Town.

To accomplish this objective the Town should:

- 1) Seek expansion of 5G and WiFi 6 networks, along with other innovative internet improvements, into the community that will improve bandwidth, speed and latency and reach areas where fiber is prohibitively expensive.
- 2) Work with neighborhood organizations to organize support for alternative internet services.
- 3) Provide assistance to the community for organizing a corner stone area to build extension of internet services throughout the Town.

A. Water and Waste Water Collection and Treatment Systems

GOAL: To provide high-quality public water and sewage utilities at reasonable cost and to protect public health and safety in regard to private water and septic systems.

The objectives are to have:

- a. Public water and sewer utilities located, constructed, and maintained in accordance with the goals and objectives of this Plan.
- b. An assessment of the quality and cost of water and waste water collection and treatment systems, both public and private.

Recommended Actions for Each Objective:

- a. Locate, construct and maintain public water and sewer utilities in accordance with the goals and objectives of this Plan.**

To accomplish this objective the Town should:

- 1) Make an overall assessment of water and sewer systems in the Town. Prepare and adopt a flexible long-range (ten-year) plan for guiding major maintenance, upgrading, and extension projects. More detailed water and sewer capital improvement planning with a shorter planning horizon (three to five years) should flow

from the long-range plan. Regularly review and revise the long-range and short-range plans.

- 2) Limit extension of water and sewer services into areas not designated for intensive development except when required for public health and safety or agricultural needs.
- 3) Give higher priority in the Capital Improvements Program to the maintenance of public utilities than to constructing the extension of new utilities.
- 4) Follow State Environmental Quality Review Regulations when considering the construction of new or expanded public utilities, especially the thorough examination of the potential for future development and its possible impact on existing land uses.
- 5) Review and revise existing contingency plans for water and sewer services. Contingencies to plan for include: complete failure of any one of the three public water systems in the Town, extreme drought, or an immediate and major public health problem outside of water and sewer service areas.
- 6) Explore alternatives to extending water and sewer services in response to public health and safety concerns.

b. Assess the quality and cost of water and waste water collection and treatment systems, both public and private.

To accomplish this objective the Town should

- 1) Gather and analyze baseline data on the quality and cost of drinking water and waste water collection and treatment throughout the Town, for both public and private systems. (Work with the County regarding private systems.)
- 2) Determine where problems exist with quality or cost, where there may be problems in the future, and what approaches should be used to address them.

B. Public Safety

GOAL: The protection of people and their property.

The objectives are to have:

- a. High-quality and coordinated fire, police, and other public safety services and facilities.
- b. Precautionary measures that minimize the need for or improve the coordination or delivery of emergency services.

Recommended Actions for Each Objective:

a. Provide high quality and coordinated fire, police, and other public safety services and facilities.

To accomplish this objective the Town should:

- 1) Prepare an assessment of existing public safety services and facilities, examining quality, cost, and known problems or needs. Examine future needs and develop strategies for addressing them.
- 2) If it is determined that additional police protection is warranted, consider negotiating an agreement with the County Sheriff for additional deputies to be paid by the Town for service solely within the Town.

b. Strategize precautionary measures that minimize the need for or improve the coordination or delivery of emergency services.

To accomplish this objective the Town should:

- 1) Assess the status of disaster planning in the Town and work to improve it.
- 2) Support County efforts to enhance the 911 emergency phone system.
- 3) Evaluate the usefulness of improving the Town's Fire Protection Class rating.
- 4) Encourage and assist in the formation of Neighborhood Watch or similar groups.

C. Parks and Recreation

GOAL: To provide accessible and attractive parks and diverse recreational opportunities.

The objectives are to have:

- a. An integrated system of parks and recreational facilities throughout the Town, including undeveloped open space as one component, with linkages between various parts of the system such as bike lanes, sidewalks, pathways, stream corridors, trails, and utility rights of way.
- b. Adequate recreational services that meet expressed local needs.

Recommended Actions for Each Objective:

a. Plan an integrated system of parks and recreational facilities throughout the Town,

including undeveloped open space as one component, with linkages as feasible between various parts of the system such as bike lanes, sidewalks, pathways, stream corridors, trails, and utility rights of way.

To accomplish this objective the Town should

- 1) Implement and maintain the adopted Town of Farmington Park and Recreation Master Plan. (*See the Conservation, Open Space, and Environmental Protection section of this chapter for recommendations regarding protection of open space and an Open Space Plan.*)
- 2) Acquire suitable park and recreation lands and develop them in accordance with the adopted Park and Recreation Master Plan.
- 3) Work with other communities, land owners and institutions to explore possible joint park ventures and trail linkages.
- 4) Through the subdivision approval process, continue to acquire park and recreation lands (and open space lands) as authorized by NYS Town Law Section 277 (Approval of Plats) and the Town's Subdivision Regulations.
- 5) In instances where a suitable park cannot be located within a proposed subdivision or where a park facility or open space is not recommended, make use of the provision in the Subdivision Regulations to collect a fee in lieu of parkland dedication for development of Town park and recreational facilities. Establish a Parks, Recreation, and Open Space Fund into which would be deposited such “in-lieu” fees as well as donations, proceeds from the sale of unsuitable lands, grants, and other such monies related to parks and recreation. The fund would be administered by Town officials in accordance with guidelines developed in the Park and Recreation Plan.
- 6) Maintain the Town’s portion of the Auburn Trail connection to the Ontario Pathways Trail.

b. Provide adequate recreational services.

To accomplish this objective the Town should:

Assess the status of recreational services in the Town and determine what actions may be warranted by the Town, including joint municipal efforts and public/private sector efforts as part of maintaining the Town of Farmington Park and Recreation Master Plan.

D. Solid Waste Management

GOAL: To ensure efficient and responsible management of solid waste.

The objectives are to have:

- a. Reduced generation of solid waste and increased reuse and recycling.
- b. Improved and expanded municipal composting.

Recommended Actions for Each Objective:

a. Reduce generation of solid waste and increase reuse and recycling.

To accomplish this objective the Town should:

- 1) Explore ways to encourage better methods of dealing with solid waste through the design of new development, such as composting areas in developments and encouraging builders to include more space designed specifically for recycling.
- 2) Work with Ontario County to evaluate the establishment of recycling centers.

b. Improve and expand municipal composting.

To accomplish this objective the Town should:

- 1) Prepare an analysis of the Town's current municipal composting program and develop mechanisms for improvements and possibly expansion, including possible intermunicipal ventures.
- 2) Continue the program of providing a central collection point (Hook Road Transfer Station) where residents can bring yard waste (i.e., brush, weeds and grass clippings only).

E. Human Services

GOAL: To foster and improve the availability of human services by outside agencies.

The objectives are to have:

- a. Human services available to all residents, including those with special needs.
- b. High-quality services and facilities for children's day care, group homes, and elder care.
- c. Community centers for neighborhood use developed cooperatively between residents and

the Town.

- d. High-quality health care services and facilities.

Recommended Actions for Each Objective:

- a. **Ensure that human services are available to all residents, including those with special needs.**

To accomplish this objective the Town should:

- 1) Ensure that new construction meets the International Building Code requirements for handicapped accessibility.
- 2) Ensure that Town facilities and programs comply with the Americans with Disabilities Act of 1991.
- 3) Work with Ontario County to ensure that adequate human services are provided to Town residents.

- b. **Offer high quality services and facilities for children's day care, group homes, and elder care.**

To accomplish this objective the Town should

- 1) Encourage large businesses to provide or cooperate with others to provide day care for their employees' children.
- 2) Ensure that there is sufficient provision in the Zoning Laws for children's day care, group homes, and elder care facilities, which are compatible with other neighborhood uses.

- c. **Develop community recreational centers for neighborhood use as a cooperative effort by residents and the Town.**

To accomplish this objective the Town should:

- 1) Work with neighborhood groups to identify needs and desires as well as capital and operating costs for such community recreational centers.
- 2) Explore ways to establish community recreational centers, including the possible use of the Town Hall, the Lodge at Mertensia Park, a new Park & Recreational facility, or religious institutions.

d. Offer high quality health care services and facilities.

To accomplish this objective the Town should:

- 1) Work with the F. F. Thompson Hospital, F. F. Thompson Medical Center and other health care providers to ensure that the Town's land use and other planning will adequately accommodate identified community health needs.
- 2) Support the continued operation of “Mercy Flight” operations within the Town, County and region.
- 3) Support “Urgent Care” facilities to meet the needs of the Town’s growing population.
- 4) Support existing volunteer ambulance corps services and private (proprietary) ambulance services.

F. Education

GOAL: To integrate the planning for public school facilities with Town land use planning.

The objective is to have:

The integration of planning for public school facilities with Town land use planning.

Recommended Action for this Objective:

To accomplish this objective the Town should continue to work with the four Central School Districts to coordinate their facilities’ planning with Town land use planning.

G. Stormwater Quality and Quantity Control/Enhancements

GOAL: To manage/control quantities and enhance the quality of stormwater runoff from all sites.

The objectives are to have:

- a. Stormwater qualities and quantities for site development that meet the Federal and State Stormwater Management Programs requirements.
- b. Maintain the Municipality’s responsibilities under the Federal and State Stormwater Management Programs.

Recommended Actions for Each Objective:

a. Ensure that stormwater qualities and quantities for site development meet the Federal and State Stormwater Management Programs requirements.

To accomplish this objective the Town should

- 1) Require developers to submit Storm Water Pollution Prevention Plans (SWPPPs) and Storm Water Management Plans (SWMPs) for pre/post development.
- 2) Review all SWPPPs and SWMPs to ensure compliance with all Program Criteria.
- 3) Inspect all land disturbances for appropriate erosion control measures.
- 4) Continue to participate in the Ontario-Wayne Stormwater Coalition program.

b. Maintain the Municipality’s responsibilities under the Federal and State Stormwater Management Programs.

To accomplish this objective the Town should:

- 1) Assure soil disturbances are minimal and stabilized as soon as practical. Minimize soil migration through Best Management Practices.
- 2) Engage the public to understand their role in minimizing contributing pollutants through their normal routines and utilize on-site run-off retention.

CHAPTER 4 FUTURE LAND USE PLAN MAP AND PLAN SYNTHESIS

Introduction

This Chapter of the Comprehensive Plan provides a written narrative of the information depicted on Map No. 10, the Future Land Use Plan Map, which is located in the back of this document. In addition, this Chapter identifies the development constraints and opportunities that exist within the 15 Subareas (*see* Appendix No. 2, Subareas Map No. 11) as well as other programs the Town will need to undertake during the planning period.

