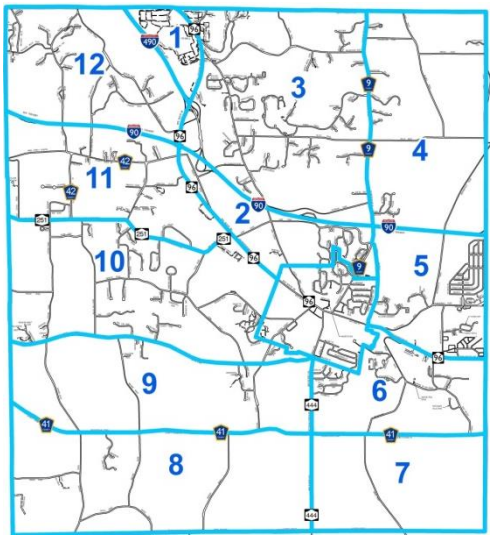
TOWN OF VICTOR

2021
Sanitary Sewer Master Plan for Expansions of the Consolidated Sewer District

A Supplement to the 2016 Farmington Victor Sewer Study



- ***DRAFT DOCUMENT FOR REVIEW ONLY -***

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3/23/2021

A master plan for responding to proposals and requests to extend the boundaries of the Town of Victor Consolidated Sewer District in a manner consistent with the growth, asset management, preservation of rural character, and open space priorities described in the Town's Comprehensive Plan.

Table of Contents

Lists of Tables, Charts and Maps Incorporated in the Text

List of Figures Appended to the Text

List of Abbreviations and Acronyms Utilized in the Text

Auburn Project	Auburn Trail Sanitary Sewer Project
Comprehensive Plan	Town of Victor Comprehensive Plan, August 2015
District	Town of Victor Consolidated Sewer District
EDUs	Equivalent Dwelling Units
Farmington	Town of Farmington
Farmington Victor Sewer Study	Sanitary Sewer Collection System Master Plan for the Town of Farmington and Town of Victor, August 2016
Farmington WWTP	Farmington Wastewater Treatment Plant
FVSS	Sanitary Sewer Collection System Master Plan for the Town of Farmington and Town of Victor, August 2016
FWWTP	Farmington Wastewater Treatment Plant
PS	Pump Station
Sewer District or sewer district	Town of Victor Consolidated Sewer District
Village	Village of Victor
Village WWTP	Village Wastewater Treatment Plant
WWTP	Wastewater Treatment Plant

INTRODUCTION AND PURPOSE

The primary purpose of this plan is to provide guidance relative to requests to extend the Town of Victor Consolidated Sewer District (the "District", the "Sewer District", or the "sewer district") by supplementing and coordinating relevant information presented in two preceding documents: the Sanitary Sewer Collection System Master Plan for the Town of Farmington and Town of Victor, August 2016 (the "Farmington Victor Sewer Study" or the "FVSS") and the Town of Victor Comprehensive Plan, August 2015, as amended (the "Comprehensive Plan"). More specifically, the analysis reported herein is intended to ensure that community planning priorities, including asset management, growth management, and the preservation of both open space and rural character, are taken into account along with sound engineering practices in responding to requests to approve expansions of the District beyond its present boundaries.

The District's collection system is complex, including connections to two different treatment plants and more than thirty pump stations and associated force mains. An overview is presented in the Background section that follows under the heading "The Present System". In response to that complexity, the detailed analysis presented in this document (beneath the main topic heading "Analysis") is separated into twelve sections, each focused on one of twelve different areas within the Town. The headings and organizational framework of the twelve sections are identical. For a more detailed description of the twelve separate areas see the summary presented below in the section entitled "Approach and Methodology", Map 2 in that same section, and appended Figure 11. That same section also summarizes some key characteristics distinguishing the twelve areas from one another and threshold questions encountered in the analysis of each.

As this analysis is being completed, a sewer improvement project known as the "Auburn Trail Sanitary Sewer" project (the "Auburn Project" or "the project") is underway. Once completed, the Auburn Project will result in significant changes to how wastewater collected within the District is conveyed to the Farmington Wastewater Treatment Plant (the "Farmington WWTP"). A summary of the project is presented below in the Background section under the subheading "Changes Underway – The Auburn Trail Sanitary Sewer Project". A subsection summarizing more specifically how that project will affect wastewater conveyance within a given District area is also included in each of the twelve sections presenting the detailed analysis of one of the twelve areas.

