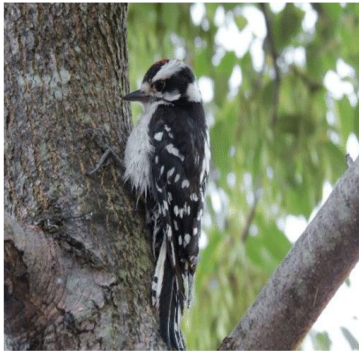


TOWN OF BATAVIA



DRAFT COMPREHENSIVE PLAN
GENESEE COUNTY, NEW YORK • MARCH 2017

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Appendix B: Energy Conservation Strategy

Appendix C: Zoning Recommendations

- Conservation and Stream Corridor Overlay Regulations and Map
- Electric Vehicle Charging Stations
- Suburban Mixed Use, Village/Hamlet Center and Neighborhood District Form-based Codes

Appendix D: NYS Department of Environmental Conservation Priority Waterbody List

Appendix E: Envision Tomorrow Balanced Housing Model Summary Report

1. INTRODUCTION

PROCESS

In 2009, the Town of Batavia adopted a Comprehensive Plan Update following extensive public engagement and outreach to various stakeholders. Since then, the Town has completed several plans and undertaken initiatives relating to transportation, economic development, agriculture, recreation and natural resources. This Comprehensive Plan incorporates the key findings and recommendations of these recent plans into a single document that will guide Town decisions over the next 15-20 years.

The following list identifies the plans and studies that were incorporated into this Comprehensive Plan Update and the Chapter of the Plan that summarizes their findings and recommendations. Each of these plans involved extensive public and stakeholder engagement and reflect the Town's policy at the time they were completed. Additional detail about the resources and issues addressed in these studies can be found in the original documents, which are available on the Town's website. (www.townofbatavia.com.)

<u>Plan/ Study</u>	<u>Chapter</u>
Green Genesee/ Smart Genesee Green Action Plan (2016)	3. Natural Resources & Environmental Protection; Parks & Recreation; Economic Development
Batavia Town Park Master Plan	4. Parks & Recreation
Town of Batavia Agricultural & Farmland Protection Plan (2011)	5. Farmland & Agriculture
Genesee County Central Corridor Plan	8. Transportation & Utilities
Green Genesee/ Smart Genesee Town of Batavia Energy Conservation Strategy	8. Transportation & Utilities

In addition, several recent regional and local development projects and proposals led the Town to revisit the land use projections and policies included in the current Comprehensive Plan. Most prominently, the proposed STAMP development in the Town of Alabama has the potential to create up to 9,000 jobs, increasing demand for housing and opportunities for business development. In order to better inform decisions relating to land use and development, this Comprehensive Plan Update includes additional analysis of the Town's budget and tax base and analyzes the potential impacts on the Town's budget of a realistic future land use scenario. The

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Comprehensive Plan Update represents a collaboration among the Town’s elected officials, staff, Planning Board, and residents. The Town retained the consulting team of CC Environment & Planning, LaBella Associates and Ingalls Planning & Design to facilitate the process and prepare the document for public review and adoption.

Opportunities for the public to review proposed updates to the Comprehensive Plan were provided via comment cards at polling places during the 2016 Presidential election and a public informational workshop and interim hearing in December 2016. A final public review period and public hearing will be held in March/April 2017. The majority of the comments received to date were unrelated to the Comprehensive Plan. Comments relevant to the plan included both support and concern for the concept sketch illustrating proposed form-based code and support and concern regarding protecting natural areas from development.

VISION STATEMENT

OUR VISION

Batavia, New York is a creative, diverse, and vibrant community offering rural charm, a regional business hub, and high quality of life for all ages. With a focus on smart growth, agri-business, future technologies, safety, stewardship, and municipal services, the Town of Batavia is a place where people want to work, play, and most importantly, to call home.

Rural

We are rich in natural resources, – our fields, forests, and streams - contribute to our rural character, recreational opportunities, and high quality of life. We safeguard our environment with investment in land use planning and responsible stewardship of our natural resources.

Regional

Located in between Buffalo and Rochester and surrounding the City of Batavia, we are a regional hub for business and commerce. We work closely with residents, business owners, and regional economic development entities to help facilitate prudent development decisions guided by smart growth and what is best for our community.

Resilient

Our focus is on the people who live here, work here, and visit our Town. We provide municipal services that support people of all ages. Safety, education, employment, and participation ensure we make decisions that reflect innovative and fiscally sound leadership. This means resilience in our environment, our economy, and our community.

This comp plan update is designed to help us achieve our vision. The following sections from land use through tax base and fiscal analysis provide background information, describes key issues, and outlines priority recommendations to guide us toward the regional, rural, and resilient community we want to be. An implementation summary is provided in Chapter 10: Implementation.

2. LAND USE

INTRODUCTION

The Land Use Plan for the Town of Batavia aims to protect sensitive natural resources, guide more intensive development to areas with infrastructure and access to transportation and services, and balance demands for land conservation, agriculture, housing, recreation and economic development. This chapter describes the current uses of land in the Town and evaluates the Town's capacity to accommodate additional development. (See Chapter 9: Tax Base & Fiscal Analysis for an analysis of the costs and benefits of various types of development.) The chapters to follow offer more detailed analysis of each component of the Town's land use (i.e., natural resources, farmland, residential and business development, parks and government facilities.) As a policy document, Map 5: Future Land Use Plan guides Town decisions relating to zoning as well as investments in infrastructure and government services.

GOALS

- A. Balance natural, agricultural and rural landscapes with residential, commercial, industrial, institutional development.
- B. Accommodate new development to meet demand, while protecting the Town's natural resources, rural character and agricultural land base.
- C. Maintain and enhance existing neighborhoods.
- D. Create new places that are in harmony with the natural environment.
- E. Promote compact, mixed use development that promotes walking and reduces the need for vehicular travel.

REGIONAL ORIENTATION

The Town of Batavia is located in central Genesee County, New York (see Map 1: Regional Setting) and completely surrounds the City of Batavia. The City of Batavia and adjacent land in the Town form a regionally significant hub for population, commerce, industry, health care and government services.

The New York State Thruway provides access to the cities of Buffalo, located 35 miles to the west, and Rochester, located 35 miles to the east. Thruway Exit 48 is located in the Town of Batavia immediately north of the City of Batavia.

Tonawanda Creek flows through the Town from the southern boundary, through the City and

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westerly through the western part of the Town. In addition to providing drinking water for City and Town residents, Tonawanda Creek is a significant ecological, recreational and aesthetic asset to the Town.

EXISTING LAND USE

Existing land uses, based on 2014 tax parcel records, are depicted on Map 2: Existing Land Use by Parcel. The map depicts the primary use of each parcel of land in the Town, based on the Assessor's classification and aerial photographs. The following table and Figure 1 summarize the number and percentage of parcels and acres for current land uses.

Table 1: Land Use (2014)

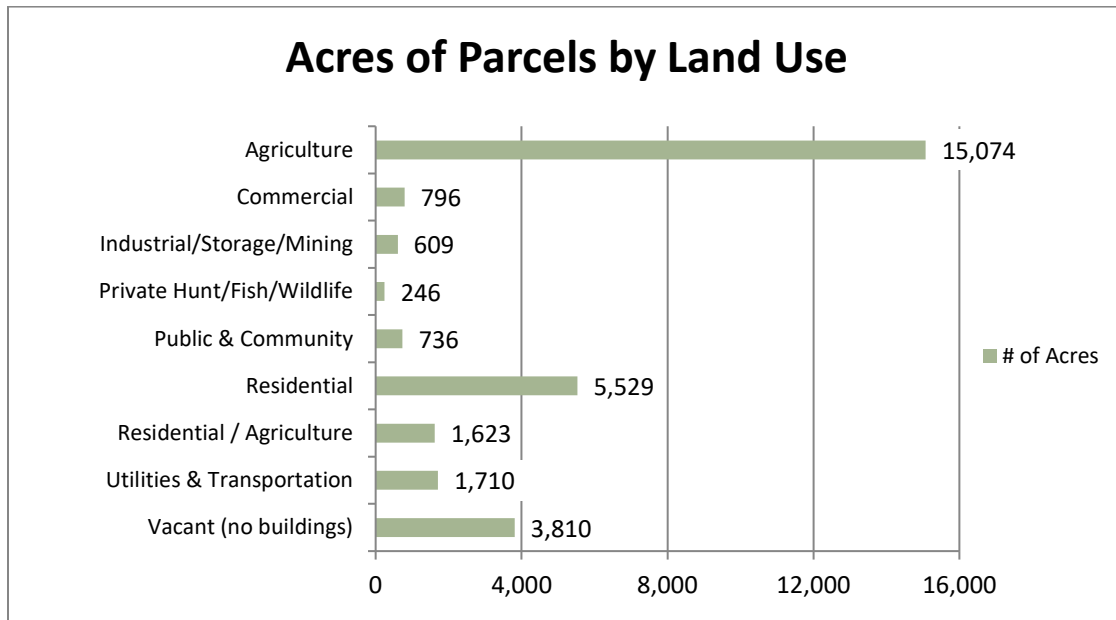
	Parcels		Acres	
	#	%	#	%
Agriculture	314	10.5%	15,074	50.0%
Commercial	133	4.4%	796	2.6%
Industrial and Storage	51	1.7%	609	2.0%
Private Hunt/Fish/Wildlife	5	0.2%	246	0.8%
Public and Community	38	1.3%	736	2.4%
Residential	1,744	58.1%	5,529	18.3%
Residential - Agriculture	47	1.6%	1,623	5.4%
Utilities and Transportation	52	1.7%	1,710	5.7%
Vacant (no buildings)	616	20.5%	3,810	12.6%
Total	3,000	100.0%	30,133	100%

Note: 2014 land use based on the Assessor's Property Classification. Land use verified or updated based on analysis of aerial imagery.