Basic Planning Philosophies

This Comprehensive Plan and the Future Land Use Plan Map are based upon a careful consideration of the following five (5) basic planning philosophies:

- A continuation of public expenditures that has resulted in the pattern of development within the community for over the past 50 years; and
- Desirable natural characteristics that need protection (e.g., productive agricultural soils for sustaining agricultural operations, storm water control, flood prevention, fresh water wetland protection and natural resource features, etc.); and
- Existing problems that need correction (e.g., maintaining and improving public utilities, roadways, bikeways, sidewalks, trails, etc.); and
- Potential opportunities that should be exploited (e.g., connectivity of multi-modal transportation systems, expanding renewal energy sources, attracting employment opportunities, etc.); and
- Significant physical and financial constraints (e.g., federal, state and regional regulations and programs) that have to 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 protections 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 planning period, that has now been over fifty (50) years in the making, without the need to establish up-to-date implementation actions.

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 continuing our controlled growth involving modest improvements and significant additions to the existing foundation of development—design which is basically sound and provides 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, County Roads 8 and 41, and Town Roads New Michigan, Canandaigua–Farmington Town Line Road and Mertensia Road. These 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 state and 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. In addition, located within this portion of the Town is Subarea 6. This Subarea has long been considered in previous Editions of the Town’s Master Plan and Comprehensive Plan as the Town’s Community Center, a small defined area around the intersection of State Routes 96 and 332. In the early 21st century (2004) this area was designated by the State of New York, as the Hamlet of Farmington. Since that time the Community Center has expanded from the intersection of State Routes 96 and 332 to include most of Subareas 6, 7, 8, 11 and 12. It has been within these Subareas where the Town has and continues to experience mixed use development. The term “Community Center” as it has been further defined by the State Legislature’s enactment of the Smart Growth Public Infrastructure Act, in late 2010, is the community’s priority area for continued growth and development in its Comprehensive Planning Program.
- There are much higher costs associated with development (both for construction and for on-going maintenance) resulting from uncontrolled growth (i.e., sprawl) in every community. The Town of Farmington is no exception and has the greatest potential for sprawl

which exists in the northwestern portions of the Town (Subareas 1 and 2). It is within, or adjacent to these two Subareas that a public sewer service area exists. A service area that was established in 2008 by the Town Board to correct health-related problems associated with a growing number of malfunctioning on-site waste water treatment systems located within the recently developed lots in the Stonewood Subdivision Tract off Green Road. The Stonewood Subdivision Tract is shown within Subarea 1. However, the sewer force main extends west along Green Road to Bowerman Road and then south along Bowerman and Weigert Roads (Subarea 2) then crossing underneath the New York State Thruway connecting to the public sewer line located along Loomis Road (Subarea 4). No public funds were involved with the construction of this public sewer line. Approvals for the construction of this sewer line (that was and is located within the boundaries of the state certified Ontario County Agricultural Use District #1) was and continues to be subject to any expansion first being approved by both the State Departments of Environmental Conservation and Agriculture and Markets

These two State agencies imposed conditions upon this sewer service area and any extensions thereto which remain in effect for as long as the boundaries of the Consolidated Ontario County Agricultural Use District #1 continue in Subarea 2. The Town Board, at the time of creation, was also required to agree to these restrictions thereby imposing major limitations to any future connections from lands adjacent to the sewer service area.

The Town Board, with the adoption of the 2011 Edition of the Plan established a policy limiting the creation of any additional sewer service areas within Subareas 1 or 2. The Town's policy prohibits additional connections to this sewer service area 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; that such connection(s) will not reduce the ability of this sewer service area to accommodate the needs of existing dwellings located in Subarea 1, in particular 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); any such extension will be sized for a defined area that is to be served by gravity flow; and the costs for any connection to and improvements deemed necessary to the existing sewer force main within an expanded sewer service area, which is to be located outside of the eight (8) subdivision tracts listed above, are to be borne by any developer.

- A substantial amount of nearly level or gently sloping open land remains available for additional residential, industrial and commercial developments in the southwest portion of the Town (Subareas 3 through 13). With proper development, this area could serve the long-term (30 years and beyond) needs of the Town.
- Other portions of the Town (Subareas 1, 2, 11, 13 and 15) have extensive areas of classified prime and unique soils and viable active agricultural operations that also are located

within the Ontario County Consolidated Agricultural Use District #1. These lands are identified on Map No. 8, a part of the adopted Town of Farmington Farmland Protection Plan. The Farmland Protection Plan’s Goals, Objectives and Policies have been adopted by the Town Board in 2018 as a supplement to the Town’s Comprehensive Plan and Planning Program. These statements are now included in Chapter 3 of the 2021 Edition of the Comprehensive Plan.

- In addition to viable agricultural soils within these five Subareas, there are a number of other unique natural resources (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, each 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, and the restrictions of the state to use public funds for utilities located outside the “Community Center,” it is readily apparent that current patterns of active agricultural and rural residential land use will continue in the northwestern, northeastern and southeastern portions 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 these 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. Two other exceptions are the South Farmington Cemetery and Chapel located on the south side of Shortsville Road and the Meetinghouse Park on the corner of County Road 28 and Shortsville Road. The final exception is an area of industrially zoned land located on both sides of State Street adjacent to the Village of Manchester/Town of Farmington boundary. The ability to extend public utilities (i.e., water and sewer services) connecting from the west into and through this Subarea is restricted by the presence of bedrock that exists near the surface in several locations. Finally, since a large portion of this Subarea lies within the state certified Ontario County Consolidated Agricultural Use District #1, there would most likely be further restrictions imposed upon the availability of any public funding for utility improvements.

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 to occur at different densities during the planning period 2021–2030. This picture of the community’s land use plan is the official road map to guide growth and development for the next 10 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 and 14)

which have been updated and located in the back portion of this edition of the Plan.

The future land use categories shown on Map Number 10 differ from the zoning district names and densities as they are intended to indicate a general land use direction rather than specific zoning district regulations. In some instance 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.

A further exception to these categories that is not shown on Map Number 10 are those lands that have been developed, or which could better be developed under the IZ Incentive Zoning provisions in the Town Code. The IZ category involves a mix of residential and commercial land uses with varying densities for a site in exchange for benefits to the community that may not otherwise be required by New York State Town Laws. These benefits generally involve oversized water mains, larger sized sewer collection lines, oversize storm water detention facilities, multi-modal transportation improvements (e.g., sidewalks, bike lanes, trails and local highway extensions) and/or cash contributions to be used towards identified capital improvement projects.

Active Agriculture Areas—The Future Land Use Plan Map identifies extensive areas of active farmland that is recommended to continue during the next 10-year planning period and beyond. The areas delineated on Map Number 10 are currently being actively farmed. For the most part, these areas contain Prime and Unique classified soils that are necessary to sustain viable farming operations and which 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 and further refined on the Strategic Farmland Protection Map, Map Number 8, contained in the adopted Town of Farmington Farmland Protection Plan clearly reinforces the five 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 grants being awarded by the New York State Department of Agriculture and Markets for the creation of farmland protection programs. Programs that include a Conservation Easement Program, a Purchase of Development Rights Program, coordination with Ontario County in its development of the Ontario County Farmland Protection Program and the County’s continuation of the State’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(s) may have on protecting viable agricul-

tural resources and 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 sustaining viable agricultural operations, will need to be considered carefully in these areas.

A continuing major concern affecting the town's ongoing planning program involves the practice of land located within the Strategic Farmland Areas being sold-off into large parcels (five or more acres per lot) to be developed for non-agricultural purposes. Such land subdivision consumes large amounts of productive agricultural soils which often contributes to the premature retirement of farming operations because the remaining acreages no longer are adequate to attract farmers to lease smaller plots of land as part of their farming operations. The Town will need to continue to evaluate this practice as part of the Town's on-going Comprehensive Planning Program. Currently, the Town's Agricultural Advisory Committee recommends that the minimum lot size for non-agricultural use in established Agricultural areas remains at 80,000 or 40,000 square foot size; and that large lot parceling (e.g., lots of five acres or larger) for non-agricultural purposes be discouraged.

In order to mitigate land use conflicts between agricultural operations and nonagricultural land use within established agricultural areas, the Plan recommends there be an evaluation of implementing both a Conservation Easement Program and a Purchase of Development Rights program. The Plan also recommends that the Town's Agricultural Advisory Committee continue to play its active advisory role in Town government. This role includes 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 development actions will enhance the protection of and thus help to sustain this major sector of the Town's land use and economic development programs.

Finally, the Town is currently updating the Town's Solar Energy Land Use Regulations and is proposing adding a requirement to further protect prime and unique classified soils that may be affected by future solar farm development. The proposal would require a solar farm developer to obtain a Conservation Easement from nearby farmland where a proposed solar site would use land containing Class 1 through 4 Soils. Should an application involve such proposed use of land, then the developer would be required to obtain a Conservation Easement, in the total acreage amount of the Class 1 through 4 Soils being proposed for development of a Solar Farm. The easement would need to be located upon nearby property that is identified as being Strategic

Farmland and delineated on Map No. 8 of the Town of Farmington Farmland Protection Plan. This would require the solar farm developer to make an agreement with such nearby landowner to establish a Conservation Easement upon that land for as long as there is continued operations of the proposed solar farm.

Rural Residential Areas (40,000 to 80,000 square-foot lots)—Much of the Town has remained and will continue to remain low-density residential land uses that are in keeping with the active agricultural operations and rural residential characteristics of the countryside. Areas designated for Rural Residential use may be served by public water. These areas are not envisioned to be served by public sewers during the planning period. Where a Subarea is not currently served by public water or sewer, it most likely that it will not be economically feasible to extend these utilities within the next 10-year planning period (through 2030). This is not a recent change in previous funding philosophies. It has been brought about by the enactment of the funding restrictions imposed upon State Agencies as set forth in the State Legislature’s Smart Growth Infrastructure Policy Act. Without State funding, Federal funding of infrastructure improvements is very unlikely because of the community’s income levels and the lack of a concentration of low and moderate income neighborhoods within these rural areas. 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 systems and private water supply systems without using large amounts of acreage that otherwise could continue to support active agricultural operations. Existing zoning regulations in these rural areas should be evaluated to determine whether they are providing the appropriate density and land use guidelines to protect: the natural resources (e.g., Prime and Unique Classified Soils); the viability of established agricultural operations; to mitigate land use that becomes a nuisance to sustaining agricultural operations; and to preserve the desired rural character that has attracted residents to our community. The Town’s Agricultural Advisory Committee in 2018 supported continuation of the 80,000- and 40,000-square-foot minimum lot sizes for the A-80 Agricultural District and the RR-80 Rural Residential District. It is the position of the Town’s Farmland Protection Plan and this Plan update that Agriculture is expected to continue to be the predominant land use in the mapped Strategic Farmland Protection Areas, Map No. 8 of the adopted Farmland Protection Plan. Based upon the recommendations received from the State Department of Agriculture and Markets and the County’s Agricultural Enhancement Board, to protect the Strategic Farmlands, the Town needs to further evaluate these continued densities and allowed principal land uses in these two districts in order to achieve the goals, objectives and policies of the adopted Farmland Protection Plan and this latest edition of the Comprehensive Plan.