The analysis presented for each of the twelve District areas is relatively complex and relies on the consideration of much detailed information. Recognizing that the need to rethink or reconsider the analyses and recommendations presented herein may arise in the future, details that might otherwise have been purged from the plan have instead been retained. For that reason, and to improve its effectiveness as a quick reference, the analysis of each area is preceded by an executive summary of the most important findings and considerations relevant to the area. Readers interested primarily in an overview may prefer reviewing the twelve executive summaries and passing over, at least initially, the intervening details.

Finally, a secondary purpose of this plan has been to identify other outstanding issues presently encountered in the operation, funding and support of the District. Two such issues are identified and presented in the section entitled "General Findings Relevant to System Operation and Support for the District". The first such issue involves excess collection system capacity available to accommodate new connections and how the cost to develop or replace such capacity is allocated within the District and/or to developers. The second such issue concerns the potential need for day-to-day communication and administrative coordination relative to the District and the potential need to appoint a member of the Town staff to be responsible for these functions.

The system overview presented in the background section that follows described the present configuration of the Town's sanitary sewer collection system, the role played by the multiple pump stations, and how that configuration would be changed by the Auburn Trail project. The background section also summarizes Zoning and Comprehensive Plan policies relevant to potential district expansions as well as other policies relevant to proposed extensions of existing wastewater collection infrastructure. How these influence one another is reviewed separately for each of the twelve areas in the Analysis section which begins on page 17.

