

Appendix III: Land Use Inventory and Analysis

Appendix 3: Land Use Analysis

Land Use & Zoning

Despite continuous population growth, farmland and rural character remain prominent in many areas of the Town. Agricultural land use is the second most abundant in the Town of Victor after residential; over 4,100 acres, or 19 percent, of the town’s acreage is devoted to agricultural purposes. The Village’s land uses are predominantly residential, though a surprising number of vacant parcels (both residential and non-) exist in the Village as well.

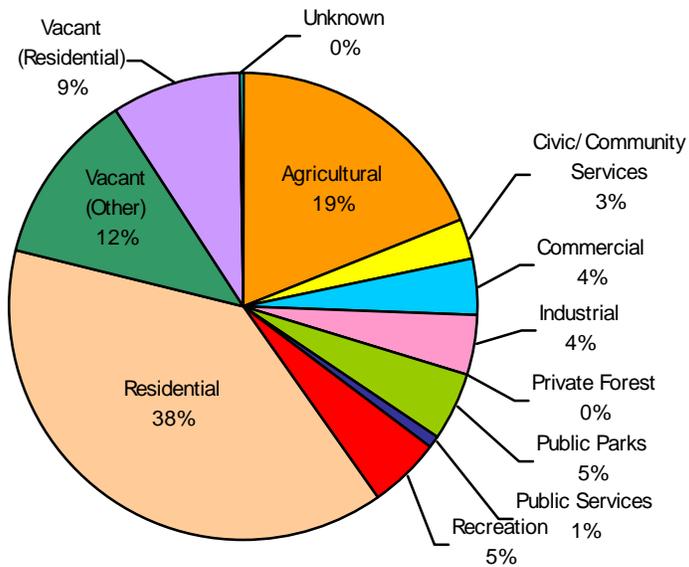
Land Use Distributions, Village of Victor		
Property Class	Acreage	Percent of Total Acreage
Civic / Community Services	94.24	11.95%
Commercial	56.14	7.12%
Industrial	60.55	7.68%
Public Parks	4.19	0.53%
Public Services	45.04	5.71%
Recreation	6.03	0.76%
Residential	348.56	44.19%
Vacant - Other	124.90	15.84%
Vacant - Residential	48.91	6.20%
<Unknown>	0.15	0.02%
Total	788.71	100.00%

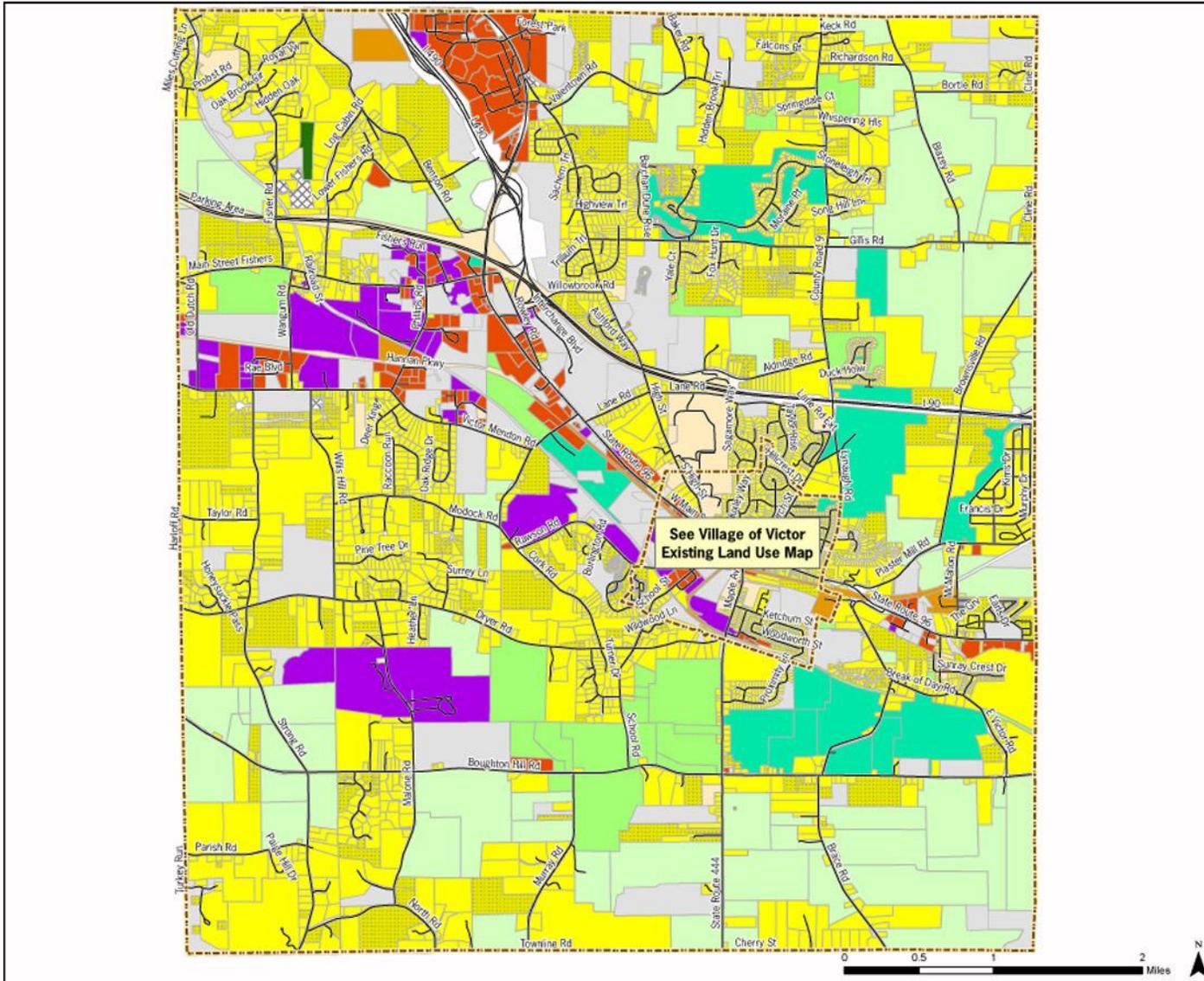
Land Use Distributions, Town of Victor		
Property Class	Acreage	Percent of Total Acreage
Agricultural	4139.65	19.74%
Civic / Community Services	485.18	2.31%
Commercial	797.49	3.80%
Industrial	830.70	3.96%
Private Forest	19.13	0.09%
Public Parks	1000.13	4.77%
Public Services	119.63	0.57%
Recreation	1123.75	5.36%
Residential	8039.07	38.33%
Vacant - Other	2445.52	11.66%
Vacant - Residential	1940.35	9.25%
<Unknown>	33.39	0.16%
Total	20973.99	100.00%