Suburban Residential Areas (10,000 to 20,000 square-foot lots)—The Future Land Use Plan Map proposes additional single-family detached suburban residential development, at a range of densities between 10,000 square foot lots and 20,000 square foot lots, occur within these areas. This delineated future land use category involves those areas where it has been determined there

is available and ready access to public sewers, public water and a good transportation network. It is the Plan's vision that new single-family detached residential development be entertained at these densities to help the community to continue to meet a diversified housing market. It is recognized, however, that some of the sites located within Subarea 11 which are adjacent to sites identified for future single-family suburban development may also be currently used for agricultural purposes. The Farmland Plan identifies that the majority of the farmland in Subarea 11 is currently being rented to farmers and is not farmer owned. These lands are also located within the established Ontario County Consolidated Agricultural Use District #1. An 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 continues to occur, 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 a diversified pattern of planned residential growth.

There continues to be a total of four Subareas 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, during the past ten (10) year period, there has been a higher density of residential suburban development associated with two apartment projects (e.g., Farmington Gardens and Farmington on the Creek). The remainder of Subarea 6 continues to be recommended for General Business types of development occurring within the portion of the Community Center which mainly fronts along State Routes 96 and 332.

In Subarea 9, suburban density single-family suburban residential development has occurred and is almost complete on a large parcel of land located at the southeast corner of Hook Road and Collett Road (e.g., Hickory Rise Subdivision Tract) and along the west side of Hook Road, opposite King Hill Drive (e.g., Redfern Incentive Zoning Project). The remainder of the land in Subarea 9, however, is zoned for commercial, or industrial land use. It is within these portions of Subarea 9, that exists the greatest concern for the development of this remaining area that are caused by site access restrictions imposed by the Ontario Central Railroad crossing at Collett Road; and the natural topography changes occurring along portions of the north side of State Route 96, east of Fairdale Glenn Townhomes, which present sight restrictions to motorists traveling along this fifty-five (55) miles-per-hour major highway.

In Subarea 11, the Plan envisions there will be continued suburban density single-family residential development of those lands east of New Michigan Road and north of the Canandaigua–Farmington Town Line Road (e.g., Monarch Manor, The Estates at Beaver Creek and Auburn

Meadows Subdivision Tracts. It is also within Subarea 11, that the Plan recognizes there will be continued agricultural land use on rented lands located along the west side of New Michigan Road until some point in time when either the state funds the purchase of development rights for these parcels, or the landowners succumb to development offers.

Finally, in Subarea 12, the Plan a large area of land located 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 mixed with townhouse and apartments, thereby creating a diversity of housing for the community.

It is also within Subarea 12, that the Future Land Use Plan Map envisions a Carmen's Way connection be made between the planned alignment shown on the approved "Hathaway's Corner Incentive Zoning Project" and the developed "Auburn Junction Incentive Zoning Project." Other portions of Subareas 11 and 12, bisected by the Auburn Trail, are envisioned for development under Incentive Zoning provisions to complete connections to improve water service, additional sewer service, regional storm water facilities, and an internal multi-modal transportation system (e.g., hiking, biking, sidewalks and roadways that intersect with State Route 332 at a preferred signalized location north of Farmington Grove Subdivision Tract.

Multi-family Residential Areas—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 suburban 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 portions of five subareas shown on the Future Land Use Plan Map (Map Number 10) recommended for Multi-family Residential development. These portions are located in Subareas 5, 6, 11, 12 and 13. In Subarea 5, the Plan envisions additional Multi-family Residential development occurring west of Mertensia Road and south of Collett Road. In Subarea 6, the Plan envisions additional Multi-family Residential development occurring west of the Mercier Boulevard cul-de-sac, north of Calm Lake. In Subarea 11, the Plan envisions additional Multi-family Residential development occurring in an area adjacent to the Auburn Trail and surrounding the Cobblestone Performing Arts Center property, north of the Farmington Grove Subdivision Tract. In Subarea 12, the Plan envisions additional Multi-family Residential development occurring in a small portion of the Hathaway's Corners Incentive Zoning Site and the parcel of land adjacent to the south of said Site which backs up to the Auburn Trail. In Subarea 13, the Plan envisions additional Multi-family Residential development occurring within the eastern portion of the former "Glacier Lakes Water Park Site;" and on a parcel of land east of Quentonshire Drive, along the south side of County Road 41 and west of Wood Drive.

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 parks will continue to 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 Operating 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-owned Conservation Land, Town Court Facilities, churches, post office, fire stations, cemeteries, the Town Highway Campus and the Town 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. The Plan continues to recommend an on-going action that there be an evaluation conducted to determine if a rail siding (known as a Team Track) could be constructed on a portion of 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.

The Plan also supports the Farmington Volunteer Fire Department’s need for a new central fire station facility to be constructed on their land located at the north east corner of State Route 96 and Hook Road. Building and site plans are underway for this new central facility. In addition, the long range plans of the Fire Department are recommending a satellite fire station to be constructed on Town-owned land located west of State Route 332, east of the Auburn Trail and north of Ivory Drive. The Fire Department finds that a new satellite facility in this area 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. The Plan also supports that there be an evaluation of potential uses for a 3.5-

acre parcel of town-owned land that is located along the north side of the Canandaigua–Farmington Town Line Road, east of a portion of the Auburn Trail Connector and west of the Farmington Grove Neighborhood. This site was once identified as a potential site for a shared fire station and volunteer ambulance corps and is no longer envisioned for such use.

Finally, the Plan recommends, in Subareas 11 and 12, that as sites are developed adjacent to the Auburn Trail an evaluation be conducted whether any such site should be connected to this trail facility.

Environmentally Sensitive Areas—The Plan envisions a committee comprised of Town Board, Planning Board, Conservation Board, Agricultural Advisory Committee and the Zoning Board of Appeals should be created to provide specifications and/or regulations to guide or restrict future development within these town’s natural occurring environmentally sensitive resource areas. Resource areas comprising land having natural features such as floodplains, freshwater wetlands, prime agricultural soils, areas susceptible to ponding, bedrock outcroppings, steep slopes, drum-lins, mature woodlots, historic sites, scenic corridors and scenic vistas are recommended to be further studied to determine if additional zoning overlay protection regulations are warranted.

The Plan also recommends continued use of the State Environmental Quality Review (SEQR) Regulations, as prerequisite to all development applications. Through 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 a total of four (4) areas that are already zoned for RB Restricted Business use. These four areas include: (1) a parcel of land along the west side of Hathaway Drive, north of Perez Drive and south of Mercier Boulevard; (2) a parcel of land located at the south east corner of State Route 332 and County Road 41; (3) a portion of land located along the east side of State Route 332, between Oatfield Drive and Farmbrook Drive; and (4) a parcel of land located along the south side of County Road 41, east of Quentonshire Road and west of Wood Drive. The Plan envisions that the Town’s Zoning Committee evaluate the continued zoning of these four (4) areas, as they have been zoned this way for several decades and may no longer be appropriate designations since a majority of the permitted and special permitted uses may conflict with adjacent land use.

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 Gaming & Racetrack. 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 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 no longer makes the site attractive for Restricted Business types of use. The Plan, there-

fore, recommends that this site be rezoned to Multi-family Residential, a pattern of land use more consistent with adjacent lands.

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, in 2017, was subdivided into three (3) lots with one being developed as a dentist's office. The remaining two (2) lots are at the intersections of Route 332 and Farmbrook Drive and Route 332 and Clover Meadow Drive. 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 and the recently completed State Police Forensic Laboratory. The Plan recommends that this area remain zoned 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, however, does make such a distinction. 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 I-90 and the City of Canandaigua).

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 Racing and Gaming Casino's easterly entrance to Route 96. All of this area lies within the officially mapped MTOD Major Thoroughfare Overlay District and will become classified as Farmington's Main Street Corridor and further subject to the MSOD Main Street Overlay District Regulations.

Along these two State Highway Corridors, emphasis continues to be commercial development under the GB General Business District Regulations to meet the needs of both the traveling public and local residents. Pedestrian accessibility across property frontages and internally will continue to be required for all site development within these two highway corridor areas. Bike lanes will continue to be required within certain defined neighborhoods. Driveway spacing standards will also continue to be required. In addition, landscaping, site lighting and signage will also remain conditions of approval(s) by 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 will continue to 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. Finally, along the Route 96 Main Street Corridor area described above, the Town will be creating additional Main Street Overlay District (MSOD) regulations with site design standards specific to the 40 miles per hour two-lane highway. Standards for signage, landscaping, reduced building setbacks and street lighting at the pedestrian scale creating a more

defined area which is distinct from that existing along the Route 332 Corridor frontages.

Neighborhood Business—The Future Land Use Plan Map recommends a reduction in the extent of NB Neighborhood Business land use in Subarea 1—the “Pumpkin Hook” neighborhood. This area was originally defined in the 1965 Master Plan to support a pattern of residential growth that was envisioned at that time. That pattern of residential growth has never developed and without public sewer service, it is unlikely to develop at a density to support the extensive area of land currently zoned NB Neighborhood Business. In addition, many of the sites in this area that are zoned for NB Neighborhood Business do not meet the minimum lot size requirements for the district.

The Plan recommends that the above referenced Town Zoning Committee evaluate these existing NB zoned parcels, the district’s permitted principal and special permitted uses and determine what changes need to occur that will protect those parcels already being used for NB and those that are being used for other uses than what they were zoned for.

The Plan recommends the other area of NB Neighborhood Business located north of the Farmington Grove Subdivision Tract and along the west side of State Route 332 be included in an overall plan of IZ Incentive Zoning development of the site known as Farmington Pointe. Access to this incentive zoning area is planned to be accessed primarily from State Route 332, at a future signalized intersection south of the Farmbrook Drive/Carmen’s Way intersection with State Route 332. Farmington Pointe Drive will provide the northern point of access to this area and extend through the project back to the future signalized intersection with State Route 332. Another access point into the project site is planned from the adjacent Farmington Grove Subdivision Tract. The likelihood of development of this neighborhood business area without it becoming part of the overall incentive zoning project remains questionable.