Data Source: 2014 tax parcel records obtained from Genesee County. Aerial imagery obtained from Google Maps and Google Street View.

Town of Batavia Comprehensive Plan

Figure 1: Land Use by Parcel Classification



SOURCE: Real Property Tax data provided by Genesee County

Of the land in parcels, one-half (15,074 acres) is used in agricultural production. Agricultural uses include large-scale vegetable, grain and dairy farms, as well as small and part-time farms. Additional information is provided in the Farmland and Agriculture chapter.

Approximately 18% of the Town's land area is devoted to residential uses. The Town has an extensive variety of residential development, including recent subdivisions, manufactured home parks, farm houses, scattered rural residences and hamlet residences. Additional information is provided in the Housing and Residential Development chapter.

Commercial development of the Town of Batavia has occurred along transportation corridors to the west, north and east of the City of Batavia. Commercial uses utilize 796 acres, or 3.0% of the land area. Large retail businesses and plazas are situated along Veteran's Memorial Drive and West Main Street Road. Several hotels are located near the Thruway interchange. Smaller retail and service businesses are found along East Main Street Road and in the Hamlets of East Pembroke and West Batavia.

Industrial, storage and mining facilities occupy two percent of the Town's land area in parcels (609 acres). Major facilities include:

- Manufacturing operations along Oak Orchard Road and East Saile Drive;
- Food processing operations within the AgPark southeast of the City;
- Medical manufacturing in the MedTech business park;

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- A large mining operation southeast of the City of Batavia; and
- A concrete forms plant in the hamlet of East Pembroke.

Additional information about commercial and industrial development is provided in the Economic Development chapter.

Several governmental and institutional facilities are located in the Town and occupy 736 acres (2.0% of the land area.) These include a major Immigration and Naturalization Service (INS) detention facility located northwest of the Thruway interchange, the Town Hall and Highway Garage, the City of Batavia wastewater treatment facility, State Police, and County Highway Department, and Genesee Community College. Numerous churches are also located in the Town. The Government and Community Services chapter provides additional information.

Utilities and transportation uses occupy 1,710 acres (6.0% of the land area). This category includes (among other smaller uses) lands used by the City Wastewater Treatment Plant (469 acres), the closed Batavia landfill (97 acres), and the Genesee County Airport (246 acres), as well as 445 acres of the NYS Thruway and 413 acres of gas, electric, and railroad rights-of-way.

Lastly, 13 percent of the Town's land area in parcels (3,810 acres) is classified as vacant. Many of the parcels classified as vacant contain State or Federally-regulated wetlands as well as areas that are subject to flooding. Other vacant lands found throughout the Town are forested or maintained as open space in residential neighborhoods. Additional information is included in the Natural Resources and Environmental Protection chapter.

RELEVANT PLANS, PROGRAMS AND REGULATIONS

The regulation of land use is primarily a local government responsibility authorized by New York State laws. Town zoning regulations specify the types of land uses that may be developed in districts designated by the Town, as well as lot sizes, building setbacks and other requirements. The Town's Subdivision Regulations set the process and standards for land to be divided into one or more lots. The Town's Design Specifications and Construction Standards offer specific guidelines and requirements for the construction of infrastructure such as roads, sidewalks, and stormwater drainage facilities. Map 3: Existing Zoning District depicts the current zoning districts.

By managing hookups to the County water system, the Genesee County Smart Growth Plan guides more intensive land use to those areas that are already served by public utilities and are outside of sensitive natural areas and agricultural districts. Map 4: Agricultural Districts and Smart Growth Development Areas depicts those areas where hookups to the County water system would be permitted without additional review.

The NYS Agricultural District program affects local zoning and infrastructure policies. (See Chapter 5: Farmland & Agriculture for more information.) Agricultural Districts, delineated by Genesee

Town of Batavia Comprehensive Plan

County and certified by New York State, are depicted in Map 4: Agricultural Districts and Smart Growth Development Areas.

By mapping key environmental assets, the Green Genesee-Smart Genesee project, a cooperative planning project led by New York Green, Inc. (NYG), Genesee County, the Towns of Batavia, Oakfield and Alabama and the Village of Oakfield, provides a framework for this comprehensive plan to guide development away from sensitive natural areas. The Asset Cores and Ecological Networks are shown in Map 5: Future Land Use Plan map and described in the Natural Resources chapter.

As part of the Green Genesee/ Smart Genesee planning process, model “form-based code” regulations were prepared and adapted for application in the Town of Batavia. Form-based codes refer to a type of zoning regulation in which the design and layout of new development is specified with less emphasis on the type of use. Locations where these codes may be appropriate are delineated in the Future Land Use Plan map as “Potential Mixed Use with Design Guidelines.” (See Appendix C: Recommended Zoning.) For an illustration of how these codes would apply to a hypothetical development project, see Map 7: “Townville” Sketch at the end of this Chapter.

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

The following narrative summarizes the opportunities and constraints related to land use. More detailed information is provided in the following chapters.

OPPORTUNITIES

The Town of Batavia has many assets that would help to attract the type of development that is desired in the Town. The Town’s location -- near the City of Batavia and major transportation routes to Buffalo, Rochester and their surrounding metropolitan areas -- is attractive for residential and commercial/ industrial development.

Areas in the Town that are served by public water and sewer can accommodate a wide range of residential, commercial, industrial and institutional development. These areas have considerable potential for new development. As depicted in Map 2: Existing Land Use by Parcel, such land is located:

- Along both sides of Lewiston Road south of the Thruway;
- East of City, along College Road south of GCC;
- East of City, between Stringham Drive and City boundary;
- East of City, south of Clinton Street near Stafford Town boundary;
- Undeveloped land where water service only is available is located;
- West of City, area bounded by Woodland Drive, Pearl Street Road, Lovers Lane Road, and South Main Street Road;
- Gateway Industrial Park (1 & 2); and

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- North of Thruway along west side of NYS Route 98.

Figures 12 and 13 in Chapter 8: Transportation & Utilities depicts those areas that are currently served by public water and sewer.

CONSTRAINTS

While the presence of streams, wetlands, flood hazard zones and wooded areas benefit wildlife and the natural environment, they constrain development in many areas of the Town (see Map 9: Wetlands and Flood Zones and Map 11: Soils Limitations for Development in Chapter 3: Natural Resources . Development in and near these resources should be designed to avoid or mitigate environmental impacts.

Tonawanda Creek and the Tonawanda Aquifer are sources of drinking water for the City and Town of Batavia (see Map 8: Streams and Watersheds and Map 10: Aquifers). To discourage land uses that could impact the aquifer, the Town has designated a Wellhead Protection zone has been designated and incorporated certain limitations on land use (i.e., prohibition on landfills and junkyards) into the Town’s zoning regulations (see Map 3: Existing Zoning Districts.)

Extensive areas of high quality agricultural land support both large and small farms as well as numerous businesses and industries that contribute to the regional agricultural economy. As good farmland is typically level and well drained, it is attractive for development. The Town’s goal is to balance development with continued agricultural production and natural resource protection. In addition, State, County and Town policies aim to reduce development pressure on farmland by managing public water and sewer.

Land within County Agricultural Districts is intended to be utilized primarily for agriculture. The State Agricultural Districts law discourages hookups to new water lines in areas within Agricultural Districts. In addition, Genesee County’s Smart Growth Plan includes provisions to limit hookups into the County’s water system for properties outside of Development Areas.

The Town’s closed landfill, located on the north side of Harloff Road, will not be available for development until the environmental remediation is complete.