A3.2

Existing Land Use, Town and Village of Victor: 2008





**TOWN OF VICTOR
EXISTING LAND USE**

April 2009

KEY

LAND USE

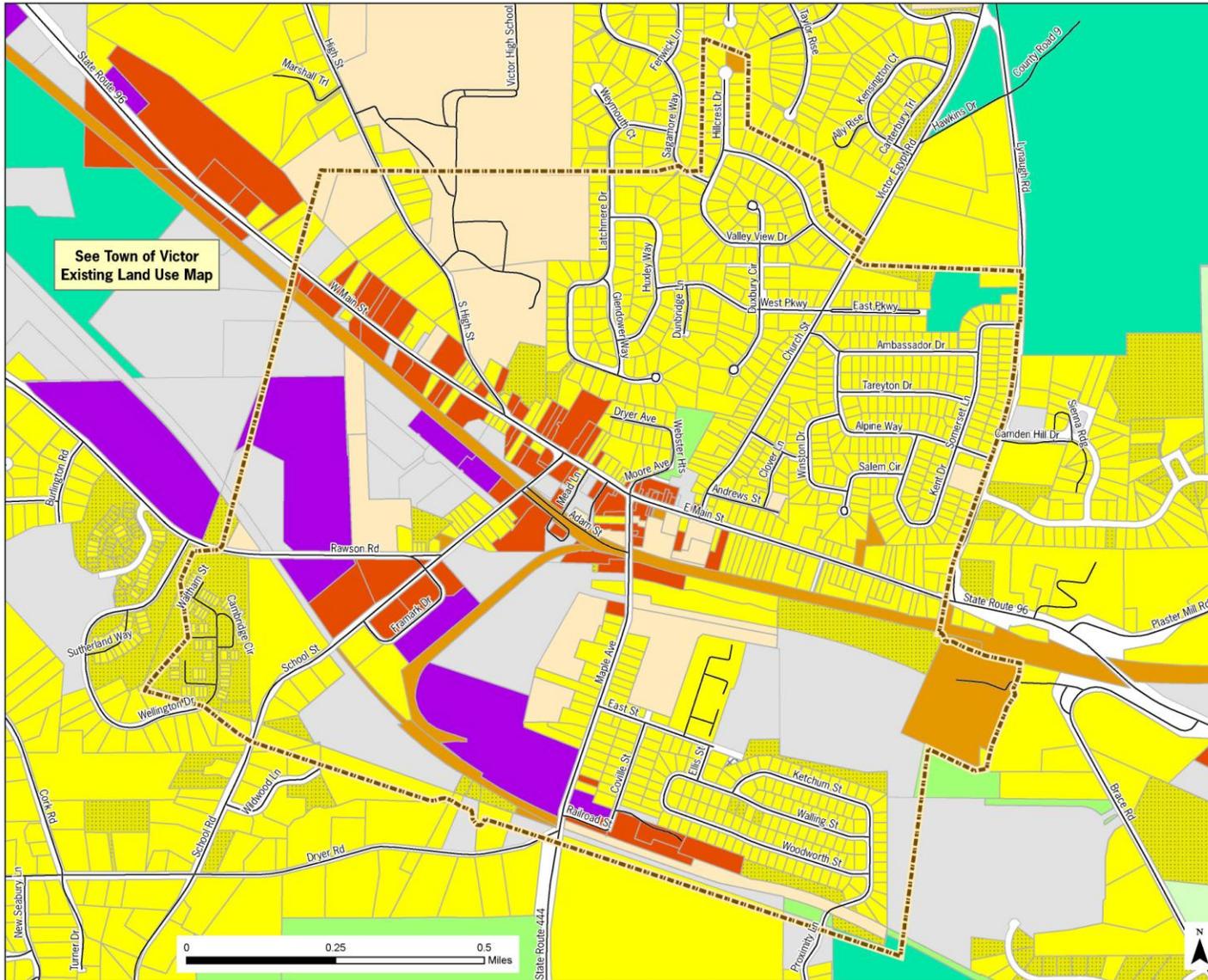
- AGRICULTURAL
- RESIDENTIAL
- VACANT RESIDENTIAL
- VACANT OTHER
- COMMERCIAL
- CIVIC / COMMUNITY SERVICES
- RECREATION
- INDUSTRIAL
- PUBLIC SERVICES
- PUBLIC PARKS
- PRIVATE FOREST
- UNKNOWN
- MUNICIPAL BOUNDARY

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New York City - Saratoga Springs - Syracuse