BACKGROUND

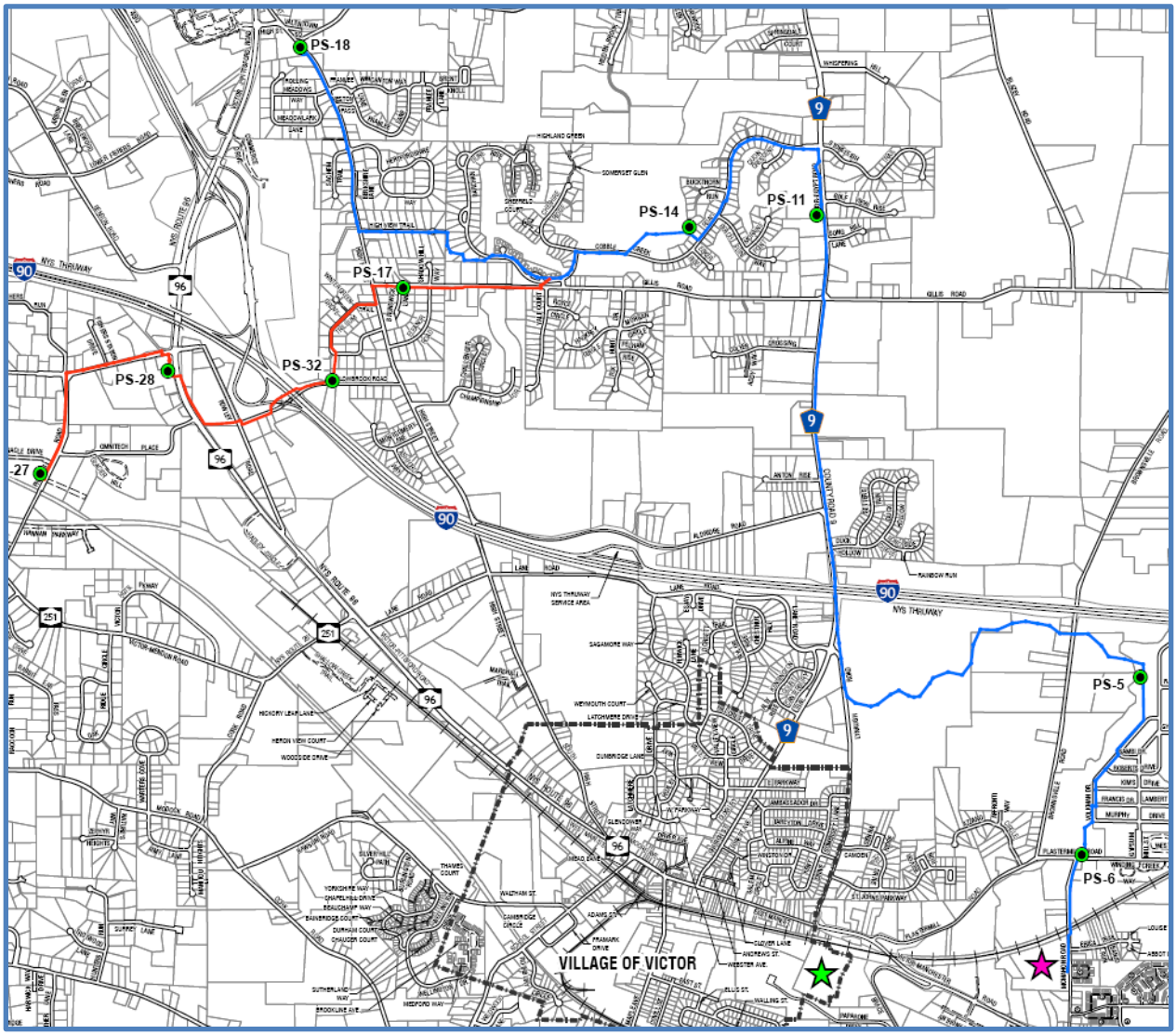
The Present System

Over the years, both the sewer district boundaries and the configuration of the Town's sanitary sewer collection system have been heavily influenced by development and associated proposals from private developers for the Town to approve, and ultimately accept for dedication and operation, sanitary sewer improvements that the developer would construct to serve their properties. This has led to a series of incremental extensions adjacent to one district boundary or another with only limited consideration being given to either the overall coherence of the system or the implications for the Town's growth management and open space preservation priorities.

As a consequence of both the rolling terrain and past approvals of incremental expansions, the Town collection system presently relies on 31 pump stations and associated force mains. Appended Figure 1A depicts the locations of pump stations, force mains, and gravity sewers, as well as the present extent of the consolidated sewer district.

All but three of the 31 collection system pump stations convey flow to the FWWTP. As the FVSS described, although some of the areas served in the Town of Victor sanitary sewer system are tributary to the Village of Victor Wastewater Treatment Plant, most are tributary to the Town of Farmington Wastewater Treatment Plant which is located within the Town of Victor (hereinafter the "FWWTP"). As also described in more detail in the FVSS (see FVSS pages 24 through 33 and FVSS Figure 8), much of the flow collected in the Town and destined for the FWWTP has utilized a primary trunk line (identified in FVSS Figure 8 as "Trunk Line A") and some has also utilized a secondary trunk line that discharges to Trunk Line A (the secondary trunk line is identified in FVSS Figure 8 as "Trunk Line B").

Map 1A, presented below, is a partial image taken from FVSS Figure 8 that depicts only the two Victor trunk lines and their associated pump stations. Map 1A shows Trunk Line A in blue and Trunk Line B in red. Map 1A also identifies the location of the FWWTP with a red star and that of the Victor Wastewater Treatment Plant (hereinafter "Victor WWTP") with a green star.



Map 1A – Town Collection System Trunk Lines at Present

Trunk Line A, constructed primarily in 1989 – 1990, presently commences on High Street near the northern town boundary, turns west north of Gillis Road to County Road 9, and follows County Road 9 to the south before turning west again south of the Thruway, and eventually heading south to the southeastern corner of the Town where it terminates at the FWWTP. Trunk Line A presently includes five pump stations and their associated force mains: Pump Station ("PS") 18, PS 14, PS 11, PS 5 and PS 6.

Trunk Line B, constructed primarily in the 1990's, presently commences just south of the Phillips Road intersection with Omnitech Place, crosses both Route 96 and the Thruway to the east and terminates where it discharges to Trunk Line A on Gillis Road. This secondary trunk line presently includes four pump stations: PS 27, PS 28, PS 32, and PS 17). In addition to these nine, the FVSS identifies three additional pump stations presently discharging to Trunk Line B as key (PS 26, PS 30, and PS 29).

A schematic of the present flow through these pump stations and trunk lines is included below as Chart 1A. For the sake of simplicity, the foregoing chart is obviously not to any scale and does not distinguish between force mains and the many intervening segments of gravity sewer relied upon to both collect local flows and connect pump stations. (FVSS Figures 3 and 8 present scaled, much more detailed illustrations of all collection system pump stations and the two primary trunk lines, respectively). A detailed map of the entirety of the Town's collection system, as it now exists and including the intervening segments of gravity sewer, is presented in Figure 1A appended to this document.)