FUTURE LAND USE PLAN MAP

Map 5: Future Land Use Plan presents the Town’s “vision” for use of land within its borders. It delineates distinct areas within the Town and recommends ways to ensure the most appropriate land uses for each area, consistent with the goals of the Comprehensive Plan. Although many of the Future Land Use Plan categories have names similar to those of Town Zoning District, their descriptions represent general policies. In contract, Zoning District boundaries, permitted uses and other district regulations are part of Town Code and legally enforceable.

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The Future Land Use Plan Map and the category descriptions below specify the type and extent of land uses that would be suitable in various areas of the Town. It is intended as a guide to future development and for the revision of the Town's zoning regulations and zoning map.

FUTURE LAND USE CATEGORIES

Map 5: Future Land Use Plan Map delineates the following categories of land use:

- Agricultural/ Residential
- Agricultural Production
- Residential
- Higher Density Residential
- Hamlet Residential
- Planned Residential
- Commercial
- Industrial
- Hamlet Commercial
- Planned Business
- Business/ Industrial
- Planned Mixed Us
- Public/ Community Services
- Transportation/ Utilities
- Conservation/ Outdoor Recreation

The following narrative describes the location and existing uses within each of the future land use categories, the issues affecting these areas, the relation of the future land use areas to existing zoning districts, and recommendations for zoning changes and other actions.

AGRICULTURAL/ RESIDENTIAL

More than one-half of the land area in the Town is designated for future Agricultural/ Residential uses. These areas include most of the Town's productive farmland.

Suitable uses include agriculture and farm-related business uses. Residential development is suitable in these areas provided that it is designed to minimize potential conflicts with agricultural uses. Minimum lot sizes of 20,000 (0.46 acre) square feet or more (16,000 square feet where public water is available) would be suitable for residential development.

AGRICULTURAL PRODUCTION

Areas designated for Agricultural Production include large areas of contiguous, high quality farmland. These areas represent the Town's highest priority locations for continued agricultural production and farmland protection incentives.

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RESIDENTIAL

The development of single- and two-family residential dwellings is encouraged to continue in and adjacent to areas that are already developed into residential subdivisions. Areas identified for continued and/or future single-family residential development include:

- Land between South Main Street Road and Pearl Street Road, including Meadowbrook Estates and Woodland Drive developments and future expansions and land along Lovers Lane Road.
- Land north of Clinton Street Road, including the Stringham subdivision and potential future expansion.
- Land along State Street Road, including the Bennett Heights subdivision and potential future expansion.

DEVELOPMENT IN AREAS DESIGNATED

Single-Family Residential is envisioned to occur on lots with a minimum size of 20,000 sq. ft., with the potential to modify lot size to accommodate innovative subdivision designs. Compact and mixed uses may be appropriate in some areas consistent with form based codes or design standards. Higher Density Residential

Land designated “Higher Density Residential” is intended to accommodate existing and future residential development at densities of up to eight units per acre. A variety of residential types would be welcome in these areas, including single-family residences, townhomes, apartments and others. These areas may be suitable for a mix of commercial and residential uses in certain circumstances, subject to form-based codes or design standards.

Areas designated for “Higher Density Residential” use include:

- Land south of Clinton Street Road and along the west side of Seven Springs Road, including Terry Hills Golf View Estates;
- Land along the west side of Seven Springs Road, north of East Main Street Road, including the Rollin’ Acres development;
- Land along the south side of College Road from Bank Street Road to the eastern Town line;
- Land along both sides of Creek Road and south of Lehigh Road, and land along the west side of Alexander Road between the southern City of Batavia boundary and the railroad tracks, provided that the integrity of the floodplain is preserved; and
- Land along the west side of Lewiston Road (Route 63), south of the Thruway and northwest of existing and proposed commercial development.

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HAMLET RESIDENTIAL

Residential neighborhoods in the Hamlet of East Pembroke are designated as Hamlet Residential. These areas are developed with residences on lots of approximately 10,000 sq. ft. Zoning regulations for the Hamlet should continue to allow for smaller building setbacks, particularly for accessory buildings, than would be required in other residential areas. Future development in and around the Hamlet should be consistent with the historic development pattern. Mixed uses consistent with form-based codes or design standards may be appropriate in some areas of the hamlet.

PLANNED RESIDENTIAL T

Several areas of the Town are designated for continued use as planned residential development, including manufactured home parks (often referred to as “mobile home parks”) and compact residential developments with a variety of housing types. These are located:

- Along the north side of Clinton Street Road
- Along the north side of Pratt Road
- Between West Main Street Road and Pearl Street Road along portions of Wortendyke Road

Limited commercial or mixed uses may be appropriate consistent with form-based codes or design standards.

PLANNED MIXED-USE (TOWN CENTER/COMMERCIAL)

Areas designated for Planned Mixed Use are intended for diverse uses including commercial, residential and potentially industrial, institutional and/or recreation. These areas are intended to offer an alternative to conventional suburban commercial development (such as along Veterans Memorial and West Main Street Road and Park Street) and conventional suburban residential development. Development within the Planned Mixed Use area will feature efficient internal and external transportation connections that accommodate pedestrian and bicycle as well as vehicular access, conservation of natural features, and will adhere to design standards for street layout as well as building placement and form.

COMMERCIAL

Land designated for Commercial use includes existing concentrations of commercial development as well as land proposed for new commercial development. These areas include:

- The triangular area bounded by Park Road East, Lewiston Road and the NYS Thruway, including Veterans Memorial Drive;
- Land along West Main Street Road and Arena Parkway;
- Land along East Main Street Road;

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- Land along portions of Clinton Street Road;
- Land along the proposed roadway immediately east of the Thruway exit;
- Land along the west side of Oak Orchard Road (NYS Rt. 98) and along the north side of West Saile Drive; and
- Land surrounding the intersection of Pearl Street Road with Hartshorn Road and Wilkinson Road.

Areas designated for Commercial use could accommodate a range of uses, including retail, office, and services.

HAMLET COMMERCIAL

Land along West Main Street Road in the Hamlet of East Pembroke is suitable for smaller scale commercial development and a mix of commercial, office, residential and community service uses. Land use regulations in these areas should limit the size of commercial structures and accommodate smaller lot sizes and setbacks than would be required in other commercial areas of the Town.

INDUSTRIAL

Areas designated for Industrial uses include land located:

- Land southeast of the City, including the existing O-At-Ka Milk Products facility, land in the designated Empire Zone;
- Land north of the County Airport between State Street Road and Bank Street Road;
- Along the both sides of Wortendyke Road south of Pearl Street Road;
- Southeast of the Hamlet of East Pembroke;
- Northwest of the intersection of Oak Orchard Road (NYS Rt. 98) and the NYS Thruway; and
- Along the south side of Pearl Street Road immediately west of the City of Batavia.

Industrial uses may include manufacturing, warehouse, transportation and similar uses.

BUSINESS/ INDUSTRIAL

Areas designated Business/ Industrial are appropriate for commercial, industrial, office and other business uses and may be able to accommodate a mixed use development. Current zoning includes Commercial, Industrial and Industrial Park. Each of these zoning districts is consistent with the Business/ Industrial classification. These areas include:

- Land along the south side of R. Stephen Hawley Drive, south of Genesee Community College. This area is currently zoned for Planned Unit Development and has been proposed for development as a medical/ technical research park;
- Land along West and East Saile Drive, including Gateway II Industrial park and existing and

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proposed commercial and industrial facilities;

- The site of the AgPark, southeast of the City of Batavia; and
- Land south of the Thruway, north of existing development along the north side of West Main Street Road and west of proposed development along the southwest side of Lewiston Road.

Development in these areas may include a variety of industrial, commercial, office and other business uses.

PLANNED BUSINESS/ INDUSTRIAL

The area west of Route 98, north of Federal Drive, is proposed for Planned Business/ Industrial development. Rezoning and development in this area should take place in phases as demand warrants. Curb cuts onto Route 98 should be limited to encourage orderly development of this area from south to north. A mix of commercial, industrial, office and other businesses uses should be considered in this area.

PUBLIC COMMUNITY SERVICE

Areas designated Government/ Community Service are intended for continued use by governments and other institutions. These areas include:

- The campus of Genesee Community College and adjoining lands utilized for College dormitories;
- The Batavia Town Hall and Highway Garage;
- The Federal Immigration and Naturalization Service (INS) detention facility;
- Board of Cooperative Educational Services (BOCES) facility on the west side of State Street Road immediately north of the City; and
- Grand View Cemetery, located on the south side of Clinton Street Road immediately east of the City.

TRANSPORTATION/ UTILITIES

Areas designated for Transportation/ Utilities include:

- The Genesee County Airport;
- The Town of Batavia transfer station and the former Batavia Landfill; and
- The City of Batavia wastewater treatment ponds.

The Airport, wastewater treatment ponds and transfer station are expected to remain in public use for the foreseeable future.