Community Center/Mixed Use—The Plan (*see* Goals in Chapter 3) recommends the expansion of the “Community Center Area,” the original intersection of State Routes 96 and 332, to the southwest of this intersection (Subareas 6, 8 and 12). This expanded “Community Center Area” concept envisions there will continue to be a mix of residential and commercial land use developments 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 (Subareas 11, 12 and 13), the Plan recommends the Town investigate the opportunities for additional capital highway improvements to provide connections to interior lands from the limited number of future controlled signalized intersections along the Routes 96 and 332 Corridors. The first segment of such a future Town Road connection is underway between Mercier Boulevard and County Road 41. The location for a future signalized intersection at Mercier Boulevard and State Route 332 has been accepted by

the State Department of Transportation and is now identified on the Town's Official Route 332 Highway Corridor Map. In the future, a new four-way signalized intersection, at this location, will improve access to and from State Route 332 into the Farmington Community Center Area. A future full (four-way) signalized intersection at this location will also improve access to the Finger Lakes Gaming & Racetrack site; and provide site accessibility to those lands located along the east side of State Route 332, north of County Road 41 and west of Beaver Creek Road. A new four-way intersection at this location will also help to alleviate the current traffic storage area on County Road 41, between Beaver Creek Road and the intersection of County Road 41 and State Route 332. The economic development incentives that such a future highway intersection construction provides have been well documented in other adjacent municipalities and, in those communities there has been a substantial increase in their tax base.

A second important highway connection in this portion of the Community Center Area is currently underway with a pending project for commercial development that will connect the current cul-de-sac on Mercier Boulevard with a future signalized intersection with State Route 96, to be mid-block between Mertensia Road and the State Routes 96 and 332 intersection. Current plans also provide access to the adjacent former Wade's Plaza (currently Tops Supermarket site) and other existing businesses.

As mentioned above, access management will continue to be strictly enforced along these two major state 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 and the Ontario County Department of Public Works.

The Plan identifies that portions of Subareas 9 and 10, located along the west side of County Road 8 and north of County Road 41, which are already zoned for GI and LI Industrial developments will continue to be developed for industrial use. The Plan also identifies that the northern portion of Subarea 9 would be better suited for continued residential development given the access restrictions present along both Collett Road (i.e., the railroad that bi-sects this subarea) and along the north side of State Route 96 (i.e., topography changes along this portion of State highway).

The Plan does not envision the types of industrial land uses, in this area, that would result in the generation of large amounts of noise or odors, significant increases in truck traffic, extended hours of operations or other similar adverse environmental impacts upon the community and nearby residential neighborhoods.

Highway Commercial/Industrial—A major change in the Future Land Use Plan Map was recommended in the 2011 Edition of the Plan. This change 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 along the State Route 96 Corridor. Since the adoption of the

Plan, 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 remains the position in the 2021 Edition of the Plan that such a mixed land use pattern of development would take a number of years to realize which would be well beyond the 10 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 located outside the defined Community Center. Faced with this reality, the 2021 Edition of 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 No. 11, is intended to further define some of the inherent opportunities for as well as constraints to development that exist. It is also the intention of this narrative 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” (on the west) and “Pumpkin Hook” (on the east) neighborhoods.

This Subarea has a concentration of single family detached dwellings located 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 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 within this development that there were many failing on-site waste-water treatment systems which in turn created the need to extend public sanitary sewer serve to the development.

A sanitary sewer district was created exclusively for that subdivision tract. However, extending public sewer service into this area has stimulated other on-going interests for residential development that would in turn necessitate the creation of additional sanitary sewer districts and sanitary sewer lines, all of which would most likely have to be served by force mains and pumping stations. 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 for decades with onsite waste-water treatment systems. Such on-site systems are not identified by industry standards as a long-term solution for the treatment of sewage. Now there is growing concern about the longevity of such systems and the existing pumping station provides a long-term solution;
2. the limitations and high costs of connecting individual sites to the existing sanitary sewer force main;
3. the impact upon the design flows through the sanitary sewer force main;
4. the limited space remaining within the utility sleeve under the New York State Thruway where the current 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 recommends that a comprehensive sewer 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 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. This power line bi-sects properties restricting access between existing sites to agricultural purposes. 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 highway 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, 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 the Town owned land (Canandaigua/Farmington Water Tower) located 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 and density 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 exists into Ontario County. 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. However, related to this County policy is a recommendation contained in the recently completed update to the Town of Victor Comprehensive Plan. A recently completed Genesee Transportation Council (GTC) Route 96 Corridor Study (2018) for transportation improvements recommends the crossing of the County's Railroad Line to connect Plastermill Road (in Victor) to Collett Road (in Farmington) and the signalized intersection of Collett Road and State Route 332. The Town of Farmington Comprehensive Plan, 2021 Edition, further supports such a transportation improvement and recommends a joint design study for such railroad crossing be funded by the GTC.

Since the adoption of the Plan, 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 project located on a large parcel of land 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 on-going with the County's Industrial Development Agency to construct a "Team Track" railroad siding along the north side of the railroad line and on a portion of the Town-owned Highway Campus Site.

Also occurring within this Subarea, since the adoption of the 2011 Edition of the Plan, 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). Also located on a portion of this site is the recently completed Town Court Facility. Finally, in 2020, the Town completed the installation of a central fueling station along the south side of Empire Drive. Both Buildings are served by the extension to the Loomis Road public sewer line to the Highway Campus Site.

In 2019–2020, RG&E completed improvements to their Substation #127, located along the east side of Hook Road, south of I-90. These improvements include additional transformers and on-site battery storage units to sustain any power interruption. This project was done to provide long-term electrical service to the developing areas of the towns of Farmington and Canandaigua.

Also occurring during this same period, National Fuel Gas acquired land north of the Town Highway Campus site and constructed a seventy-three million dollar electric pumping station for their Empire Pipeline Natural Gas Transmission Project. This pumping facility was completed in 2020 and is now operating on-line. An important feature of this site's development is the access to the pumping station will be using the newly dedicated Town Road (Empire Drive) as the means of access to their site instead of crossing the adjacent farmland on their property. National Fuel Gas continues to lease the remaining portion of their site to area farmers.

Further to the south west and along the north side of Collett Road, east of State Route 332, are Nextgen Lumber Company, American Equipment Sales and Service and Villager Construction. In addition, Leonard's Express Truck Service and warehouse operations, as has the "One-Stop Truck Repair Service" (a mobile repair service for trucks). Within this portion of Subarea 4 and during the past planning period Federal Express constructed a million-square-foot ground distribution facility which serves portions of the Rochester and Syracuse areas, as well as the

Southern Tier of New York State.

Further east of these sites and along the north side of Collett Road at the intersection with Hook Road is the KJ Transportation Body Shop and Trailer Storage Lot; and Ultrafab (a facility 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 dwelling unit company (Ryan Homes). East of the Ryan Homes site is the location of a former office paper products warehouse (Veritiv) which is currently vacant and contains approximately 150,000 square feet of office and warehouse space. This site was recently vacated by Veritiv Corporation and is a highly desirable site well suited for warehouse operations as it adjacent to the active Ontario Railroad Line.

Along the south side of Collett Road, east of State Route 332 and west of Hook Road, is a large commercial banking support facility owned by Eastman Savings and Loan. Further east on Collett Road, at the intersection with Corporate Drive East, is the northern portion of an industrial park that during the past planning period has seen and continues to experience four new industrial buildings (Home Power Systems, Swetman Properties, TCS Industries, and a new multi-flex building currently under construction and which is not yet named).

Further to the east of East Corporate Drive and along the south side of Collett Road is Modern Manufacturing, U.S. Lumber Company (formerly Babcock Lumber), then is the intersection of Commercial Drive (the norther section) with Collett Road. East of this intersection is a vacant parcel of land, then a propane gas distribution center (Home Town Energy). Finally, further east is a vacant parcel of land that final site plan has been approved by the Planning Board for the construction of a 78,000-square-foot flex space building (office and warehouse operations). Across Hook Road and along the south side of Collett is a parcel of land that is part of the Hickory Rise Incentive Zoning Project. This land has been approved for a mix of commercial uses and currently is vacant.

Collett Road, between State Route 332 and County Road 8 continues to be used by tractor-trailer trucks for the movement of goods and products into and out of the industrial area. The offset alignment of the intersection of Hook Road with Collett Road continues to make it difficult for motorists on Collett Road to view on-coming vehicles traveling south on Hook Road. Since the adoption of the 2011 edition of the Plan, 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). In addition, flashing stop signs have been installed on Collett Road which have helped alert motorists. The Plan recommends continued monitoring of this intersection and evaluation of additional 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 to the Victor town boundary, 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 of Collett Road; a contractor's storage yard and maintenance building located adjacent to the County-owned rail-

road; a vacant parcel of land 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 has been zoned GB General Business District and remains vacant.

Moving to the north side of Loomis Road and east of State Route 332, the Town with the assistance of grant funding from the U.S. Department of Housing and Urban Development (HUD), extended public sewer service along the south side of Loomis Road, between the former Sun Rise Hill Inn motel (now known as Finger Lakes Hotel) with its restaurant/ party house facility to a pumping station located near the intersection of Loomis Road and Hook Road. With the placement of the sewer at this location, the remainder of the area between State Route 332 and Hook Road, north of Collett Road and south of Loomis Road can now be served by gravity sewers.

In early 2021, plans are underway to create a 14-lot industrial park along the north side of Loomis Road, south of I-90 and adjacent to the east of the Finger Lakes Hotel. Construction of this site is scheduled to commence in the fall of 2021. Also in the final planning stage is a small mini-warehouse site located between Loomis Road and the Thruway (I-90).

Finally in this area along the south side Loomis Road, there have been changes in land use that include a re-use of the former XEREX Site which is now occupied by United Rental; and Ewing Lettering and Graphics. East of these two sites is a vacant parcel, then a new industrial building housing Gypsum Systems. East of Gypsum Systems is the Northrup Concrete Plant, the TOMRA Recycling Operations and another site (the former Prime Source Building Materials Facility) now occupied by Monag Clothing Apparel.

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 northeast corner of this Subarea and then going clockwise, the following land uses are found. The Phase III Portion of the Collett Woods Townhouse Project. Then along the south side of Collett Road is a Town Highway (Corporate Drive West) and Phases I and II of the Collett Woods Townhouse Project.

Traveling south along the west side of State Route 332, there is a Federal fresh water wetland and a single family dwelling. South of the intersection of West Corporate Drive and Route 332 is an existing single-family dwelling that is currently being used for the sale of CBD products and a single-family dwelling. Further south is a vacant parcel of land and then is an entrance to the McDonalds Restaurant. South of this entrance and at the north west corner of the intersection of State Routes 96 and 332 is a convenience store with gasoline dispensing and a Subway sandwich shop.

Traveling west from the intersection of these two State highways and 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 Generations Branch Bank site, a vacant industrial building, an automobile repair shop and used car dealership, a former commercial landscape business, a Family Dollar Store, a developing Meyers RV sales and service business. Crossing Mertensia Road, at this point and continuing west, is a car wash, a recreational vehicle store, a single family dwelling, a vacant site that has been partially developed for a commercial plaza, an office building and a warehouse for an agricultural business warehouse.