**VILLAGE OF VICTOR
 EXISTING LAND USE**

April 2009

KEY

LAND USE

- AGRICULTURAL
- RESIDENTIAL
- VACANT RESIDENTIAL
- VACANT OTHER
- COMMERCIAL
- CIVIC / COMMUNITY SERVICES
- RECREATION
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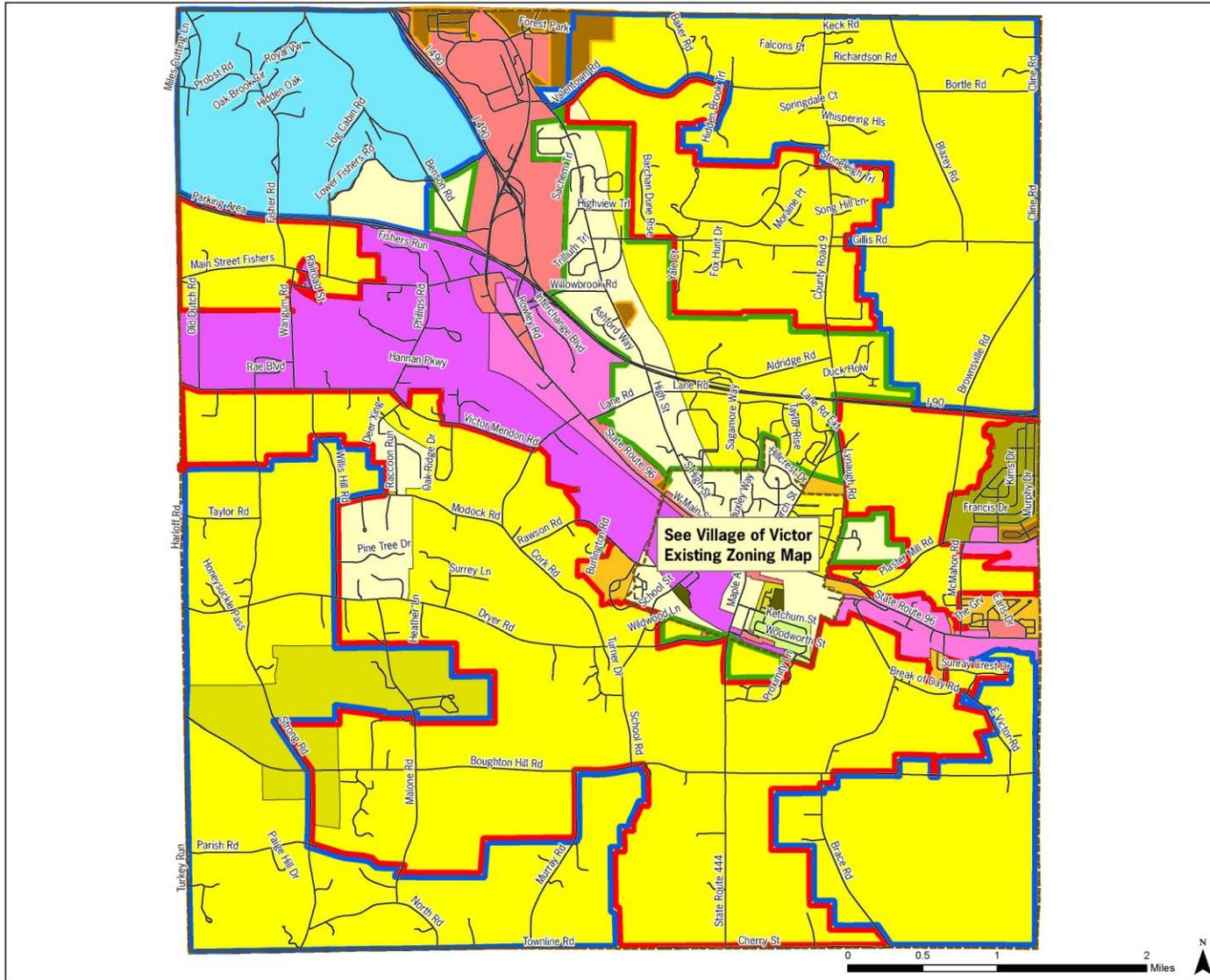


Zoning

Zoning districts indicate the desired long-term development patterns of a community. The zoning in both the Town and Village largely reflect the land use—predominantly residential, with small amounts of commercial and industrial. It is important to note that agricultural land uses do not have their own zoning designation in Victor, and instead tend to be zoned for residential use.

Zoning Distributions, Village of Victor		
Village Zoning District	Acreage	Percent of Total Acreage
R-1 - One Family Residential	411.63	47.37%
R-2 - One Family Residential	124.88	14.37%
R-3 - Multiple Family Residential	25.30	2.91%
HR-2 - Historic Reproduction Residential	56.02	6.45%
SCR-3 - Senior Citizen Residential	15.40	1.77%
B - Business	71.60	8.24%
I - Industrial	164.16	18.89%
Total	868.99	100.00%

Zoning Distributions, Town of Victor		
Town Zoning District	Acreage	Percent of Total Acreage
Residential - 1	1346.76	6.07%
Residential - 2	15470.56	69.70%
Residential - 3	749.52	3.38%
Commercial	873.50	3.94%
Commercial - Light Industrial	541.86	2.44%
Light Industrial	1371.38	6.18%
Limited Development District	1478.12	6.66%
Mobile Home	198.15	0.89%
Multiple Dwelling	163.62	0.74%
Senior Citizen	2.59	0.01%
Total	22,196.05	100.00%



**TOWN OF VICTOR
 EXISTING ZONING**

April 2009

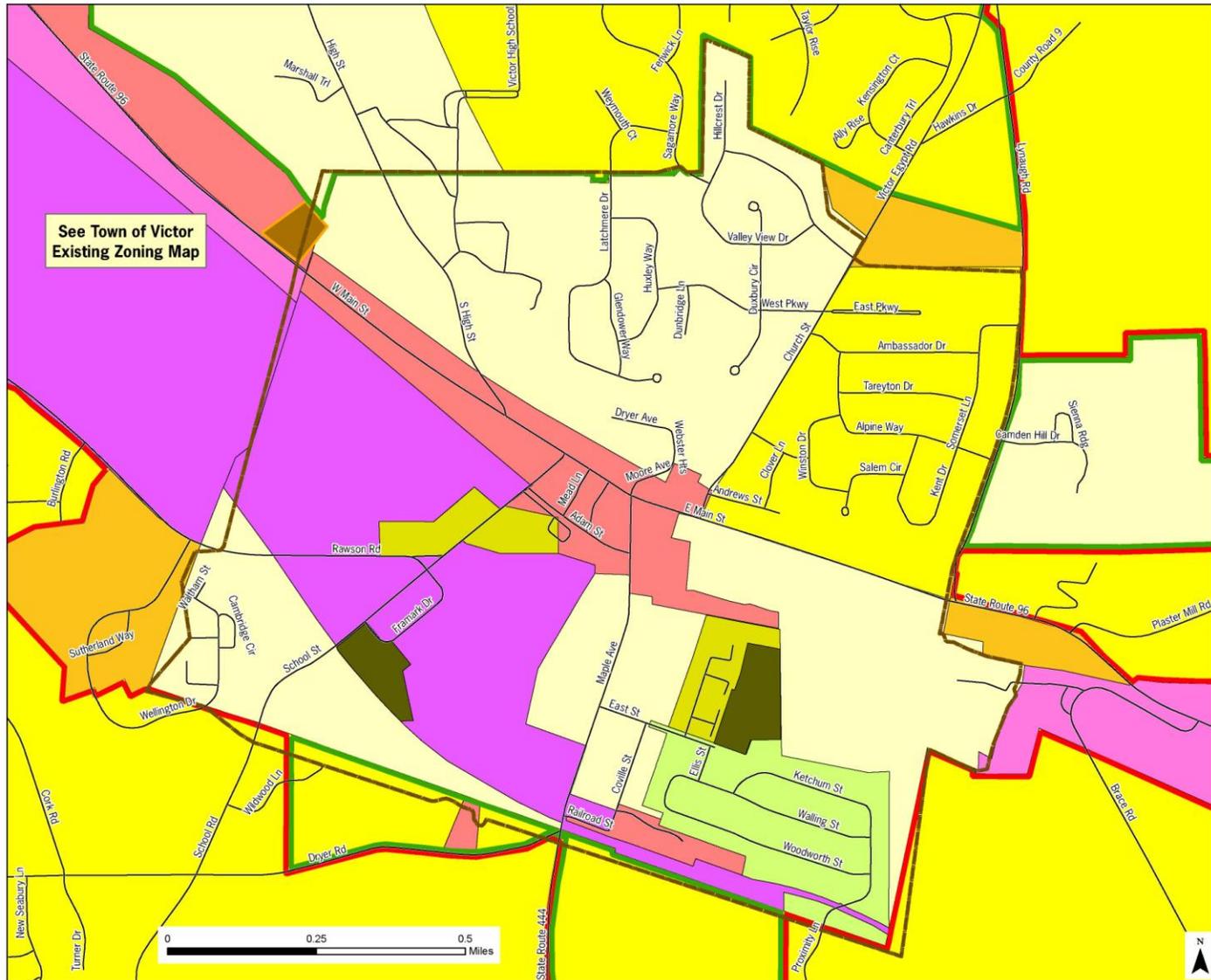
- KEY**
- DENSITY OVERLAY**
 - A - RESIDENTIAL (DENSITY = 0.33)
 - B - RESIDENTIAL (DENSITY = 0.5)
 - C - RESIDENTIAL (DENSITY = 1.0)
 - TOWN PLANNED DEVELOPMENT DISTRICTS**
 - TOWN ZONING**
 - HISTORIC REPRODUCTION RESID
 - RESIDENTIAL - 1
 - RESIDENTIAL - 2
 - RESIDENTIAL - 3
 - MOBILE HOME
 - SENIOR CITIZEN
 - MULTIPLE DWELLING
 - COMMERCIAL
 - COMMERCIAL - LIGHT INDUSTRIAL
 - LIGHT INDUSTRIAL
 - LIMITED DEVELOPMENT DISTRICT
 - VILLAGE ZONING**
 - R-1 DISTRICT: ONE-FAMILY RESIDENTIAL
 - R-2 DISTRICT: ONE-FAMILY RESIDENTIAL
 - R-3 DISTRICT: MULTIPLE-RESIDENT
 - SCR-3 DISTRICT: SENIOR CITIZEN MULTIPLE RESIDENTIAL
 - HR-2 DISTRICT: HISTORICAL REPRODUCTION RESIDENTIAL
 - B DISTRICT: BUSINESS
 - I DISTRICT: INDUSTRIAL
 - TOWN PLANNED DEVELOPMENT DISTRICTS
 - MUNICIPAL BOUNDARY