Environmental remediation at the former landfill property was recently completed. Suitable uses

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of the site include a solar farm and outdoor recreation.

CONSERVATION/ OUTDOOR RECREATION

Areas designated Conservation/ Outdoor Recreation are intended for recreation and natural resource preservation. These areas include land used for public or private recreation. Many of these areas have significant constraints to development, including flood hazard areas and wetlands. Outdoor recreation as well as compatible public or community service uses are appropriate within these areas.

Conservation/ Outdoor Recreation areas include:

- Genesee County Fairgrounds, located east of the City of Batavia south of East Main Street Road;
- Terry Hills Golf Course, located east of the City south of Clinton Street Road;
- Wetlands and flood hazard zones west of Creek Road south of the City;
- Wetlands east of Lovers Lane Road;
- Flood-prone land along Tonawanda Creek south of Stegman Road in the western part of the Town;
- Large wetlands and flood hazard areas located south of the Thruway east of State Street Road;
- The Town Park south of Galloway Road and adjoining lands that may be acquired to expand the park;
- The site of commercial recreation at Harloff Road;
- The former landfill, now closed and remediated, and planned for a solar farm with the potential for outdoor recreation; and
- A potential site for a canoe launch in East Pembroke.

CONSERVATION OVERLAYS

Conservation Overlays delineate those areas with sensitive natural resources. These include wetlands regulated by the NYS Department of Environmental Conservation, areas of known flood hazards, Asset Cores and Ecological Networks defined in the Green Action Plan prepared as part of the Green Genesee/ Smart Genesee project and land within 100 feet of the centerline of mapped streams. If adopted as part of the Town's zoning regulations, a conservation overlay district allows for additional oversight of development in these areas to avoid or minimize any impacts on water quality, air quality, wildlife habitat, outdoor recreation, aesthetics and rural character.

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PROJECTED LAND USE AND BUILD-OUT ANALYSIS

According to estimates provided by the U.S. Census Bureau's American Community Survey¹, between 2000 and 2013, the population of the Town increased by 15.2%, from 5,912 to 6,815. During the same period, the number of households in the Town increased from 2,334 to 2,977 (27.5%). Consistent with national trends, the average household size decreased from 2.53 in 2000 to 2.27 in 2013.

The population projections prepared by the Genesee/Finger Lakes Regional Planning Council in 2013 anticipated a reduction in population by 2020 to 6,050, with growth of less than 2% during each decade through 2050. However, these projections underestimated the current growth trend and do not take into consideration growth due to area employment and potentially people moving to the Town from neighboring municipalities.

Future population growth is difficult to predict. Unknown factors include whether new housing that meets market demand will be constructed within the Town and whether employees of planned economic development projects such as the Western New York Science & Technology Advanced Manufacturing Park (STAMP) in the Town of Alabama will create additional demand for housing.

According to the Generic Environmental Impact Statement (GEIS) prepared for the STAMP, the project is projected to create more than 5,000 new jobs within ten years and 9,000 by 2030. Assuming that a portion of the new employees will move to new housing nearby, the Town of Batavia can expect demand for 60 homes by 2020 and an additional 64 by 2030 (assuming 25% build-out.) If the project is fully built, 460 new homes would be needed in the Town of Batavia by 2030.

Depending on the strength of the housing market, the Town should plan to accommodate between 20 and 50 housing units per year for the next 15 years. At 2.27 persons per household², this would result in population growth of between 45 and 114 people per year. The lower growth scenario would increase the Town's population to 6,221 in 2020 (5.1% increase) and 6,571 in 2030 (5.6% increase).

According to a Housing Demand Model (see Chapter 6: Housing & Residential Neighborhoods and Appendix E) the number of households in the Town of Batavia will increase from 2,949 to 3,714 over the 16-year period, an increase of 768. This projection assumes that the population increase of 15% between 2000 and 2013 will continue at a similar rate between 2014 and 2030, resulting

¹ The U.S. Census Bureau's American Community Survey provides data on population and housing that was previously reported only through the decennial census. (See <https://factfinder.census.gov>.)

² Based on average household size reported by the U.S. Census Bureau in the 2009-2013 American Community Survey 5-Year Estimates

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in 648 new units and that the STAMP development, at 25% build-out, will result in 117 additional housing units. As the housing units currently planned and recently constructed in the Town – 120 units of single- and two-family housing along Seven Springs Road and 136 units of affordable housing along West Main Street – are included in the projections, the Town can expect future demand for an additional 531 housing units.

The amount of land required will depend on the type of housing. Compact, mixed use developments can accommodate up to 40 units per acre, while rural or suburban subdivisions would average two units per acre. The total amount of land needed to accommodate new residential growth may be as low as 18 acres and as large as 711 acres by 2030.

Table 2: Growth Projections by 2030

	Low Growth	Moderate Growth	High Growth
Dwelling Units per year	25	30	48
Persons per dwelling	2.37	2.37	2.37
Housing unit increase by 2020	100	120	192
Housing unit increase by 2030	400	480	768
Population by 2020	237	237	474
Population by 2030	948	1138	1820
Land Needed by 2020			
Acres (40 units/acre)	2.5	3.0	4.8
Acres (2 units/ acre)	50	240	384
Land Needed by 2030			
Acres (40 units/acre)	10	12	19
Acres (2 units/ acre)	200	569	910
SOURCE: LaBella Associates and Town of Batavia			

In order to consider the potential fiscal and economic impacts of future growth, the Comprehensive Plan projects a future build-out scenario for 2030 that includes 500 new housing units and 1.5 million square feet of commercial, industrial, office and warehouse uses. (See Map 6: Projected Buildout.)

INFRASTRUCTURE PLAN

The infrastructure improvements recommended in the Comprehensive Plan include new roads, additional water lines and expanded service areas for sanitary sewers. The proposed roads are intended to improve circulation and provide additional opportunities for economic development.

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Water line extensions are proposed in areas where existing residents utilize private water supplies that are inadequate due to poor quality and/or insufficient quantity. The expansion of sanitary sewer collection is intended to enhance opportunities for economic development.

RECREATION AND OPEN SPACE PLAN

The Comprehensive Plan identifies opportunities for acquisition of land and/or rights-of-way for future recreational opportunities. The Parks and Recreation section identifies existing public parks and private recreation areas, existing and potential trails, and areas or facilities that would be suitable for future public recreation uses.

RELATION TO SMART GROWTH AND ZONING

The Town's current zoning districts and areas designated for future development in Map 5: Future Land Use Plan Map are consistent with Genesee County's Primary and Reserve Smart Growth Development Areas. (See Map 3: Existing Zoning Districts and Map 4: Agricultural Districts & Smart Growth Development Areas.)

ZONING IMPLICATIONS

The Future Land Use Plan represents the Town's long-range policy for the use of land throughout the Town. The Town's zoning regulations and map specify the land uses that are currently permitted. A comparison between Map 5: Future Land Use Plan and Map 3: Existing Zoning Districts indicates that the Future Land Use Plan differs from existing zoning in the following areas.

- The Future Land Use Plan map designates several areas as Residential that are currently zoned Agricultural/ Residential.
- The Future Land Use Plan map designates several areas as Higher-Density Residential that are currently zoned Agricultural/ Residential.
- Commercial zoning is proposed to be discontinued along West Main Street Road and on the north side of Harloff Road.
- An area north of West Main Street Road that is currently zoned Commercial is proposed for future Business, Industrial or mixed use.
- Several areas that are zoned Industrial are designated Agricultural/ Residential, Transportation/ Utilities (sewage treatment ponds), and Open Space/ Conservation in the Future Land Use Plan map.
- Expansion of Commercial areas are proposed along Lewiston Road, southeast of the Thruway interchange, along Clinton Street Road and at the intersection of Hartshorn, Wilkinson and Pearl Street Road.

In those areas where the Land Use Plan differs from the zoning designation, the Town may rezone in the future to accommodate the uses foreseen in the Land Use Plan.

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INTEGRATION WITH GREEN GENESEE/ SMART GENESEE

As part of the Green Genesee/ Smart Genesee project, the Town of Batavia prepared form-based codes with design standards to encourage compact mixed use development as an alternative to traditional residential subdivisions and automobile-oriented commercial development. (See Appendix C: Recommended Zoning.) The sketch in Map 7 illustrates a hypothetical development designed in accordance with these standards, The narrative below summarizes how this approach could be used in the Town of Batavia

Map 8: “Townville Concept Sketch” illustrates a conceptual development plan for what is often referred to as traditional neighborhood development (TND). Traditional neighborhood development provides a variety of unique benefits that may appeal to communities seeking an alternative to typical suburban strip type development. They look to cultivate an environment that emphasizes a sense-of-community reflected in the physical design of the neighborhood. Rather than separating land uses, which is typical in sub-urban development, TNDs include a mix of land uses where a variety of housing types are in close proximity to commercial and retail uses, and recreational opportunities. People have choices to walk, bike or drive an automobile.