North of the intersection of State Route 96 and Mertensia Road and extending to the intersection of Mertensia Road and Collett Road are two (2) apartment complexes, four (4) single-family sites, a manufactured home park site, Phases I and II of Collett Woods Townhouse Project and currently a large vacant parcel of land located at the south west corner of the intersection of these two town roads. This large vacant parcel of land has just begun the subdivision and site plan approval processes with site development expected to commence this fall for a total of 220 townhouse dwelling units. The remaining land within this Subarea, west of Mertensia Road and the Victor–Farmington town line is a large State freshwater wetland. As development occurs within this portion of this Subarea, provisions for sidewalk construction connecting to the existing sidewalks in the area and those planned along State Routes 96 and 332 will continue to be a condition of site plan approval. It is within this portion of Collett Road, at the town line, there is a recommendation contained in the Town of Victor Comprehensive Plan that a crossing of the County’s Railroad occur which could create a future intersection with Plastermill Road.

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. This area is identified in the 2021 Edition of the Plan as being the expanded “Community Center Area.”

Starting at the Farmington/Victor town line, on the south side of State Route 96, and extending east are a ministorage warehouse facility and the business office for a home builder. Then is an open lawn area separating a manufactured home park from the highway. At the southwest corner of Mertensia Road and Route 96 is a Byrne Dairy Convenience Store with self-service gasoline dispensing units. Sidewalks exist within a portion of this Subarea which begin at the municipal boundary line and end at the business office property line for a home builder. Then there are no sidewalks until the Byrne Dairy Site which continues sidewalks across their frontage to the southwest corner of the intersection of State Route 96 and Mertensia Road. Across Mertensia Road sidewalks do not begin until the east side of the entrance to the Farmington Market Center Site (formerly Wade’s Plaza). Then sidewalks continue east along the south side of State Route 96 to the intersection of State Routes 96 and 332.

At the intersection of State Route 96 and Mertensia Road there are outdated pedestrian signals located in the middle of four grassed island areas which are not handicapped accessible and in need of replacement. With the recently approved Byrne Dairy Store and the Meyers RV Sales and Service three of the four legs of this intersection are being improved with new pedestrian

signals, handicapped accessible ramps and cross walks. The remaining fourth leg, located at the south east corner of the intersection, awaits development of the Farmington Markets Center site and the connection to continued sidewalks east to the Farmington Market Center Site.

State Route 96, in Subareas 5–10, are also identified as being with the “Route 96 Main Street Corridor.” The corridor extends east from the Farmington/Victor town line, across the State Routes 96–State Route 332 intersection and ending at the entrance to the Fairdale Glenn Town House Project located on the north side of State Route 96. The Main Street Corridor is an area where there is a concentrated development program involving additional site plan conditions being created by the Town to realize a sense of destination by the traveling public. This sense is supported by new regulations for pedestrian oriented street lighting, landscaping, benches, signage and buildings located closer to the travel lanes. This area is envisioned to become Farmington’s “Main Street.”

Traveling further east from the intersection with Mertensia Road and along the south side of State Route 96, there is a large commercial plaza (Farmington Market Center) with a branch bank and grocery store. Located in the north east corner of the plaza site is a single-family dwelling, now vacant which had been converted into a number of different commercial uses over the years. The Town has, for the past 18 months, been working with the plaza’s property owner on developing a new plan of development for the three parcels of land involved with the plaza. The most recent rendering of the buildout of this site includes an out parcel of land located at the southeast corner of the intersection of State Route 96 and Mertensia Road, currently described as being a restaurant, then a redesign of the current entrance to the plaza, then a relocated bank site with drive-through tellers, then a gasoline dispensing facility associated with Tops Market and finally another out parcel identified as a restaurant facility to be located at a new entrance into the developing plaza. At the east end of the property was to have been a new Town Road intersecting with State Route 96 at a future signal. This intersection was to have served both the Farmington Market Center Project, as well as the adjacent lands now being proposed for commercial business, office and flex space buildings with a new Town Road connecting the future signalized intersection with the current cul-de-sac at Mercier Boulevard. It is this approximately 28 acre site that is moving forward with development plans which include the alignment for the northern portion of Mercier Boulevard.

Farther to the east, along the south side of Route 96, at the intersection with State Route 332 is the Farmington Commons Plaza. This site contains a couple of building pads located between the Burger King Restaurant and the plaza building. The access to these two pads would be from either of the two State highway, or perhaps an internal connection to Mercier Boulevard when it is extended as part of an adjacent site development.

Traveling south from the intersection of State Routes 96 and 332 and along the west side of State Route 332 from the plaza is a Burger King Restaurant with drive-through and an ALDI grocery store. South of the ALDI site is a large vacant site zoned for commercial type development as part of an approved Mercier Incentive Zoning development project. Portions of the Incentive

Zoning site have recently completed with the construction of a senior housing apartment project and a separate 104-unit apartment project (Farmington on the Creek) which involved the extension of Hathaway Drive across Beaver Creek connecting Hathaway Drive with Mercier Boulevard. South of the apartment project is a new dentist office located along the east side of Hathaway Drive. South of the dentist office is the Finger Lakes Area Counseling and Recovery Agency (FLACRA) office, located north of Perez Drive. South of Perez Drive is the Mattacio Dental Office, an RG&E Substation and a Lyons National Bank branch office with drive-through tellers. A portion of the Lyons National Bank site includes the historic Hathaway farmhouse which has been renovated and offered as a facility for community group meetings.

The land located along the east side of Route 332, south of the intersection with State Route 96, is developed with a variety of fast food restaurants, a Microtel, and the vacant land south to the gasoline station at the corner of State Route 332 and County Road 41. This vacant land is under one ownership at the present time and is zoned both GB General Business and IZ Incentive Zoning (a part of the former Mercier Incentive Zoning Project). It is across a portion of the IZ land that a future Town highway is planned after much discussion with and approval from the State Department of Transportation on the need for a future signalized intersection on State Route 332. This would result in a new signalized intersection with State Route 332 connecting Mercier Boulevard with a new Town highway aligning with an entrance to the Finger Lakes Racing and Gaming Casino site. A portion of this new intersection was constructed as part of the first phase of the Mercier IZ Project. The construction of Mercier Boulevard provided for the construction of a left turn lane for north bound traffic on State Route 332 into the Mercier Incentive Zone Site. This improvement provided the foundation for the future construction of a full intersection with a segment of new Town highway extending east into the Finger Lakes Gaming & Racetrack site.

Access to the area east of Route 332 and between Beaver Creek Road will be from a future Town Road connecting the entrance to Finger Lakes Gaming and Racing Casino. Other driveways to sites fronting along the east side of State Route 332 will be via right-in and right-out access points, or from along the Beaver Creek frontage. Site plans will be required to provide pedestrian access across the site frontages along both State Route 332 and Beaver Creek Road and connecting internally with the sites being developed. The southern portion of this area, the portion adjacent to Beaver Creek will most likely be used for storm water facilities associated with the sites development.

Continuing west from the intersection of State Route 332 and County Road 41 (Boughton Hill Road) and along the north side of County Road 41, the pattern of development is predominantly two-family residential frontage development at a decreasing density towards the Farmington–Victor town line (the Hamlet of Mertensia). Located east of the New Michigan Road intersection with County Road 41 is the pedestrian crossing of the Auburn Trail, which continues from this crossing south and east to the west side of State Route 332.

At the intersection of County Road 41 with Mertensia Road, development along both sides of

Mertensia Road, is predominantly single family lots. Along the west side of this corridor is a Town Park (Mertensia Park) and a segment of the Auburn Trail which is adjacent to Mertensia Park.

The Mertensia Park site has been developed for active and passive types of recreational pursuits and the parking lot continues to be used as a trail head parking facility for persons using the Auburn Trail. The Park has a lodge facility that 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.

The Auburn Trail is part of a regional trail system providing hiking and biking facilities 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 Corridor Trail (in Bushnell's Basin).

The Auburn Trail Project in the Town includes approximately three miles of hiking/biking facilities with portions of the trail surface being stone dust and portions being blacktop. This Project ends at the Canandaigua–Farmington Town Line Road where eventually this hiking and biking trail will be continued into the City of Canandaigua where it will link with the Ontario Pathways Trails and eventually the Finger Lakes Trail. Once the final portion of this regional 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 along Mertensia Road and south of State Route 96 there has been recent replacement of the Beaver Creek culvert. As part of that project, the Town constructed sidewalks along portions of the east side of Mertensia Road, between the Mertensia Park and the intersection of Creek View Trail. Sidewalks do not exist between State Route 96 and Creek View Trail, an area that has been designated a priority area for pedestrian transportation improvement.

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/industrial park (Centerpointe Industrial Park site) which is partially developed with a number of individual sites which have been described above. Corporate Drive East intersects with Collett Road and extends south and west through the Centerpointe Industrial Park Site to State Route 332. Further to the east of the Centerpointe Industrial Park site and along the south side of Collett Road, is a general industrial site U.S. Lumber Company (formerly Babcock Lumber). East of this site is the northern section of Commercial Drive, a vacant industrial site, a propane gas storage site and a boat-trailer manufacturing site.

Traveling south of the intersection of Hook Road and Collett Road and along the west side of Hook Road there are two industrial sites (Townline Road Trailers and Ingleside Machine Shop), then a vacant parcel of land zoned LI Limited Industrial, before entering into a residential neighborhood known as Redfield Grove Incentive Zoning Project. This project includes a new Town road (Redfield Drive) which connects between Hook Road (opposite King Hill Drive) and the southern portion of Commercial Drive ending at State Route 96. At State Route 96, on the north west corner of a new intersection, there is vacant commercial parcel of land. Along the east side of Commercial Drive, north of State Route 96, will be office buildings being constructed as part of the Incentive Zoning Project.

South of the new intersection of Redfield Drive and Hook Road, the pattern of single-family development continues to the intersection of State Route 96 and Hook Road. Traveling west along the north side of State Route 96 is a vacant parcel of land zoned residential, a vacant house and then a swimming pool supply store, a vacant restaurant and another residential parcel until reaching the intersection of State Routes 96 and Commercial Drive. West of Commercial Drive is a vacant parcel of General Business GB land and next to that is Comfort Inn. Behind the Comfort Inn is the Timberworks Office Building, milling operations and storage area. At the northeast corner of State Routes 332 and 96 is a CVS Pharmacy and Convenience Store. 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 two segments of 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 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 has been discouraged through the posting and enforcement of weight restrictions on this section of Town Road.

The intersection of Hook Road with State Route 96 is opposite the intersection of Route 96 and Beaver Creek Road. At this intersection, there are several improvements deemed necessary to be to allow for south bound traffic on Hook Road to have adequate storage while waiting at the traffic signal for left turn movements onto east bound State Route 96, a through lane to Beaver Creek Road and a right-turn lane onto west bound State Route 96. Similar improvements would also need to be made to the Beaver Creek Road portion of this intersection.

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.