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**TOWN OF VICTOR
EXISTING ZONING**

April 2009

- KEY**
- VILLAGE ZONING**
- R-1 DISTRICT: ONE-FAMILY RESIDENTIAL
 - R-2 DISTRICT: ONE-FAMILY RESIDENTIAL
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Analysis of potential conflicts between existing land use and existing zoning

The land use and zoning maps and acreage figures will not necessarily correlate directly for a number of reasons. Often, land uses can be grandfathered in from before the zoning district was put into place. Other times, the standard categories for land use classifications do not necessarily correlate with the municipality's zoning (such as the overlap of agricultural and residential in Victor, for example). Potential conflicts in Victor between land use and zoning are most likely surrounding active farmland, or land with agricultural exemptions. Generally, this land is zoned for low-density residential uses, but some of it is currently used as farmland. As residential development grows, this could put pressure on the agricultural lands closest to the Village or to transportation corridors.

Significant natural resources and sensitive environmental areas

As most residents will describe, the most predominant natural feature of Victor is the topography. The undulating hills and valleys of the Town and Village contribute to Victor's unique character, as illustrated on the Natural Features map. Steep slopes are prevalent throughout Victor, with the highest concentration of slopes over 25 percent occurring in the northwest and southwest corners of Town. Similarly, wetlands occur throughout the Town but the largest concentrations are located in the center of Town, south of State Route 96. Approximately three New York State Natural Heritage Areas exist in Victor. These generalized areas contain endangered, rare, or threatened species of plants or animals. In Victor, these potentially (based on past records by the New York State Department of Environmental Conservation) include Marsh Valerian, Twin Leaf, and Rich Shrub Fen plants.

Known areas of contamination

According to the United States Environmental Protection Agency, there are no active Superfund National Priority List (NPL) sites, or Toxics Release Inventory (TRI) sites in Victor.

Perhaps the most significant issue of contamination in Victor is known as the "plume," an area in western Victor with contaminated groundwater. The New York State Department of Environmental Conservation concluded in 2008 that property owned by Syracuse, a sand and gravel company, was the source of the contamination, which includes the solvent trichloroethene (TCE) that may have been dumped there several decades ago. Based on investigations, groundwater contamination extends over one mile from an area south of Dryer Road to the Modock Road Springs site. Various measures have been introduced to address this site, including a citizen's advisory committee, as

well as a homeowner protection fund for 64 of the homes within the contaminated area.

Recognized important viewsheds

While residents throughout the community routinely cite Victor's natural beauty and rolling hills, certain areas of the Town are particularly notable for its viewsheds, or scenic vistas. As illustrated on the Viewsheds map, Victor has approximately six major viewsheds (although others certainly may exist, and to some degree are subjective): in the northwest corner of the Town along Probst Road; in the southwest, near Parish Road; in the south, along Boughton Hill Road; east of the Village along Plaster Mill Road; in the northeast on Brownsville Road; and in the north along Valentown Road. These viewsheds are important scenic resources, valued as any other natural resources.

Agricultural areas, districts and prime soils

As noted on the following maps, Victor's 4,000 acres of active farmland generally exists at the northeastern (near Blazey Road and Gillis Road) and southern (south of Boughton Hill Road) edges of town. Agricultural Districts, as noted on the Agricultural Soils map, correspond with these areas. Agricultural Districts seek to protect these lands from encroaching development with "right to farm" clauses, among other tools devised by the New York State Department of Agriculture and Markets. Land with agricultural tax exemptions, which generally occur on land with agricultural buildings, businesses or related activities, is more prevalent in the same general areas. As expected, Victor is rife with prime soils throughout the Town—over 13,000 acres of it.

Historic and cultural sites

As illustrated in the Town and Village of Victor Historic Sites map, the Town has one major registered historic site, the Ganondagan State Historic Site, an ancient Seneca village. The site is located along Boughton Hill Road, School Road, and State Route 444. It consists of two areas: a 245 acre Boughton Hill portion is a National Historic Landmark, and the Fort Hill portion, 33 acres, is listed on the National Register of Historic Places.

Civic facilities, including government buildings, educational facilities, emergency service facilities

Victor is fortunate to have many recreational facilities—both parks and trails. These include:

- > Lehigh Crossing Park
- > Fishers Park
- > Dryer Road Park
- > Maryfrancis Bluebird Haven
- > Lehigh Trail
- > Auburn Trail
- > Boughton Park

The most recent addition to Victor's municipal buildings is its new Town Hall. Opened in January 2009, the Town Hall is an entirely new building, located at 85 East Main Street in the center of Victor. Town offices were previously located in a temporary location at 1290 Blossom Drive.