Traditional neighborhoods include a unique stock of buildings and structures that feel different from typical sub-divided residential community. They include a range of housing and building types to help foster a community with a distinctive feel. Single-family homes are often located on quarter acre lots or less, have front porches with carriage walks that connect to the public sidewalks, and inconspicuous garages. Commercial or retail buildings are close to the street, multi-story with first floor uses that engage the sidewalk and offices or apartments on the upper floors. The refurbishment and reuse of historically significant structures adds to the sense-of-place and celebrates the community’s unique identity. Access to recreational opportunities such as parks, squares, and trails are within a 5 or 10 minutes walk or a short bike ride away.

Some other benefits that result from traditional neighborhood development are functional benefits that provide residents with ease of both use and access to amenities. Traditional neighborhoods are designed to encourage all modes of transportation, with special emphasis given to pedestrians and bicyclists. They tend to lessen dependence on the automobile, while utilizing design techniques to improve transportation and access for walkers and bikers. Higher density in both residential and commercial development, enhanced crosswalks, wider sidewalks, multi-use paths, bicycle boulevards, and increased bike parking are also typical. All of these design characteristics help to create a walkable and bikable environment that especially appeals to both seniors and millennials who are continuing to seek out neighborhoods and living environments that reflect ease and variety of transportation choice.

New development in Batavia could include some form of traditional neighborhood development. The conceptual sketch is a prototypical development intended to show an example of how it could be done. It includes single-family homes, mixed-use buildings with commercial or retail on

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the first floor and apartments and offices on the upper floors, and high-density residential such as townhouses and row houses all within close proximity to one another. The streets are connected and compact. They are intended to include sidewalks, street trees, and narrow travel lanes to help slow traffic and make it bicycle friendly. If Batavia is looking to accommodate an aging population and, at the same time attract young families, this type of development is certainly something to consider.

RECOMMENDED ACTIONS

2007 COMPREHENSIVE PLAN RECOMMENDATIONS AND CURRENT STATUS

Land Use	
2007 Comprehensive Plan Recommendation	Status
Designate several areas that are zoned Industrial for Agricultural/ Residential, Transportation/ Utilities (sewage treatment ponds), and Open Space/ Conservation.	No Action. Most of these areas continue to be zoned Industrial.
Create a new Agricultural Production zoning district, with effective regulations to encourage the continued agricultural use of high quality farmland, north of the NYS Thruway	No Action. Recommended in 2011 Farmland and Agricultural Protection Plan.
Eliminate the existing Agricultural zoning district in the southwestern portion of the Town.	Complete (2008 Zoning Revisions) Former Agricultural zoning district in the southwest portion of the Town rezoned to Agricultural-Residential.
Establish Hamlet Residential and Hamlet Commercial new zoning districts in the hamlet of East Pembroke on land zoned Agricultural/ Residential and Commercial respectively.	Complete (2008 Zoning Revisions): Hamlet Residential and Hamlet Commercial zoning districts established for the hamlet of East Pembroke. Lot size and setback requirements in these districts are consistent with existing lot sizes and building placements in the hamlet.
Rezone several areas as Residential that are currently zoned Agricultural/ Residential.	Complete (2008 Zoning Revisions): Residential subdivisions rezoned from Agricultural/ Residential to Residential, include: Bennett Heights; Stringham Drive; Valle Drive, Edgewood Trail, and Fairways Drive; and a portion of State Street Road.

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Land Use	
2007 Comprehensive Plan Recommendation	Status
Discontinue commercial zoning along West Main Street Road and on the north side of Harloff Road.	Complete (2008 Zoning Revisions): Commercial zones eliminated along West Main Street Road.
Rezone several areas as Higher-Density Residential that are currently zoned Agricultural/ Residential.	Complete (2008 Zoning Revisions): Existing manufactured home parks on Pratt Road and West Main Street Road rezoned from Agricultural/ Residential to Mobile Home Park.
Expand Commercial areas along Lewiston Road southeast of the Thruway interchange, along Clinton Street Road and at the intersection of Hartshorn, Wilkinson and Pearl Street Road.	Complete (2008 Zoning Revisions): Commercial zones eliminated along West Main Street Road. Land northwest of Veterans Memorial Drive rezoned from AGR to Commercial.
Designate a large area west of Route 98 as Planned Business/ Industrial, from Commercial and Agricultural/ Residential, to accommodate a large, economically beneficial development that requires a significant amount of this land.	Complete (2008 Zoning Revisions): Rezoned to Planned Business

RECOMMENDED ACTIONS TO IMPLEMENT GREEN GENESEE ACTION PLAN

ZONING RECOMMENDATIONS

1. Revise the Town's zoning map and regulations to incorporate the following changes:
 - a. Rezone to Industrial – land along the south side of Pearl Street Road to accommodate planned industrial uses that would make use of rail access.
 - b. Create a new "Suburban Mixed Use" zoning district that would guide the design of a new "town center" concept north of West Main Street Road.
 - c. Extend Hamlet Commercial zoning in East Pembroke to include land on the east side of the hamlet.
 - d. Expand the Commercial zoning to the southeast and northeast corners of the intersection of Pearl Street Road with Wilkinson and Hartshorn Roads.
 - e. Create a Conservation and Stream Corridor Overlay district to protect water quality and natural resources (See also Natural Resources & Environmental Protection.)

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Responsible entity: Town Board

Partner entities: Planning Board
Building Department
NYG

2. Create a new Agricultural Production zoning district as recommended in the Town's Agricultural & Farmland Protection District.

Responsible entity: Town Board

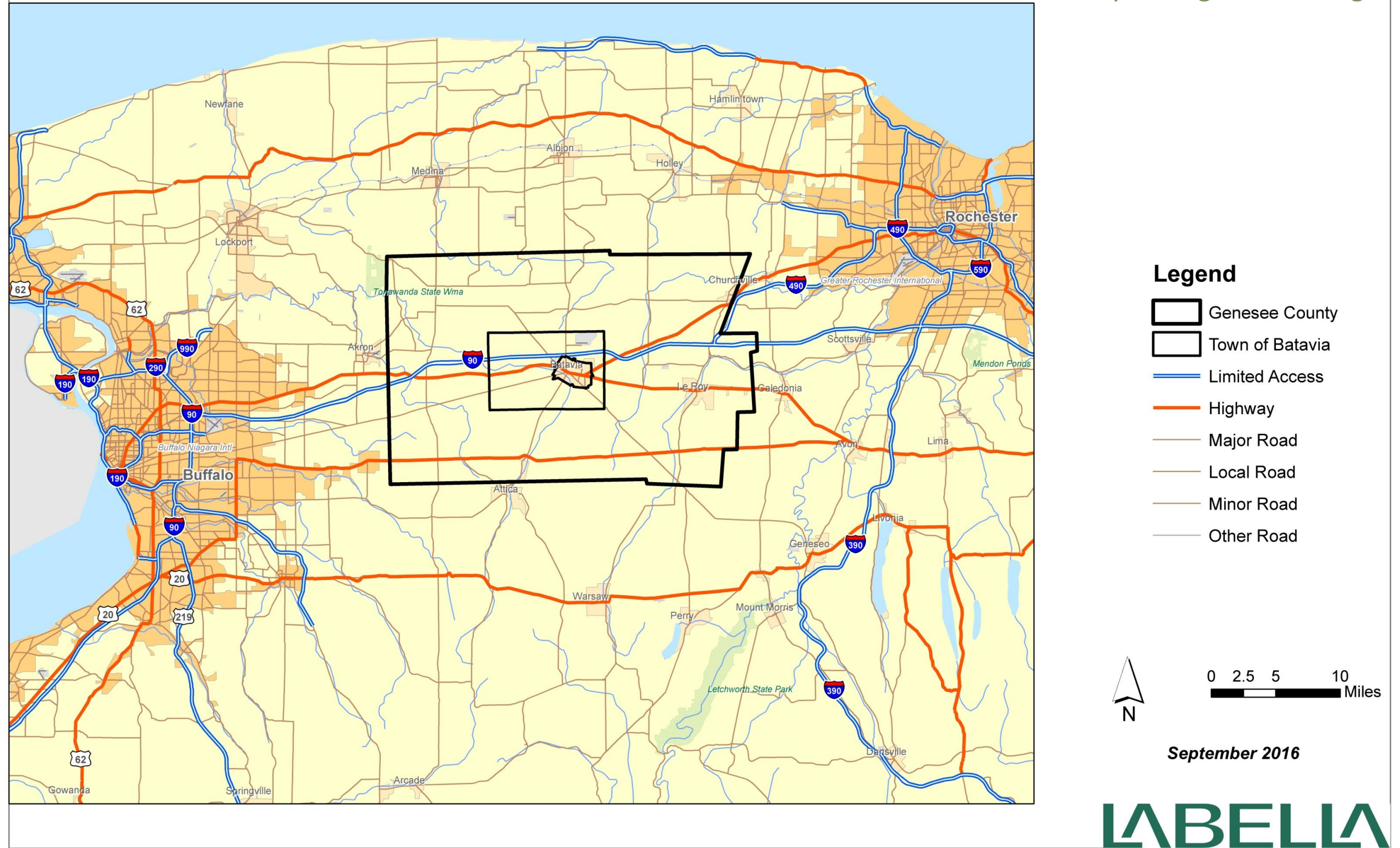
Partner entities: Planning Board
Agricultural Advisory Committee