The majority of this Subarea is vacant land zoned General Business (GB) and Incentive Zoning (IZ) and is planned 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 (America's Best Value Inn) located behind it. Further east and along the south side of Route 96 is a vacant parcel of land, another motel and a Dollar General store. At the southwest corner of 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, a seasonal gift shop, a mini-warehouse storage facility, a veterinary service, a vacant business with trailer storage and an agri-business, at the intersection of Beaver Creek Road and County Road 41. Then located at the northeast corner of County Road 41 and State Route 332 there is a gasoline/convenience store.

Future development of the remaining vacant lands 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, as part of the Mercier Incentive Zoning Project, with a future Town Road being constructed between State Route 332 and Beaver Creek Road (opposite the entrance to Finger Lakes Gaming & 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.

This Subarea is comprised of a mix of single-family residential dwellings, vacant residentially zoned land, vacant Limited Industrial zoned land and vacant General Business land, a Planned Development single-family site, a developed Townhouse Project (Fairdale Glenn), Station #2, Farmington Volunteer Fire Department, three (3) subdivision tracts (Belmont Estates, King Hill Drive and Hickory Rise). These different zoning districts and associated land use present potential 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 of industrial sites from residential sites 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, in 2005 started a sidewalk program as part of residential projects located within this Sub-Area. The first sidewalk project was along the east side of Hook Road across the frontage of the site known as the Belmont Estates Subdivision Tract. Since then, updates to the Plan have recommended the continuation of this sidewalk between Collett Road and State Route 96. In 2016, the Hickory Rise Subdivision Incentive Zoning Tract was approved with the condition that a sidewalk would be extended north to the Collett Road and Hook Road intersection. At the southeast corner of this intersection is a vacant five-acre parcel of land that is part of the Incentive Zoning project. This site is approved for neighborhood commercial types of land use (e.g.,

restaurant, office, hair and beauty, etc.) and when development of this site occurs then the final link of sidewalk between Kennebec and Collett Road will be installed by the developer.

Further to the east along the south side of Collett Road and located between Collett Road and State Route 96 is a large State freshwater wetland. This freshwater wetland area creates a constraint to development. Another constraint to development within this portion of the Subarea is the Ontario (County) Central Railroad tracks and the crossing on Collett Road. This railroad crossing creates several 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 until a solution is found to provide adequate access from Collett Road.

The Plan recommends a similar pattern of low density residential development along the west side of County Road 8 south of Collett Road 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.

At the intersection of County Road 8 and State Route 96, the Plan recommends there be a redesign of this intersection which would align County Road 8 on both sides of Route 96. It is felt that without correcting the off-set alignment of these two major intersecting highways, future increased volumes of truck traffic using this intersection will only worsen the current traffic safety issue occurring. As there is more development of the industrial zoned lands within this Subarea there will be more large trucks using County Road 8 and State Route 96.

Finally, the strip General Business zoning along the north side of State Route 96 west of County Road 8, has for the most part, continued to be used for residential purposes. The Plan recommends major portions of this area be rezoned to RS-25 Residential Suburban which would be more consistent with the pattern of existing development and the existing topography of the area.

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.

The western portion of this Subarea is owned by Delaware North, the owner of the Finger Lakes Gaming & Racetrack. The Plan envisions future development of this approximately 400 acre site as a recreation-oriented destination project. As noted in Chapter 2 (Existing Conditions), the recent expansion of services and programs at Finger Lakes Gaming & Racetrack have been implemented by both the State of New York and the owners of the facility—Delaware North. In 2019, Delaware North reported more than 1.7 million persons visited the racing and gaming facilities at this site, following a down turn in visits that resulted from the opening of nearby gambling casinos and restaurants.

Prior to 2020, there continued to be a number of free summer concerts at the track which in the past have drawn thousands of persons. For a number of years, the facility hosted winter snow mobile competition events in February, however, that activity is no longer. Delaware North continues to attract larger racing cards and racing purses, which have been attributed to the gaming activities occurring at the site. The secondary economic impacts these racing 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 even 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 & Racetrack site. It remains the Town's position that relocation of the Rochester Broadway Theatre League from downtown Rochester would enable the Theatre League to become a Finger Lakes Broadway Theatre League, located on a site with adequate space to allow for the larger scale theatre productions to be presented and improved accessibility within the nine county Genesee/Finger Lakes Planning area.

Finally, located within this Subarea and along the north side of County Road 41 and the west side of County Road 8 is a partially vacant site formerly known as the Blackwood Industrial 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." Since 2014, two large Limited Industrial types of land use have been developed on approximately one-half of the site's total acreage. The two businesses developed here are Service Steel and Mini Tech Framing Systems. During the update of this Plan, another project has come forth for the development of the remaining approximately 35 acres of land. This project proposed two large warehouse distribution facilities, each being approximately 208,000 square feet in size (a total of 416,000 square feet of new buildings and related site improvements). With approximately 100 loading docks being envisioned, the truck movements into and out of this site are described as being primarily along County Road 8, north of County Road 41. The impact of this project on the intersection of State Route 96 and County Road 41 will need to be evaluated.

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 Auburn Trail Project 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) that has seen the northern portion re-designed as part of the Auburn Meadows Incentive Zoning Subdivision Project.

This Subarea continues to experience the greatest amount of single-family detached residential development. Located within this Subarea is the 469 unit Auburn Meadows Subdivision Tract. This 350 plus acre tract connects development in its northern portion with its southern portion

and its eastern portion through a series of new subdivision streets. As of January 2021, just over 375 single-family dwellings have been constructed in the various sections of this subdivision tract. Now, in 2021, all but one of the remaining sections (e.g., 7S, 7N and 8N) have received conditional final plat approvals and work on the dedication of roads, trails and utilities for development is underway. Only Section 8S remains to have the necessary sureties filed with the Town to have work commence on this last section of the project.

Adjacent to the southern portion of the Auburn Meadows Subdivision Tract is another subdivision tract known as “The Estates at Beaver Creek.” This 98-lot subdivision tract is now completely developed with access from the Canandaigua–Farmington Town Line Road and from Clovertrail Drive, located within Section 4 of the Auburn Meadows Subdivision Tract.

This Subarea of the Town is served by good highways, a good developing sidewalk network, adequate public sewer and water services and is adjacent to the recently completed Auburn Trail hiking and biking linear facility that traverses the Subarea along the abandoned former railroad right-of-way. This Subarea has many attractive site amenities (e.g., woodlands, sidewalks, parkland, connecting trails and 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 development within the un-numbered Area of Special Flood Hazard that runs along Beaver Creek.

During the past planning period, the Town has installed two pedestrian bridge crossing of Beaver Creek, connecting Section 3S of Auburn Meadows Subdivision and Sections 1, 2 and 3 of the Monarch Manor Incentive Zoning Tract to the Beaver Creek Park site located within portions of both Auburn Meadows and The Estates at Beaver Creek.

Beaver Creek Park consists of several areas connected together by stone dust trails and sidewalks which will eventually link the 40-acre main portion of the Park (known as Section 1) to the adjacent neighborhoods (e.g., The Estates at Beaver Creek, Monarch Manor, a proposed mixed use project currently known as “Farmington Pointe Incentive Zoning.”

The Plan identifies approximately 40 acres of Town-owned parkland located within this Subarea that has been donated to the town as part of both Auburn Meadows and The Estates at Beaver Creek Subdivision Tracts cited above. Completion of the subdivision street connections between the northern portion of the Auburn Meadows Tract and the southern and eastern portions of said Tract, and the adjacent Estates at Beaver Creek, has created two points of access to this new parkland area. During the past planning period, a Master Plan for the development of the main section of Beaver Creek Park Site, known as Section 1, was completed with the assistance of a park planning committee which were publicly reviewed and accepted by the Town Board. Then, after three (3) unsuccessful attempts (2016–2018) for funding assistance from the State of New York, under the Consolidated Funding Assistance (CFA) Program, the Town Board decided to start the detailed design documents for the approved Park Master Plan. Construction of the park facility is underway and a second phase of the park project will include a new park lodge will

remain to be completed during this plan period.

Finally, located partially within Subarea 11 and Subarea 12 is a pending project known as the Farmington Pointe Incentive Zoning Project. This project site contains approximately 85 acres of land divided by the Auburn Trail. It proposes a mix of commercial, office, townhomes and apartment units along with a new town road—currently known as Farmington Pointe—that will connect to a new signalized intersection with State Route 332, north of Farmington Grove and south of the Carmen’s Way–Farmbrook Drive intersection with State Route 332. This project is currently envisioned to commence development in 2021. A portion of this project includes the donation of land to the Town of Farmington to be used for a new satellite fire station for the Farmington Volunteer Fire Department. Also being discussed as part of this project is a new U.S. Post Office facility and a senior health care facility.

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 Auburn Trail.

Hathaway’s Corners Incentive Zoning Project has been approved and is currently under construction. This 115-acre project includes a mix of residential dwellings (e.g., single-family detached and attached, and apartments) and 200,000 square feet of commercial buildings located along the frontage of State Route 332, south of County Road 41. In addition to open space lands, the project provides improved access to the Town-owned Hathaway Cemetery, a burial ground for Revolutionary War Veterans and Town residents, as well as sidewalks and linear trail connections to the Auburn Trail.

Elsewhere within this Subarea there are multi-family residential dwellings (apartments), doctor and dental offices, restaurants, personal service stores, the U.S. Post Office, a commercial plaza and extensive areas of vacant residential and commercially zoned land.

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 a mix of future commercial and residential development along the west side of State Route 332. In support of this continued growth, public water and sewer improvements have been designed and installed in 2020. The new highway connections are being designed to accomplish the design for local roads at future signalized intersections with State Route 332 and County Road 41, and to avoid any significant increase in through traffic flows that would adversely affect the developing residential neighborhoods and adjacent commercial sites.

As evidence of these related transportation improvements, 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 State Route 332, and the two intersections on County Road 41 which were approved by the Ontario County

Department of Public Works as part of the site improvements for the Hathaway’s Corners Incentive Zoning Project. The location of the intersection with County Road 41 provides optimum spacing so that in the future, when conditions warrant, a signalized intersection would be provided at that location. The alignment of this future connecting road, between County Road 41 and State Route 332, has been carefully designed to avoid a straight or cut-through alignment that could result in high speed movements traffic through this developing residential neighborhood. Therefore, a series of street breaks in the movement of traffic through this area have been necessary.

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 Planned Development Subdivision with over 800 dwelling units (both single-family detached and apartments). Two undeveloped sections remain (portions of Alfalfa Crescent and Meadowbrook Lane) which have approximately 100 more lots awaiting final site plan approvals. As a result of having years of experience with this development, the Town 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. Providing for storm water control facilities in accordance with State mandated MS4 stormwater pollution prevention plan. 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 approximately 84 acres of land 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 feasible given the current economic climate. In 2018, a small portion of this overall site, approximately 12 acres, was subdivided and developed as the “Pintail Crossing, Phase 1 Project” containing 104 apartment units. As part of the Phase 1 Project, Quentonshire Road was improved and dedicated to the Town. Phase 2 of this Project is awaiting a grant from the State of New York to allow the construction of an additional 64 apartment units.