Education

Throughout the public process for the Comprehensive Plan, residents have cited Victor's excellent and unique public school system—all centrally located in one campus—as a tremendous asset to the community. The Victor Central School District includes the following institutions:

- > Early Childhood Education Center (Pre-K and kindergarten)
- > Victor Primary School (Grades K-3)
- > Victor Intermediate School (Grades 4-6)
- > Victor Junior High School (Grades 7 and 8)
- > Victor Senior High School (Grades 9-12)

Libraries

Victor has one library, the Public Free Library, located at 15 West Main Street. The library features services for children and teens as well as computer services, in addition to regular services.

Emergency Services

Victor has several fire/emergency/rescue facilities:

- > Fishers Fire District, serving 26 square miles of Victor via two stations (7853 Main Street, Fishers, and 372 High Street, Victor) and the Fishers Volunteer Fire Association
 - > Victor Volunteer Fire Department (34 Maple Avenue)
 - > The Victor Fire Department also has a Ladies Auxiliary, which assists the department with outreach, fundraising, and other tasks.
 - > Victor Farmington Volunteer Ambulance (1321 East Victor Road)
-

Existing residential developments of all types

As illustrated in the Land Use map, residential development is found throughout Victor and is the most prevalent land use (approximately 40% of total acreage). While Victor has its share of traditional older single-family development, most new residential development has occurred in the form of subdivisions, often of formerly agricultural land. Subdivisions range from small-scale developments to those with hundreds of lots, each containing very large homes. Similarly, some of Victor's subdivisions blend in with the surroundings more than others; some honor the existing topography and vegetation whereas others appear to have been clear-cut with little regard for the settings. The majority of Victor's residential development is single-family; however some multi family development exists as well, particularly in the Village.

Present locations of commercial and industrial facilities

As illustrated in the Land Use Map, the majority of Victor's commercial development occurs along the central spine of State Route 96. Most of this is retail- and business-oriented, serving residents of Victor as well and those within the region. The largest commercial development in Victor is the Eastview Mall, in the northwestern corner of the Town, which attracts shoppers from throughout the area and is a significant economic driver. Victor's industrial facilities tend to follow the Route 96 corridor as well, albeit to a slightly lesser degree. The largest industrial parcels are located in the southern and western areas of Town.

Public and private infrastructure

The Town of Victor Highway Department is responsible for maintaining the roads within Victor, including paving and sealing, cleaning ditches, tree and brush trimming in the Town right-of-ways, mowing roadsides and plowing and salting during the winter months. In the spring the highway crew vacuums gutters and intersections where needed. Please see below for information regarding water and sewer infrastructure.

Water system and wastewater system

The Town of Victor is well served by water and sewer, as illustrated on the Infrastructure map. The majority of the Town—with the exception of the southwestern corner and the northwestern corner near Log Cabin Road—is in the municipal water benefit district. The district is supplied by the Monroe County Water Authority (MCWA), which is the third-largest supplier of drinking water in New York State; the water itself comes primarily from Lake

Ontario. The Village of Victor is also served by the MCWA. New connection to Town water mains for developments incur a fee, depending on if the property is a subdivision or commercial/residential development. In addition, during the summer, the Town implements the Summer Water Conservation Code, which consists of regulations governing lawn watering.

Approximately one-quarter of the Town of Victor is sewerred, and the Village is fully sewerred. The Town's sewers are contracted either through the Village or the adjacent Town of Farmington, and thus are not owned or maintained by the Town of Victor. Properties within Victor that are not sewerred are on septic systems with leach fields. While septic systems can experience failure, either from age, improper installation, poor soils, or small lots sizes, the Town has not experienced any disproportionate amount of septic failure. The sewer system has generally been installed within the last fifteen years, and as such is in a state of good repair.

Many communities with extensive growth rely on private "package plants" built by subdivision developers to accommodate the wastewater of a specific group of homes. While this can initially help soften the burden on a municipality, many communities experience complications—physical and political—when the ownership agreement expires and the plant is donated to the municipality. Fortunately, subdivisions in Victor do not use any package plants—all development either connects to municipal sewer or relies on septic/leach field systems.

Review of comprehensive plans in neighboring municipalities and regional plans impacting the Town

Canandaigua Regional Transportation Study

In May 2006, Ontario County, along with the City and Town of Canandaigua, the Town of Hopewell, the New York State Department of Transportation and the Greece Transportation Council conducted a regional transportation study to evaluate the transportation needs in the region.

The study identified that "through-town [Canandaigua] travel is increasing the pressure on the current transportation system. The study area is a 'passing through' point for an increasing number of commuters."

"Preservation of farmland and agriculture should be an important consideration for future transportation improvements."

"The presence of four I-90 interchanges in Ontario County is critical to future economic development initiatives within the study area. Preservation and enhancement of highway access is a priority concern for this area."

Goal: "Enhance roadway corridors to address the specific needs and functions based on existing and future user groups." Objective: "Identify enhancements to County roads that would improve access and road-sharing for farming equipment in areas dominated by agricultural uses."

Goal: "Enhance linkages among multi-modal transportation options within the study area." Objective: Explore ways to expand access to public transit (CATS) including the establishment of additional park and ride areas." Objective: "Identify roadway improvements to support bicycle access throughout the region."

CATS is managed and operated through a County contract with Coach USA since 1996 – fixed-route system and dial-a-ride service.

Future land use and economic condition projections indicate that development in the study area will remain steady, while specific areas of concentrated growth could affect the existing transportation network.

Near-term improvements (0-5 years) include:

- > CR 10 at CR 46 intersection
- > CR 4 at CR 10 intersection
- > CR 4 at CR 22 intersection
- > Additional bus stops
- > Canandaigua Lagoon walk
- > Canandaigua Downtown Rail-with-Trail

These near-term improvements would help to reduce accidents, improve local traffic operations and allow for the beginning of an effective alternative route around the City of Canandaigua.

Medium-term improvements (5-10 years) include:

- > Route 5 and Route 20 at Cooley Road intersection
- > Route 5 and Route 20 at CR 10 intersection
- > State Route 332 at Route 5 and Route 20 intersection
- > Main Street Pedestrian Enhancements
- > New bus route along State Route 364
- > Canandaigua Feeder Canal Trail
- > Canandaigua Connector Trail
- > Canandaigua-Farmington Trail Connection

The intersection improvements made under the near-term recommendations would provide an adequate detour route to maintain and protect while the SR 332 project is being constructed. The pedestrian and bicyclist improvements on SR 332 will improve the quality of life and walkability of the Main Street

commercial area. Ultimately, these improvements will assist in boosting economic development in the City's Central Business District. The three trail projects will improve pedestrian and bicycle linkages within the region and provide valuable recreation opportunities for the community.