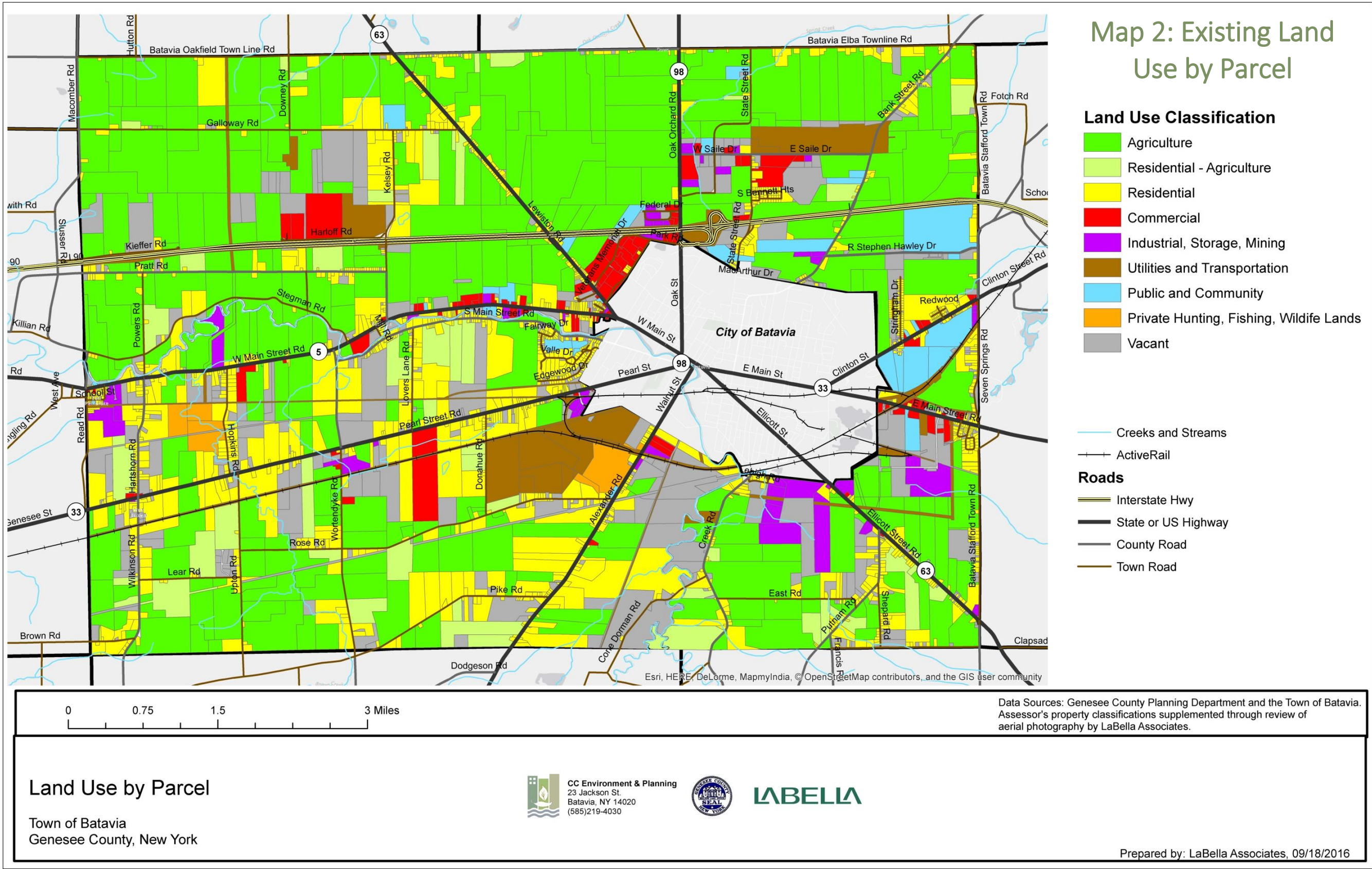
3. Revise zoning to allow and/or encourage compact development patterns and mixed uses in appropriate locations.