The Plan recommends that a revised overall Planned Development (PD) Site Plan, or an Incentive Zoning (IZ) Site Plan, be prepared that would address the development of this large area of land in a uniform manner. Piecemeal or frontage development of portions of this large parcel of land are not desirable given the median divider along State Route 332 that restricts any in and out movements to right turns only. An agreed-to location for a full four-way signalized inter-

section opposite Barry Place (located within the Hathaway’s Corner Incentive Zoning Project) will be required along this section of State Route 332.

Adjacent to the east of 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 PD Planned Development zoned land. Future frontage development along this portion of the Subarea will need to find a solution for access to the interior PD zoned 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 for the interior PD zoned lands.

Further to the east of the LI Limited Industrial developed sites along the south side of County Road 41 and east of Quentonshire Drive, 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 90-lot subdivision is fully developed. 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 round-a-bout intersection of County highways 8 and 41. The adjacent farmland located south of the round-a-bout and along the west side of County Road 8 and south of the “Phillips Landing Subdivision Tract” continues to be actively farmed and lies with the Ontario County Consolidated Agricultural Use District #1. During the past planning period an additional 243 acres of land, located along the west side of County Road 8, was acquired by the farming operation.

Returning to the east side of State Route 332 and along the north side of Canandaigua–Farmington Town Line Road, is the southern portion of the above referenced farmland, a single-family dwelling on a small lot, a private driveway to the Calvary Chapel Church and The Finger Lakes School and Religious Facility, and then approximately 20 vacant acres of General Business zoned land located at the north east corner of the intersection of State Route 332 and Canandaigua–Farmington Town Line Road.

North of the 20 acre commercial site is land owned by Calvary Chapel Church and the Finger Lakes School and Religious Facility which is adjacent to the south of the Covington Commons site. 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.

Further north of this site is a used car dealership which is part of a 69-acre site having a private drive known as Duke of Gloucester Way. This private drive provides access to one other site known as “Bridges for Brain Injury.” Continuing north of Duke of Gloucester Way, is the balance of the 69-acre parcel of land which is zoned both General Business along State Route 332 and R-1-10 Residential on the eastern end of the parcel.

South of the Clover Meadow Lane entrance into the Farmbrook Subdivision Tract is a portion of the 69-acre parcel of land that is vacant and known as part of the Covington Commons site. The eastern portion of the Covington Commons site contains a large area of vacant land that is zoned (R-1-10) for single family 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 street serving this neighborhood is shown on the Town’s Official Route 332 Corridor Plan as being opposite the alignment for the four-way future signalized intersection of the “Farmington Pointe Drive” 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.

Continuing north along the east side of State Route 332 is the Clover Meadow Lane entrance to the Farmbrook Subdivision Tract. North of Clover Meadow Lane is a parcel of land zoned RB Restricted Business. This parcel of land was subdivided into three lots, between Clover Meadow Lane and Farmbrook Drive. The middle of the three lots was developed in 2018 for a dentist office.

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. In 2018 this Troop E Headquarters Building was enlarged and a State Police Crime Laboratory was constructed on their remaining lands. Unfortunately, this development did not include sidewalks across the frontage of the site that would have allowed a connection in the future to required sidewalks on adjacent lands.

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 Map No. 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 Consolidated Agricultural Use District #1 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 Canandaigua–Farmington Town Line Road and municipal boundary line.

This Subarea includes approximately 30 percent 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 agricultural 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 (CIP)—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.

Section 99 G of the New York State General provides the regulations for municipalities to prepare and adopt a Capital Improvement Plan (CIP). A CIP can provide the funding for projects to be included in a six-year program. The Town of Farmington in 2018 began the CIP process for Town highways, parks, water and sewer projects.

Even if a formal CIP 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 continue to be influenced by actions of other levels of government. 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.

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.

CHAPTER 5 SUSTAINING AND IMPLEMENTING THE PLAN'S ACTIONS

Introduction

Chapter 3 of this Plan identifies a total of 32 goals, 77 objectives and 218 new and ongoing recommended actions that are intended to be implemented by the year 2030. In order to sustain the community's quality of life and to realize the future land use pattern envisioned on the Future Land Use Plan Map (Map No. 10), the Town will need to implement the goals, objectives and actions contained in Chapter 3 of this Plan update. Leadership from the Town Board is critical for approving the actions to implement the Plan. Although the Town Board has the ultimate responsibility for implementing the Plan, they will need assistance from various boards, agencies and organizations to implement the recommended actions in the Plan.

Sustaining The Plan

The 2021 Edition of Farmington's Comprehensive Plan would not have been possible without the valuable input received from hundreds of town residents who participated in the 2021 Edition of the Plan Update Process. Public participation was in the form of completing the Community Survey, keeping informed of the progress of the Comprehensive Plan Update Committee's meetings which were posted on the Town's website and attending public information meetings and public hearings.

During the past planning period (2011–2020), the Town implemented the majority of the actions identified in the 2011 edition of the Plan, while experiencing a sustained increase in the community's population and growth. This growth was acknowledged by the State of New York, which reported that for the past five-year period (2015–2019), the Town of Farmington was ranked as one of the fastest growing municipalities in Western New York. The majority of this growth and development occurring within the expanded Community Center Area, which is located in the southwest quadrant of the Town.

The Comprehensive Plan is intended to serve the needs and wishes of Farmington's long-time and more recent residents. As with the previous editions of the Comprehensive Plan, the vision outlined in Chapter 4 must be continuously accessible to residents, leaders, land and business owners of all ages and backgrounds. Planning for and adherence to the goals, objectives and implementation actions contained in this document is the most efficient and effective means to sustain the physical, civic and social positions of the Town and to protect the important qualities of that community residents cherish most.

This chapter attempts to organize and prioritize the implementation actions into various categories over the next ten year planning period to assist in their realization. The recommended implementation actions are categorized into High Priority, Medium Priority and Ongoing Actions.

Priority Action Items

Chapter 4 of this Plan provides a narrative for realizing the Future Land Use Plan Map (Map No. 10). Chapter 3 of this Plan provides the listing of the six broad functional planning categories and their goals, objectives and actions. These implementation actions will be necessary to effect the desired pattern shown on the Town's Future Land Use Plan (Map No. 10). This chapter identifies the priorities for implementing these action items. They are divided into three distinct phases: high, medium and on-going priority action items.

The first phase of implementation actions is identified as the High Priority Actions. These Actions are envisioned to occur within the first five years of the planning program (2021–2025). The second phase is the Medium Priority Actions envisioned to occur during years six through 10 (2026–2030). The third phase involves the Ongoing Priority Actions (2021–2030) which are envisioned to occur on a continuing basis throughout the 10-year planning program. In each instance the time frame provided is a target date subject to amendment due to changing conditions.

Many of the recommended actions in this Plan rely upon other steps to be initiated and/or completed before they can be successfully implemented. For example, grant or other funding sources should first be in place to determine the feasibility of constructing improvements to the Town's water and sewer facilities, town highways, town drainage, town parks and recreation improvements, sidewalks, bike lanes and trail connections. Such a phased process is considered to be "enabling" for other actions related to this project. These other "enabling" strategies include those related to finding public support for the project, creation of committees and lining up the organizational structure to support these capital improvements and resolving responsibilities for ongoing maintenance of these facilities.

It is because there are so many unknowns that may likely result from capital projects like these that the opportunities for federal and state funding programs may alter the targeted dates for implementation that are identified in this Chapter of the Plan. When this occurs, the annual reporting on the Plan's status (Plan maintenance) will need to identify this condition and it may even become necessary to further amend the Plan from time to time. To this end, New York State Town Law, Section 272-a, specifically requires a process and a timeline be defined for maintaining the Plan and for updating this (and subsequent) edition(s) of the Plan. This process is set forth below in this Chapter.

High Priority Actions (2021–2025)

- Adoption of the 2021 Edition of the Town Comprehensive Plan and Publishing
Town Board
July 2021
- Adopt the State Route 96 Main Street Scape Plan and the Main Street Plan Overlay District (MSOD) Regulations
Town Staff, Town Engineers, Town Planning Board and Town Board
March 2021–June 2021
- Complete site improvements at Beaver Creek Park
Contractors, Town Parks Department, Town Engineers
October 2021 (no organized league play on fields until Spring 2022)
- Complete Streets construction improvements to the Canandaigua–Farmington Town Line Road (between State Route 332 and New Michigan Road)
Town Boards of Canandaigua and Farmington and Town Highway Departments
January 2021–December 2023
- Construction of a new Brickyard Road Water Tank and installation of new water main through the northern portion of the Town of Canandaigua into the Town of Farmington.
Canandaigua–Farmington Water District
June 2021–July 2022
- Construction of the Beaver Creek Sewer Line, from Pump Station 1 to the Interceptor Sewer.
Farmington Town Board, Farmington Water and Sewer Department
January 2022–December 2023
- Construction of a parallel sewer line along Mertensia Road to convey additional wastewater from the South to the Interceptor Sewer.
Farmington Town Board, Farmington Water and Sewer Department
January 2023–December 2023
- Maintain a Town Sewer District and Establish an Official District Map
Town Board, Town Water and Sewer, Town Engineer and other Town Staff
June 2021–December 2021
- Adopt a Town Water Districts Official Map
Town Board, Town Water and Sewer, Town Engineer and other Town Staff
June 2021–December 2021

- Amend Chapters of the Town Code
Town Board, Town Code Advisory Committee and other Town Staff
January 2021–June 2022
- Accept and Implement the State Route 332 and Route 96 Sub-Area Study Action Items
Town Planning Board and Town Board
June 2021–December 2021
- Prepare and Publish the Update to the Town of Farmington Open Space Inventory
Town Board, Town Conservation Board and Town Staff
June 2022–December 2022
- Prepare and Publish the Update to the Town of Farmington Water Service Master Plan
Town Board, Town Staff and Town Engineers
January 2022–December 2022
- Prepare and Publish the Town of Farmington Open Space Master Plan
Town Board, Planning Board, Conservation Board, Agriculture Advisory Board and Town Staff
January 2023–December 2023
- Update the Town of Farmington Parks & Recreation Master Plan—2018 Edition
Town Board, Planning Board, Conservation Board and Agricultural Advisory Committee
October 2022–September 2023
- Evaluate the Creation of a Town-wide Drainage District
Town Board, Planning Board, Agricultural Advisory Committee and other Town Staff
January 2023–December 2023
- Prepare a Town of Farmington Community Center Master Plan amendment to the Town of Farmington Comprehensive Plan
Town Board, Town Planning Board, Town Conservation Board
January 2024–December 2024