Long-term improvements (10+ years) include:

- > State Route 21 at State Route 488 and Schutt Road
- > Bypass Alternatives Study
- > Additional Park and Ride stations
- > State Snowmobile Trail #4

Improving the SR 21 and SR 488 intersection will help address long term projections for residential and commercial growth on the east side of the study area. After the completion of the intersection and roadway improvements detailed in this report, the bypass options described in Section 6.1 could be reanalyzed if future traffic conditions warranted.

Adding additional Park & Ride stations to the CATS network will improve the functionality of the regional mass transit network and expand its services to the edges of the region.

Ontario County Agricultural Enhancement Plan (September 2000)

The County conducted an Agricultural Enhancement Plan to:

- 1) Create general awareness for community leaders and the general public about the significance, challenges, and economic potential of agriculture in Ontario County;
- 2) Identify agricultural resources in need of protection and present appropriate farmland protection techniques; and
- 3) Present options to strengthen the economic vitality of agriculture and retain productive farmland.

Key findings include:

The agriculture industry in Ontario County faces considerable challenges and obstacles as it evolves from a conventional system to a new form of agriculture, which is more consumer-oriented, regionally connected and specialized.

As the County becomes more urbanized, both internal and external pressures can weaken the economic feasibility of farming.

Although the agricultural industry of Ontario County faces considerable challenges as it strives to adapt to new economic, social, and environmental circumstances, the County also has a number of characteristics, which provide advantages to create new opportunities. Opportunities include:

- > Agri-tourism
- > Proximity to urban markets
- > Diversity
- > Small scale food processing
- > Food Venture Center
- > Cooperatives
- > Wine industry

The Ontario County Agriculture Enhancement Board believes that land use controls alone will not maintain the County's farmland and critical mass of its agricultural community. Economically strengthening agriculture enterprises, increasing public awareness about the importance of agriculture, and gaining supportive local public policies provide the most effective and affordable means to agriculture and sustain farmland.

Goal 1: Enhance agricultural economic development.

Goal 2: Increase the awareness of the economic and social importance of agriculture.

Goal 3: Examine and adjust local government policies to protect farmland and enhance agriculture.

Goal 4: Acknowledge and enhance the environmental stewardship of farmers.

Strategies for enhancing agricultural economic development include:

- > Farm business planning and development
- > Integrating agriculture in State and local economic development initiatives
- > Marketing, promoting, and developing local agricultural products
- > Estate planning and ownership transfer
- > Developing agricultural workforce

Strategies for increasing the awareness of the economic and social importance of agriculture include:

- > Educating non-farm public through programs and development of educational materials
- > Strategies for examining and adjusting local policies and actions include:
 - > Addressing infrastructure development
 - > Agricultural conservation easement/purchase of development rights initiatives
 - > Local government finance impacts
 - > Planning review and coordination
 - > County referral review process

Strategies for acknowledging and enhancing environmental stewardship of agricultural businesses include:

- > Support and expand voluntary programs
- > Expand the "Lake Friendly Farmer" program
- > Conduct a public information and education campaign

Linking People to the Workplace – County Area Transit System, Ontario County (February 2003)

In September 1996, the County contracted the management, operation, and maintenance of the countywide public transportation system to Coach USA (formerly known as Progressive Transportation Services), an Elmira-based transit corporation. Through Coach USA, Ontario County offers its residents two types of transportation services: fixed-route and dial-a-ride (DAR). The fixed route system includes five routes that operate 7 days a week on a fixed daily time schedule, except on Thanksgiving and Christmas. Dial-a-ride service operates where fixed route service is not available Monday through Friday from 7:00 A.M. to 7:00 P.M. It is activated upon passenger request and requires 24-hour advance notice to schedule for a particular day and time.

Since its start-up, CATS ridership has continued to increase. Ridership on the fixed route system increased from 120,306 boardings in 1999 to 143,808 boardings in 2002. This represents a growth of 20% since 1999. DAR statistics show a steady increase in ridership from 28,151 boardings in 1999 to 75,157 in 2002. This represents an increase of 167% since 1999.

Although fixed routes have been periodically modified over the years to accommodate an increased demand for the service, area employers continue to cite "transportation" and "transportation access" as major barriers to potential employees in accessing entry-level positions.

The purpose of this study was to examine the system and develop a plan for providing improved linkages between employers and potential employees.

1. Over 50% of DAR ridership is Medicaid related. This is consistent with the 2002 annual ridership figures (75,157 total with 40,045 Medicaid and 33,732 non-Medicaid).
2. The majority of DAR trips occurred in the northwest area of the County.
3. Approximately 37% of passengers were picked up in the City or Town of Canandaigua. Over 14% of DAR passengers traveled completely within Canandaigua. This is mostly due to the Veterans Administration Medical Center and individuals traveling to adult day care centers and other medical related destinations in Canandaigua.

4. Locations in Canandaigua were the most popular in the two-month period for non-Medicaid related trips. Destinations in Victor ranked second. The primary destinations in the Town of Victor were Eastview Mall and Eastview Dialysis.

In addition to general system-wide recommendations, the study issued recommendations relating to the Town of Victor:

Town of Victor, State Route 251/Fishers Area

The Town of Victor is a high growth area. Businesses and industries in the State Route 251 area of Fishers in the Town of Victor have indicated an interest in partnering with CATS to provide transportation for employees. For some businesses, their employees travel from Monroe County and are in need of public transportation. There may be an opportunity for CATS to coordinate with the affected or interested businesses and the Rochester Transit Services (RTS) to ensure smooth transfer of employees between the two counties to the job sites.

Potential State, Federal, and local sources to consider for funding report recommendations include:

- > Section 5311 Non-Urbanized Area Formula Program (formerly Section 18)
- > Temporary Assistance to Needy Families (TANF)
- > Community Solutions to Transportation
- > Welfare-to-Work
- > Job Access Reverse Commute Program (federal TEA-21 Funds)
- > Joblinks
- > Public-Private Partnerships
- > Rural Transit Assistance Program (RTAP)
- > Surface Transportation Program (STP)
- > Community Development Block Grants (CDBG)
- > US Department of Agriculture
- > USDA Rural Business Enterprise Grants (RBEG)

Town of Canandaigua Comprehensive plan (2003, Revised 2005)

In its Comprehensive Plan, the Town of Canandaigua aspires to preserve its natural beauty and resources, agricultural heritage, and high quality of life as it continues to accommodate new growth at the start of the 21st century. The community has expressed a strong desire to maintain the small-town, rural qualities still present through much of the town. At the same time, it recognizes that the region continues to attract new residents, and as a result new commercial activity. The town seeks to manage this growth, organizing it

in forms that preserve the best of Canandaigua's character for this and future generations.