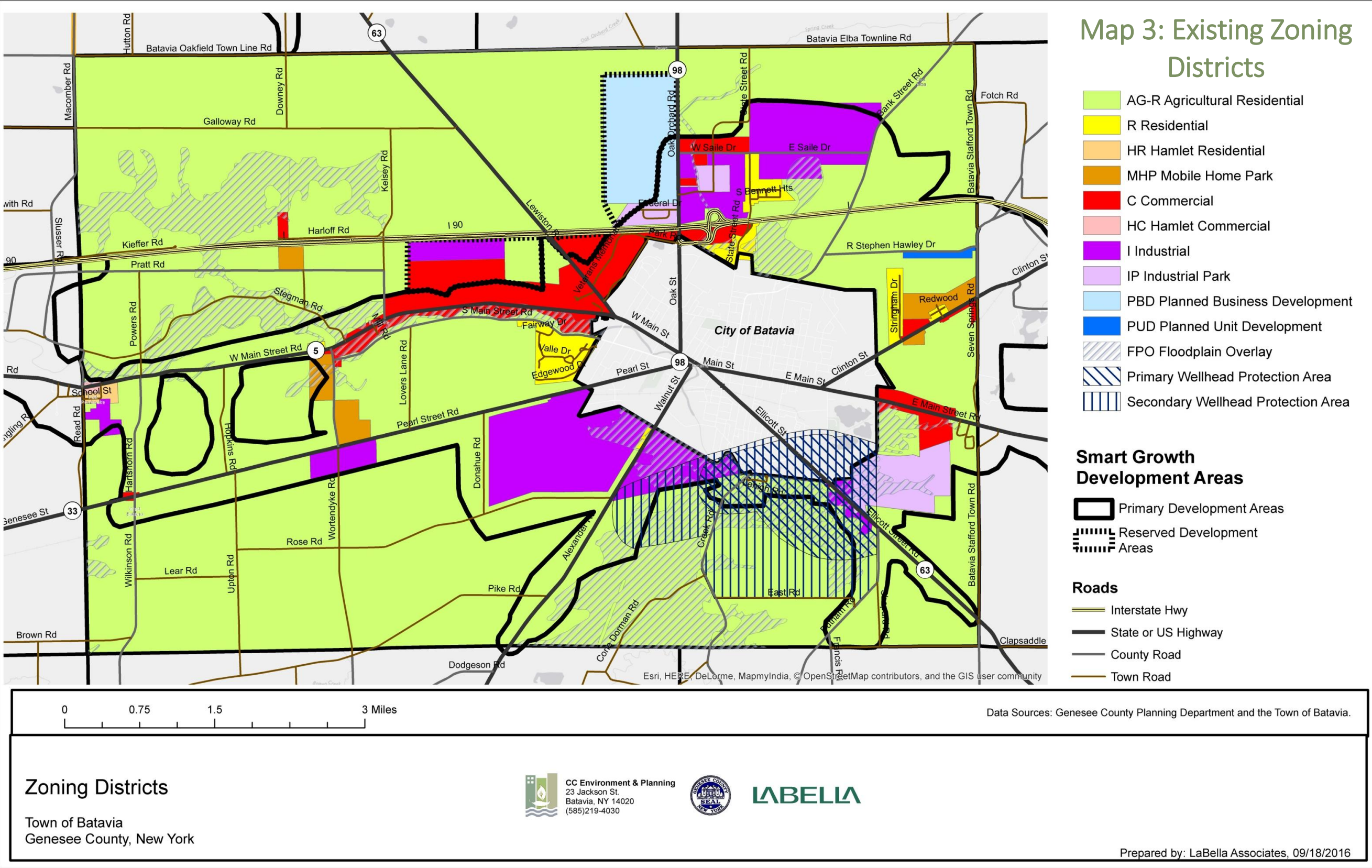
Responsible entity: Town Board

Partner entities: Planning Board
Building Department

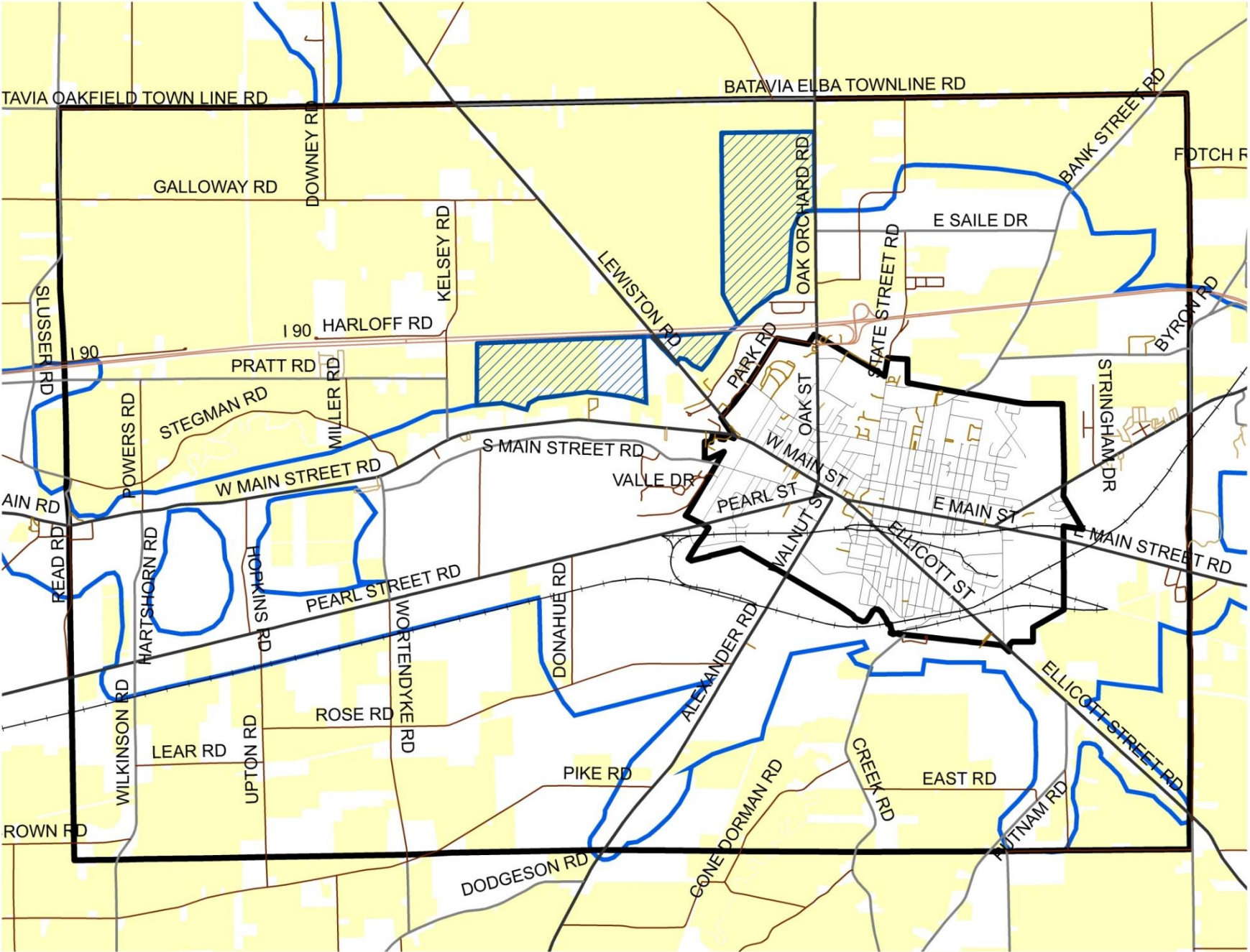
Map 1: Regional Setting







Town of Batavia Comprehensive Plan Update



Map 4: Agricultural Districts & Smart Growth Development Areas

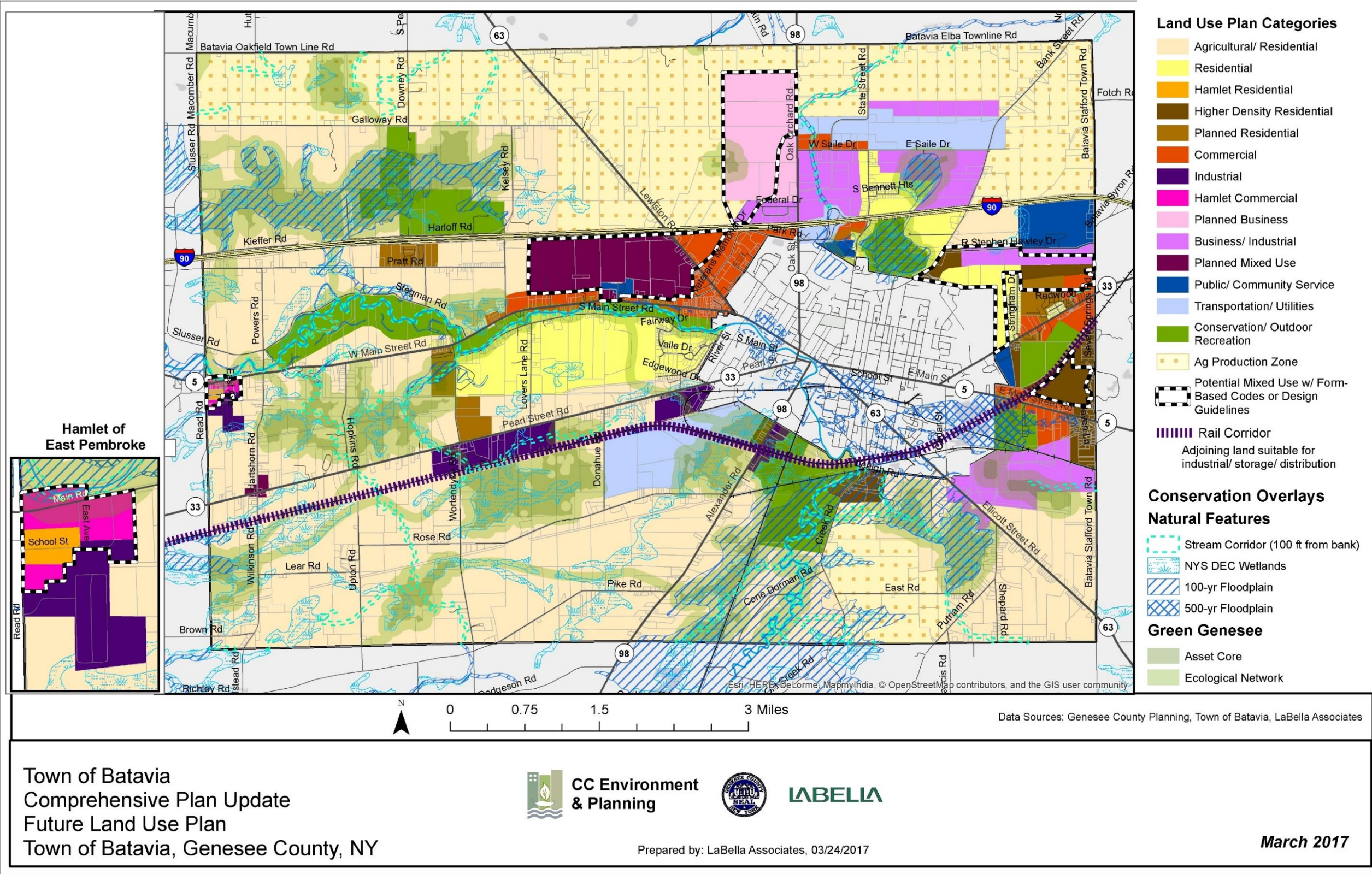
- Agricultural Districts (2014)
- Smart Growth Primary Development Areas
- Smart Growth Reserved Development Areas