Medium Priority Actions (2026–2030)

- Conduct a Survey of Town Residents
Town Board and Town Staff
June 2027–December 2027

- Update the Population and Housing Elements of the Comprehensive Plan (American Community Survey 5-year Estimates)
Town Board, Town Planning Board and Town Staff
January 2028–December 2028
- Prepare a Housing Plan
Town Board, Town Planning Board, Zoning Board of Appeals and other Town Staff
January 2029–December 2029
- Adoption of the 2030 Edition of the Town Comprehensive Plan and Publishing
Town Board
January 2030–December 2030

Ongoing Priority Actions (2021–2030)

- Maintain the Comprehensive Plan
Town Board, Town Planning Board and Town Staff
- Maintain the Town’s MS4 Program Requirements
Town Board, Town Staff
- Amendments to Town Code and Town Zoning Map
Town Board, Town Clerk, Planning Board, Zoning Board of Appeals, Conservation Board and Agricultural Advisory Committee
- Maintain the Town of Farmington Major Thoroughfare Overlay District (MTOD) Official Map
Town Board, Town Planning Board and Town Departments
- Maintain the Town of Farmington Open Space Inventory
Town Board, Town Conservation Board and Town Staff
- Evaluate the benefits for improving the Town’s rating under the Federal Emergency Management Agency’s Flood Insurance Community Rating System
Town Board and Town Staff
- Pursue Federal, State and County programs to extend affordable high speed internet services throughout the Town and County.
- Explore the benefits of creating a Historic Sites and Buildings Preservation Local Law
Town Board, Town Historic Preservation Committee and Town Staff

- Maintain the adopted Water and Sewer Master Plans
Town Board and Town Staff
- Cooperate with other governments in the creation of regional and county plans and programs affecting the Town such as, but not limited to, drainage solutions based upon existing drainage divides (not municipal boundaries), solid waste and recycling programs, and facilities.
Town Board and Town Staff
- Coordinate with the State Insurance Service Office to enhance the Town’s Fire Protection Class rating
Town Board, Town Staff and representatives from the volunteer fire departments
- Create a Transportation Master Plan including a Bicycle, Sidewalk and Trail System Master Plan
Town Board, Town Departments and Planning Board

Adopting the Update to the Comprehensive Plan

Under New York State Town Law (Section 272-a), the Town Board is responsible for adopting and maintaining the Official Comprehensive Plan. Prior to formal adoption, the Plan is required to go through public review and comment by residents of the community, by various Town staff, boards and committees, and by various County, Regional and State planning agencies.

For a review of the steps involved in the adoption of the 2021 Plan, *see* “The Plan Amendment Adoption Process” section in Chapter 1.

As the result of the upcoming extensive public participation process, public agencies and citizens alike will be provided with opportunities to contribute to the Plan and to gain an understanding of the basic planning principles developed for the Town of Farmington at this point in history. The Plan will be used, during this next planning period, to guide the respective decisions, of both the public and private sectors, concerning projects and programs affecting future growth and development within the Town.

Environmental Compliance of the Update to the Comprehensive Plan

This 2021 Edition of the Town of Farmington Comprehensive Plan document and any amendment(s) thereto, are subject to the provisions of Article 8 of the New York State Environmental Conservation Law (ECL), in particular the State Environmental Quality Review Act (SEQRA) Regulations. As such, this Plan document has been designed to also serve as a generic environmental impact statement pursuant to the SEQR Regulations. The environmental record contained in Appendix B makes reference to this generic environmental impact statement. Once the Town Board has made a determination of significance upon the Plan and its recommended actions, no further compliance with such law is required for subsequent site specific actions that are deemed to be in conformance with the conditions and thresholds established for such actions.

The Town Board is the only responsible agency identified under the New York State Town Law and the State SEQR Regulations for taking action upon the Plan. The action, as defined under the SEQR Regulations, is a Type I Action. The Town Board will complete the Full Environmental Assessment Form (FEAF), Parts 1, 2 and 3; and will make the necessary determination of significance upon said action. A copy will be placed on file with the Town Clerk and all Involved Agencies, and will be filed and published in the State Environmental Notice Bulletin. A copy of the environmental record will be included in the Plan. In the future, when amendments are made to the Plan, those amendments will build upon the environmental foundation contained in the environmental record on the original plan adoption in 1993, and the subsequent amendments thereto that were made in the 2003, 2011 and 2021 editions of the Plan.

Implementation Responsibility

Once adopted, the Town Board retains the responsibility for putting this plan into action. Throughout the effective life of this Update to the Comprehensive Plan (2021–2030), it will remain the Town Board’s role to:

- Annually report on the implementation actions underway; and
- Review the plan every 10 years hereinafter to make sure that the policies and recommendations remain current with the conditions in the Town; and
- Ensure that the goals and objectives of this plan are integrated into land use and development decisions made by all of the various boards and committees; and
- Ensure that all land use regulations are consistent with the adopted comprehensive plan; and
- Amend the Plan when it is deemed appropriate by the Town Board.

Comprehensive Plan Maintenance

The adoption of this update to the Comprehensive Plan is not the end of the community's planning process. It is simply a commitment to continue the newly defined course of action for the residents of the Town of Farmington. Sustaining the Plan is a process that involves a joint initiative between the Town Board, the Town Planning Board and the residents of Farmington. With the adoption of this edition of the Plan, it is intended that a part of each year's State of the Town Address by the Town Supervisor will include a detailed report of the actions that were to be addressed during the preceding year and identification of the coming year's planning initiatives.

The Town Board's Operations Committee, with assistance from the Town Planning Board, will start in July of each year to prepare a report to be accepted by the Town Board at each year's organizational meeting. The report will summarize the implementation actions underway and identify those to be undertaken during the coming year. Each year's report, once accepted by the Town Board, will become an amendment to the current Comprehensive Plan.

Included in the annual report will be information from the Town Building Department on the numbers of permits issued, including the types for the preceding year and the first six months of the current year. In addition, the Town Conservation Board's Annual Report to the Town Board, due each year by December 31st, will also become part of the annual reporting on the Comprehensive Plan. One of the first year's tasks to be accomplished in 2021 will be the formatting of the annual report and the process for amending the Appendices to the Plan. When, in the course of the annual reporting on the Plan, it becomes necessary to formally amend the Plan, that process will be identified. At this time, the next Plan Update Process is scheduled to occur in the year 2030. This 10-year planning period was selected to enable the Town to make comparisons of the five-year trend data that is to be published by the American Community Survey (ACS), a part of the amended reporting procedures from the U.S. Bureau of the Census.

After 10 years, or upon receipt of the most recent five-year community profile data from the American Community Survey (ACS), a comparison will be made to the housing and population trends. At that point in time a more detailed review should be undertaken of the Plan to see if certain planning principles need amending. The next five-year community profile for the Town of Farmington is targeted for the year 2026, with data gathered in 2025. At that time, the Town Board may decide whether to appoint a joint committee, similar to the Comprehensive Plan Update Committee, which prepared this Plan Update, to conduct a more detailed analysis of the Plan.

Amending the Comprehensive Plan

The Plan, in order for it to remain viable and thus sustainable, must be periodically reviewed and updated as conditions warrant. Circumstances that may warrant amendments to the Comprehensive Plan include:

- A finding of significant change within the community (e.g., demographics, traffic, building activity, the economy, the environment, institutional activity, residents' opinions, etc.) or actions undertaken by other governmental agencies that affect the Plan's recommendations.
- A finding of significant public benefit associated with the proposed revision (e.g., a proposed rezoning of land).
- A need to amend the Plan in order to maintain and protect public investments and resources.
- A need to maintain compliance with new federal, state or county laws, regulations, court actions, or other mandates.
- A finding that Federal or State funding programs have become available which would necessitate either moving a project up on the priority list, or create a need to establish a project that would be eligible for such funding source(s).

Criteria to be followed for amending the Plan

The following criteria are established for amending the Comprehensive Plan:

- Consistency with the officially adopted goals, objectives and recommended actions and the Future Land Use Plan Map (Map #10). If changes to these are proposed, the Town Board will need to justify and document the need for change and amend the Plan accordingly; and
- Consistency with neighborhood character, community needs and existing or emerging Federal, State, Regional or County regulations and programs.

In the course of amending the Comprehensive Plan, the Town Board must also adequately evaluate the anticipated environmental effects, alternatives and other possible impacts as identified by the State Environmental Quality Review (SEQR) Regulations.

The Town Board, with assistance from the Town Planning Board, Conservation Board, Zoning Board of Appeals, Recreation Advisory Committee and the Agricultural Advisory Committee, shall determine all changes to be made in the Comprehensive Plan, including changes to text, maps, tables and other features of the Plan. New pages will be made available to insert into the original document, along with instructions for replacing superseded pages. Appendix No. 5 (the Plan Maintenance Record), will be updated each time a change is made to show the pages affected and the date of the revision.

Responding to Dissent in the Plan Maintenance Process

If, during the course of maintaining the Comprehensive Plan, disagreement should arise with any of the Plan's goals, objectives, actions or land use synthesis, any proposed revision shall be addressed in the following ways:

- The disagreement (or dissent) shall first be presented to the Town Board at a public meeting, both verbally and in writing. The Town Board, upon receipt of such dissent shall decide whether or not to refer the matter to the Town Planning Board for an advisory report. Should the Town Board decide not to consider the alleged disagreement, a resolution to this effect shall be made and filed with the Town Clerk.
- Should it be determined by the Town Board that there may be merit to the alleged disagreement and, after receiving the Planning Board's recommendation that there is merit to the dissent, then at least one public hearing on the dissent will be held by the Town Board.
- Should the Town Board, after review of the public hearing record, decide to consider the proposed revision, such action shall be subject to all of the required referrals set forth in the New York State Town Law, the State Agriculture and Markets Law, the General Municipal Law and Article 8 of the State Environmental Conservation Law.
- Should the Town Board decide to amend the Comprehensive Plan, then compliance with SEQR will be a pre-requisite to any formal action.

Location of Comprehensive Plan Documents

Official copies of the latest edition of the adopted Comprehensive Plan will be filed in the office of the Town Clerk, the Town Development Office and the Ontario County Planning Department. In addition, copies will be sent to various local, regional and state planning agencies, local libraries and the Town Clerks for the adjacent municipalities. Copies of the Official Comprehensive Plan Document shall be made available to the public for purchase and shall be posted upon the Town's Official Website www.townoffarmingtonny.com.

Finally, in accordance with the provisions of New York State Town Law, the Official copy of the most recently adopted Comprehensive Plan, as well as previous editions of the Comprehensive Plan, shall be kept on file with the Town Clerk. As the Comprehensive Plan is updated from time to time, copies of the amended Plans will be forwarded to those agencies, groups and organizations that are on file with the Town Clerk. Those documents will contain the date(s) of the Plan amendment as adopted by the Town Board.