To achieve its vision, the Town has established a set of goals to guide decision-making. The recommendations in this comprehensive plan attempt to direct action toward achieving these goals. The goals are to:

- > Maintain Canandaigua's rural character by preserving farmland and supporting efforts to enhance the economic prospects of agriculture.
- > Ensure the protection of all of the town's important natural resources, and in particular, the water quality and scenic qualities of Canandaigua Lake.
- > Conserve significant open spaces throughout the town and create a network of open lands to provide wildlife habitat and potential recreational trail corridors.
- > Maintain a balanced tax base. As the community continues to grow, the cost of providing services (such as schools, recreation, etc.) for new residential development will grow as well. From a fiscal perspective, new residential growth rarely pays for itself in property taxes. Therefore it is important to ensure that the community maintains a balance of residential development, commercial development, and open space.
- > Promote continued commercial and industrial growth in specific development nodes along the Route 332 Corridor recognizing that this is the town's economic and fiscal engine. Increasing the value of the developed areas in this corridor, by focusing development and emphasizing quality design, helps the town to achieve its other goals.
- > Preserve the undeveloped qualities of portions of the Route 332 Corridor that are between the development nodes to ensure that the entire corridor does not become one long commercial strip from the Town of Farmington to the City of Canandaigua. As the primary gateway to the Canandaigua region, the character of this corridor creates a lasting impression for residents and visitors alike.
- > Expand the town's active and passive recreational resources to meet the growing demand for these amenities.
- > Preserve the historic qualities of the Hamlet of Cheshire and enhance the ability of the hamlet to prosper and grow without sacrificing the character that makes it a special place.
- > Ensure the long-term provision of high quality public water and sewer services in areas of the town identified in this plan for continued residential, commercial, and industrial growth. Limit the expansion of urbanizing infrastructure (especially sewer service) in areas of the town where increased growth is not encouraged by the plan such as the "agricultural-residential" areas.

- > Continue to cooperate with the City of Canandaigua and other neighboring municipalities on issues of mutual concern, and look for opportunities to partner in the delivery of services when appropriate.

Town of Mendon Comprehensive Plan (2005)

The following Guiding Principles represent the overall direction or “vision” for the Town’s future. This section identifies the key recommendations that will help to further these principles. The Guiding Principles also define certain concepts and terms that are used in the Comprehensive Plan.

1. Preserve the rural, open character of the community.
2. Protect the Town’s natural and historic resources.
3. Manage growth in a manner that is fair to landowners, achieves a high quality of development, and protects the interests of the community at large.
4. Maintain the Hamlet of Mendon and the Village of Honeoye Falls as the two focal points for business and economic development in the Town.
5. Assure a high quality of life for Town residents.
6. Provide and maintain public facilities and services that are necessary to protect the health and safety of Town residents.
7. Maintain fiscal responsibility.
8. Encourage cooperation with local boards, private organizations, and other governmental agencies and the involvement of citizens.

The Comprehensive Plan’s Future Land Use Plan and Conservation Overlay maps identify appropriate areas for residential, commercial, and industrial development as well as areas designated for conservation. Development in each of these areas must conform to standards and regulations. Tools available to the Town to regulate the type, location and character of development include design standards, zoning and subdivision regulations and construction standards for new development.

The Hamlet of Mendon offers a unique environment for business and residential development. The Hamlet and the Village of Honeoye Falls represent the two focal points of the community.

Recommendation and issue highlights include:

The Town has established Environmental Protection Overlay Districts that regulate development within the following designated conservation areas:

1. Wetlands
 2. Steep Slopes
 3. Watercourses
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4. Scenic Vistas
5. Historic Sites
6. Waste Disposal Sites
7. Woodlots
8. Flood Damage Areas
9. Areas Susceptible to Flooding

Residential development in proximity to agriculture can result in conflicts. For example, non-farm neighbors may complain about odors, noise and inconvenience associated with standard farming practices. Such complaints may constrain farmers, even though farming practices in Agricultural Districts are protected from nuisance lawsuits and local regulation. The incorporation of buffers in the design of new development can help to minimize conflicts such as trespassing. For example, additional setbacks may need to be incorporated into the design of residential subdivisions to increase the separation between housing and farmland.

The subdivision review process should be used to produce designs that use land efficiently and preserve meaningful open space. This approach can result in uniquely attractive residential communities.

Pro-active measures to encourage the development of housing with a greater range of prices need to be identified. A local committee may be able to identify and promote such measures.

Strip residential development along State highways does not create "neighborhoods." Actions to limit access and provide roadways into interior lands should create more efficient land use and more desirable residential neighborhoods. Access management provisions should be incorporated into the Town's zoning regulations and the Design Criteria. These policies need to be consistent with the Town's goal of limiting the construction of new roads.

The Plan encourages mixed use and higher density housing in and around the hamlet. Businesses in the Hamlet of Mendon primarily serve nearby residential neighborhoods. Additional residential development in and near the Hamlet would help to support Hamlet businesses.

It is the policy of the Village of Honeoye Falls not to extend sanitary sewers outside of the Village boundaries. Proposed developments that require sewer service must be annexed into the Village, as occurred with the Mark IV development off Clover Street at the north end of the Village. This policy has constrained the development of land zoned for industrial and business uses located west of the Village boundary.

The Town Planning Board is authorized to require a payment in lieu of land for recreational purposes as part of the subdivision approval process. Such payments must be deposited into a fund dedicated for future purchases of parkland or for recreational improvements. A well-managed townwide program to provide parks and recreational opportunities can provide more benefits to town residents than the development of small play areas within residential subdivisions. If the construction of small parks is proposed as part of subdivision development, the Planning Board needs to ensure that long-term maintenance of the park is provided for, either by a homeowner's association or by the Town.

Town of Perinton Comprehensive Park and Open Space Master Plan (2008)

The purpose of the Comprehensive Parks and Open Space Master Plan is to provide a plan for, and documentation of, the recreational spaces within the Town of Perinton, New York. The report serves as an update to the 2002 *Master Plan for Recreation and Parks for the Town of Perinton*, developed by Kotz and Associates. The recreational spaces included in the master plan consist of town-designated parks, open spaces and trail systems.

Goals and Objectives

The Town of Perinton places a high priority on providing its residents ample recreational opportunities, parks and open space. The mission of the Perinton Recreation and Park's Department is:

To provide safe and satisfying recreation programs, well-maintained parks, and clean and comfortable leisure facilities. The Town is committed to provide valued services that enhance the quality of life of current and future residents. The documentation in the plan provides a means to facilitate future planning and management of the parks, open spaces and trails within the Town of Perinton.