Base map and data provided by the Genesee County Planning Department

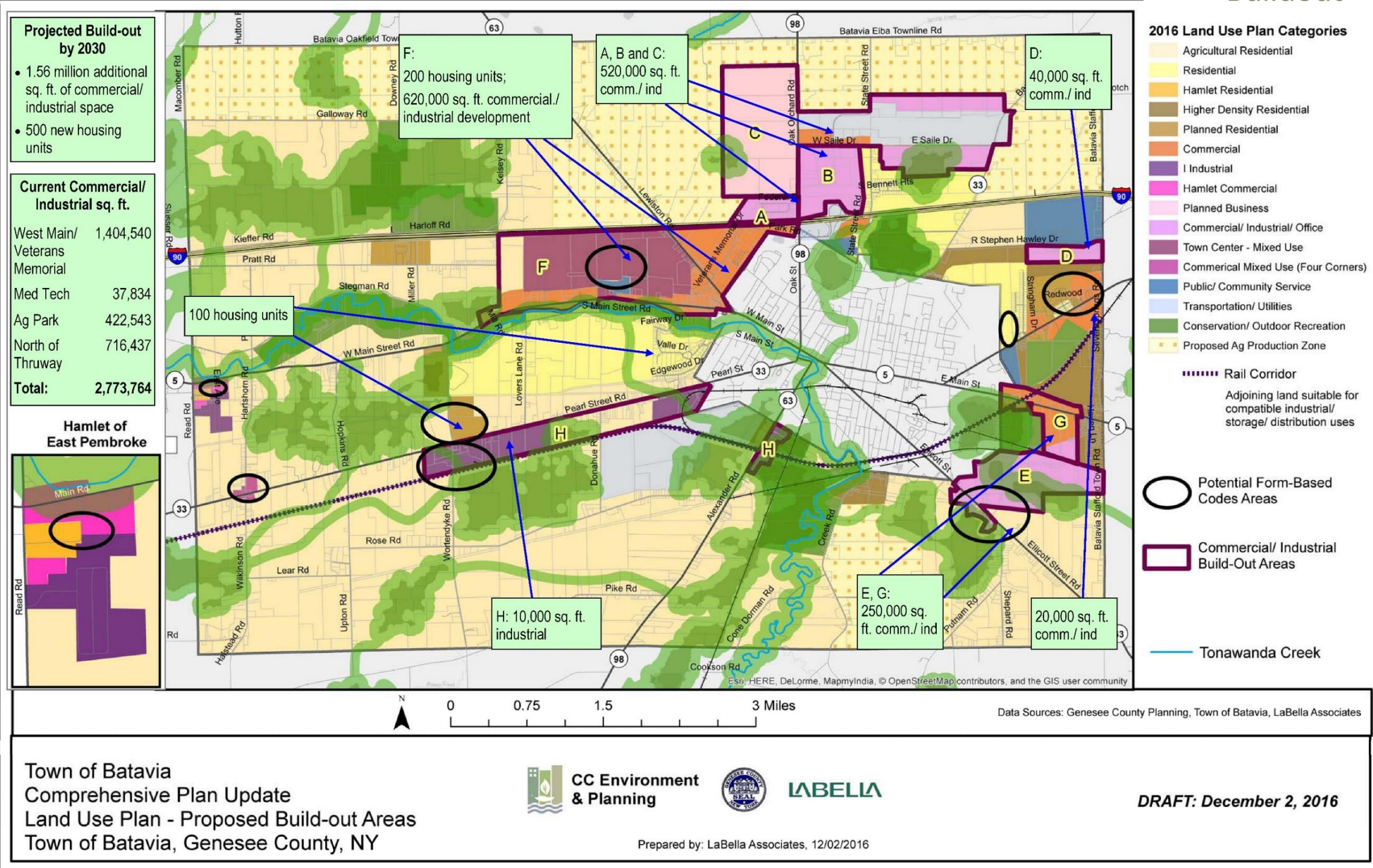
0 0.27 0.55 1.1 Miles



Map 5: Future Land Use Plan Map

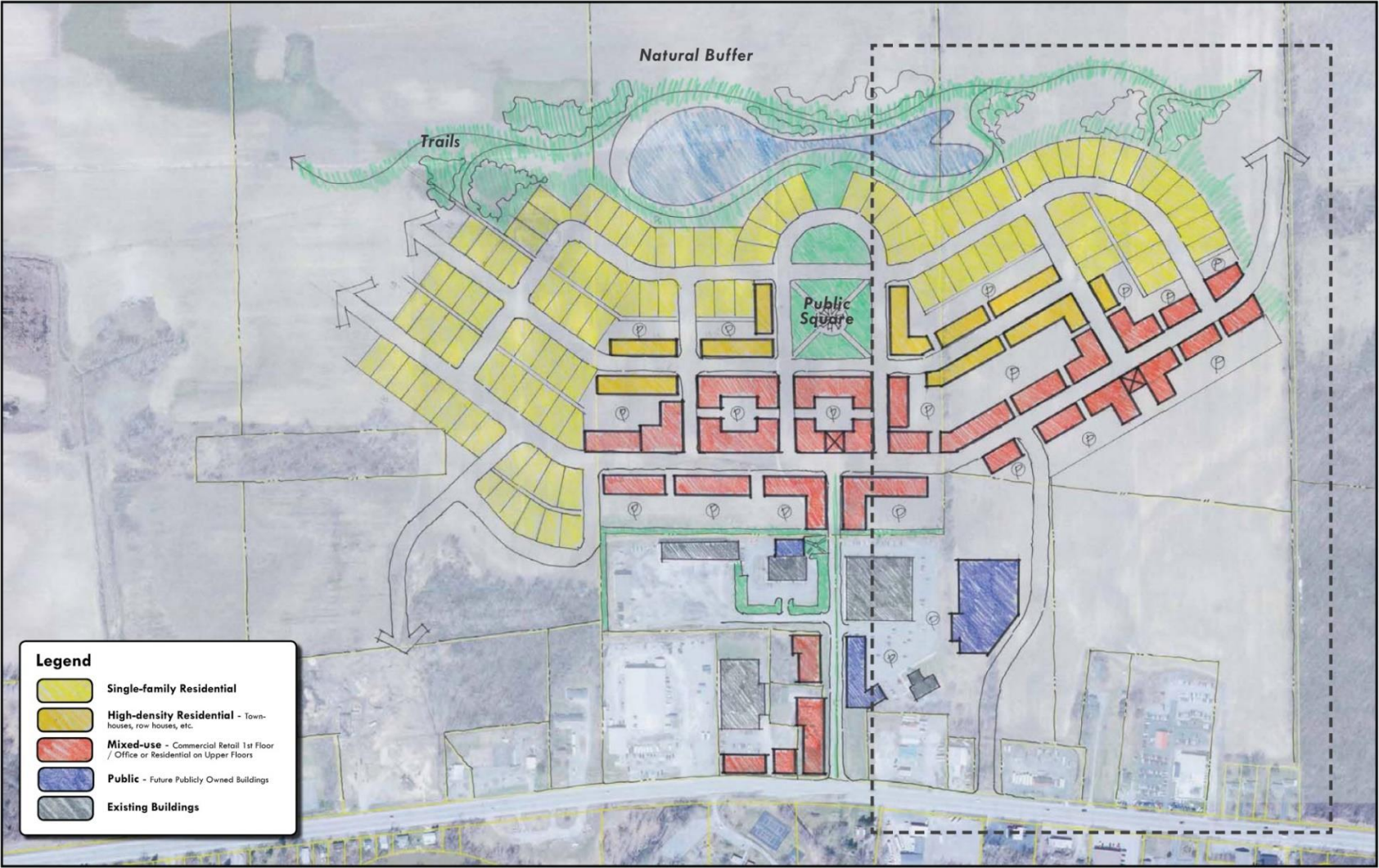


Map 6: Projected Buildout



“Townville” Concept Sketch

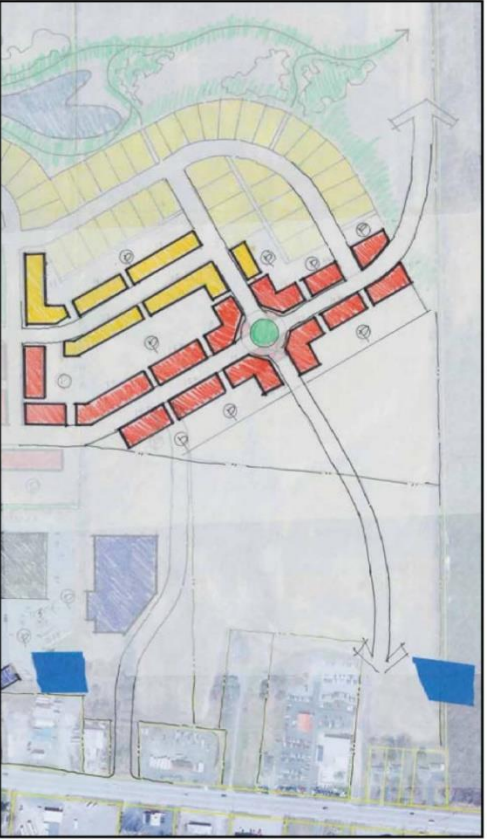
The illustrations below are intended to convey a design concept for the development of Townville using form-based codes.



Map 7: “Townville” Concept Sketch

Alternative

Roundabout and connection to Main Street.



Design Components

Furnishings should be included in key areas. Powder coated steel requires limited maintenance. Benches send the message – “It’s a place for people.”



Street trees are the most important streetscape component.



Pedestrian level lighting extends the use of the street beyond the daylight hours and into the evening, providing for the continued use of public space.



Decorative crosswalks are both highly visible and attractive. However, the continental (white stripes) are very effective as well.



Street & Building Character



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