In addition to specific recommendations for each park, the Town has addressed the need to provide general improvements across its park, open space and trail systems. General recommendations include the following:

- > Common signage at all park, open space and trail entrances
- > Increased park, open space and trail signage
- > Increased visibility of blazes and other way-finding signs and markers on trails within parks and open spaces

- > Increased parking, especially designated areas for accessing open spaces
- > Improved drainage on athletic fields within the park system
- > Improved universal accessibility within the park system
- > Improved and more diversified programming within designated parks and open spaces

Town of Pittsford Resident Survey (2007)

The Town of Pittsford conducted a Town-wide survey to assess residents' satisfaction with a number of community issues. The survey was mailed to all 9800 residents, with approximately 23 percent returned, both online and on paper. While a survey is not intended to be nearly as exhaustive as a Comprehensive plan, a summary of responses follows.

- > Overall, satisfaction levels are very high among residents who participated in the survey.
- > In addition, the number who was unsatisfied was extremely low in most cases.
- > The fact that such a high percentage of residents responded shows the interest level in the opportunity to provide feedback to the town.
- > Satisfaction levels are high almost across the board.
 - Notable exceptions are satisfaction with "Fiscal Responsibility" and with the Recreation Center facility.
 - In addition, awareness of the town's Strategic Plan is quite low, indicating there may be an opportunity to educate residents.

Of Town facilities, the Recreation Center facility is one of the few areas in the study to receive significant numbers "unsatisfied" or "somewhat unsatisfied" ratings (33%).

Town of Pittsford Strategic Plan (2008)

For the Strategic Plan, the Town leadership staff sets goals, establishes policy and provides the tools necessary to prepare for the future. An annual review of the Strategic Plan will identify new opportunities for growth and improvement. As new priorities are selected, teams are formed to develop an Operation Plan.

Goals of the strategic plan include:

Customer Care and Focus

Pittsford will understand and anticipate its customers' needs and deliver services that exceed their expectations.

Fiscal Responsibility

Pittsford will maintain efficiencies that assure the stability of town finances and taxes.

Organizational Effectiveness

Pittsford will cultivate our workforce and align resources to efficiently deliver programs and services.

Community Vitality

Pittsford will strengthen our sense of place and promote relationships that bring our community together.

Relevant recommendations include:

- > Develop a method(s) to increase awareness of neighborhood expectations and issues.
- > Provide a unified message regarding town services and issues.
- > Educate the community regarding the distinctions between overlapping municipal jurisdictions.
- > Monitor long-range plans for replacement and upkeep of aging infrastructure, fleet, facilities and technology.
- > Enhance employee understanding of policies, processes and procedures.
- > Identify and implement best practices.
- > Educate about and market the good value of town services.
- > Develop service standards to maintain town assets within neighborhoods, consistent with residents' maintenance of their properties.
- > Determine resident expectations for a Community Center.
- > Foster a community that welcomes and involves residents of all cultures and backgrounds.
- > Educate residents as to stability of town finances and taxes.
- > Survey residents about ways to improve community vitality.
- > Update the community's Parks and Recreation Master Plan.
- > Develop materials that promote the community of Pittsford.
- > Update the Comprehensive Plan to address the conditions of a built-out community.
- > Monitor the demographics of the community to forecast trends and needs for future programs and services.
- > Work in collaboration with the school district and village to provide opportunities that unite and celebrate the community of Pittsford.
- > Promote and provide opportunities for neighborhood social gatherings and shared activities.

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- > Update the transportation element of the Comprehensive Plan to advocate for traffic issues and solutions that fit our community character.

Previous Reports, Studies, and Plans

The Town of Victor's previous Comprehensive Plan was written in 1995, and updated in 2000 and 2002. This document is intended to build upon the knowledge and issues presented in those plans, but offer a completely new policy document.

Strategic Plan

The Strategic Plan aims to address all of the workings of the Town of Victor—how the Town serves its citizens and businesses in working together. The Comprehensive Plan functions as a subset of the Strategic Plan and is focused on land use and development patterns. Several Task Forces created preliminary work, which leads directly into the Comprehensive Plan. The work of Task Force 2 (Land Use and Transportation), 7 (Facilities) and 9 (Housing and Community Diversity) have a direct link to the Comprehensive Plan. The work of the Strategic Plan will provide a foundation for entering into the Comprehensive Plan.

Town of Victor Parks and Recreation Plan (2007)

The Parks and Recreation Master Plan aimed to assess the existing conditions of Victor's park amenities, including availability and condition, and determine the system's needs, from maintenance to land acquisition.

The Plan notes: "The Town should acquire new parklands when needed and desirable possible in order to adequately serve the needs of its population, which has significantly increased in the past fifteen years and continues to do so. Even if the rate of population growth slows, there is a strong likelihood of more users, from Victor and beyond, placing even greater demands on current parks. As land acquisition and park development take time and funding, the Town should make efforts to look ahead to future needs when land becomes available, even before plans for specific parks are in place. Referring to the Master Plan's outline of park needs and facilities needed by user groups can potentially aid the land acquisition and development approval process.

"It is important that the Town provide sufficiently greater parkland than the amount presently required to meet known demands. Recreational trends and levels of participation vary over time, resulting in a need for space for new opportunities. In addition, many potential park users do not participate in organized programs, but desire passive or green space to play informal games, picnic, run or jog, sit, or fly a kite. Acquiring parkland to serve future population growth and resulting demand growth is crucial while appropriate

parcels remain available. This is especially important in a quickly developing town such as Victor.”

The document outlines an Action Plan, which delineates a series of recommendations for land acquisition, including for new parks in the northeast and southeast quadrants of Town, as well as expansion of existing parks. The Plan also addresses park planning tasks for each park (for example, the reconditioning of athletic fields) and timelines for each task.

Intermunicipal Coordination

The Village of Victor is located within the boundaries of the Town of Victor. The two entities have separate governments, Town/Village Boards, planning and zoning boards, zoning districts, and municipal buildings, owing to the distinct needs of each municipality (for instance, the Village may place more of an emphasis on a walkable downtown center, whereas the Town may place a higher emphasis on residential subdivision issues).

Many services, however, are shared between the Village and the Town. For instance, the current Operation and Maintenance Agreement for Victor Municipal Park (formerly Brace Road Park) provides that the Town, through its Parks and Recreation Department, will manage and operate it and two other parks, which are owned by the Village, for their mutual benefit. Similarly, many municipal events to promote Victor are done so together.