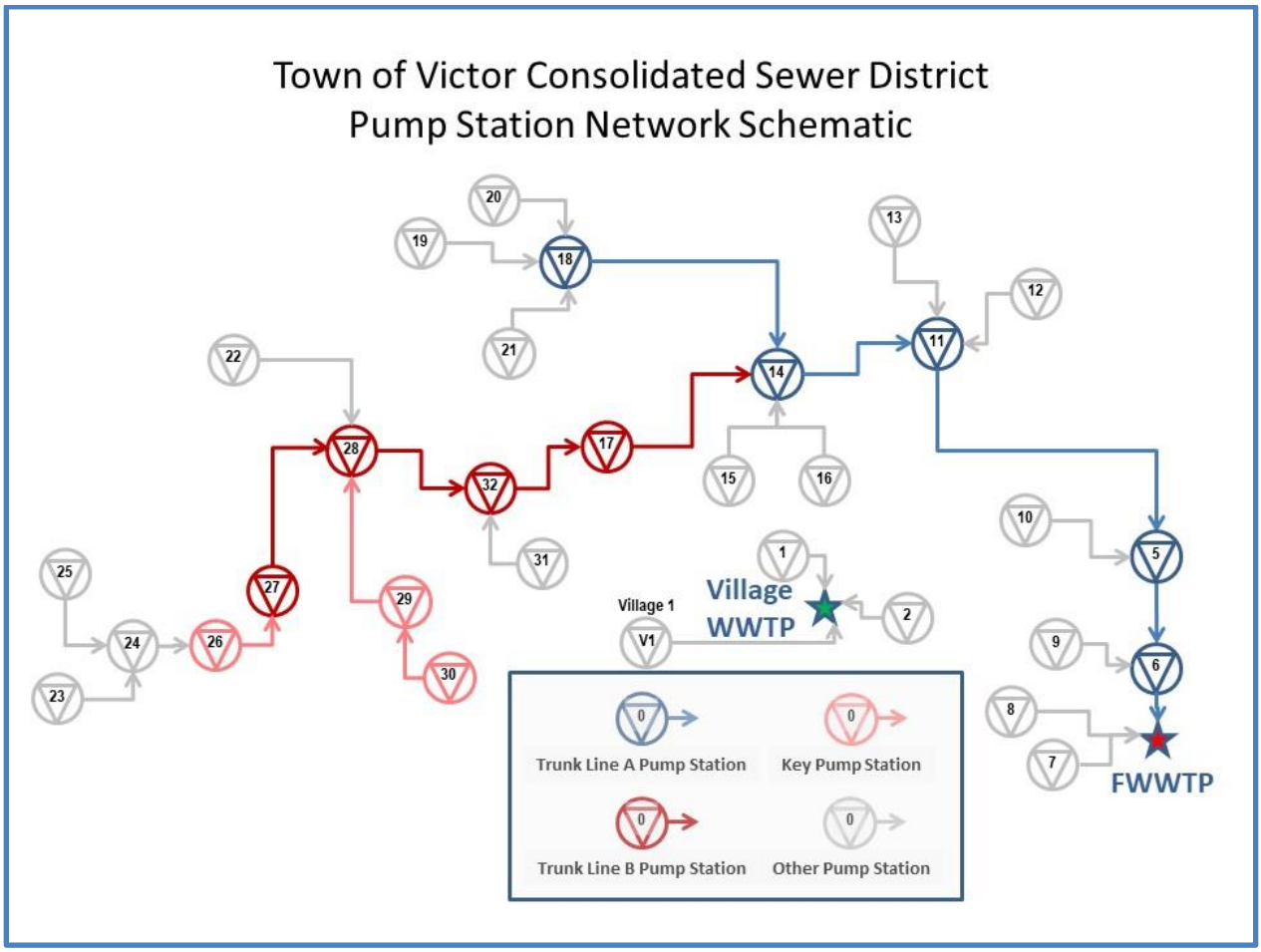


Chart 1A – Present Pump Station Network Schematic

It is worth emphasizing that all flows collected north of the Thruway presently rely on the Trunk Line A north-to-south crossing beneath the Thruway to reach the FWTTP. Two breaks experienced recently in a short section of the Trunk Line A PS 11 force main have called attention to the aging and consequent

vulnerability of these critical sewer improvements. It is worth noting that the flow through this Trunk Line A crossing of the Thruway presently includes as well all flows destined for the FWTPP originally collected south of the Thruway, southwest of Route 96, and north of Dryer Road which first cross the Thruway from southwest to northeast via the PS 28 force main segment of Trunk Line B.

Despite its simplicity, the foregoing schematic presented in Chart 1A helps to illustrate how the burden on downstream stations increases progressively as well as how incremental increases in the hydraulic load at a remote development site can easily affect distant trunk line pump stations. It is also worth noting in this regard that almost all of the wastewater collected in the Town depends on one or more of these pump stations to reach a treatment plant. The only flows not presently dependent upon at least one pump station are those from five areas that discharge to the Village WWTP (a segment of Quail Ridge, The Drumlins, Silverton Glenn, Proximity Meadows and Dorchester Park) and five that discharge to the FWWTP (Scudder Mills, Boca Park, Victoria Woods, Ballerina Court and the segment of Route 96 east of the Village). Of those flows dependent upon pump stations, those collected by PS 23 and PS 25 presently represent the most extreme examples as these must now be pumped by a total of eleven pump stations before reaching the FWWTP.

Changes Presently Underway – The Auburn Trail Sanitary Sewer Project

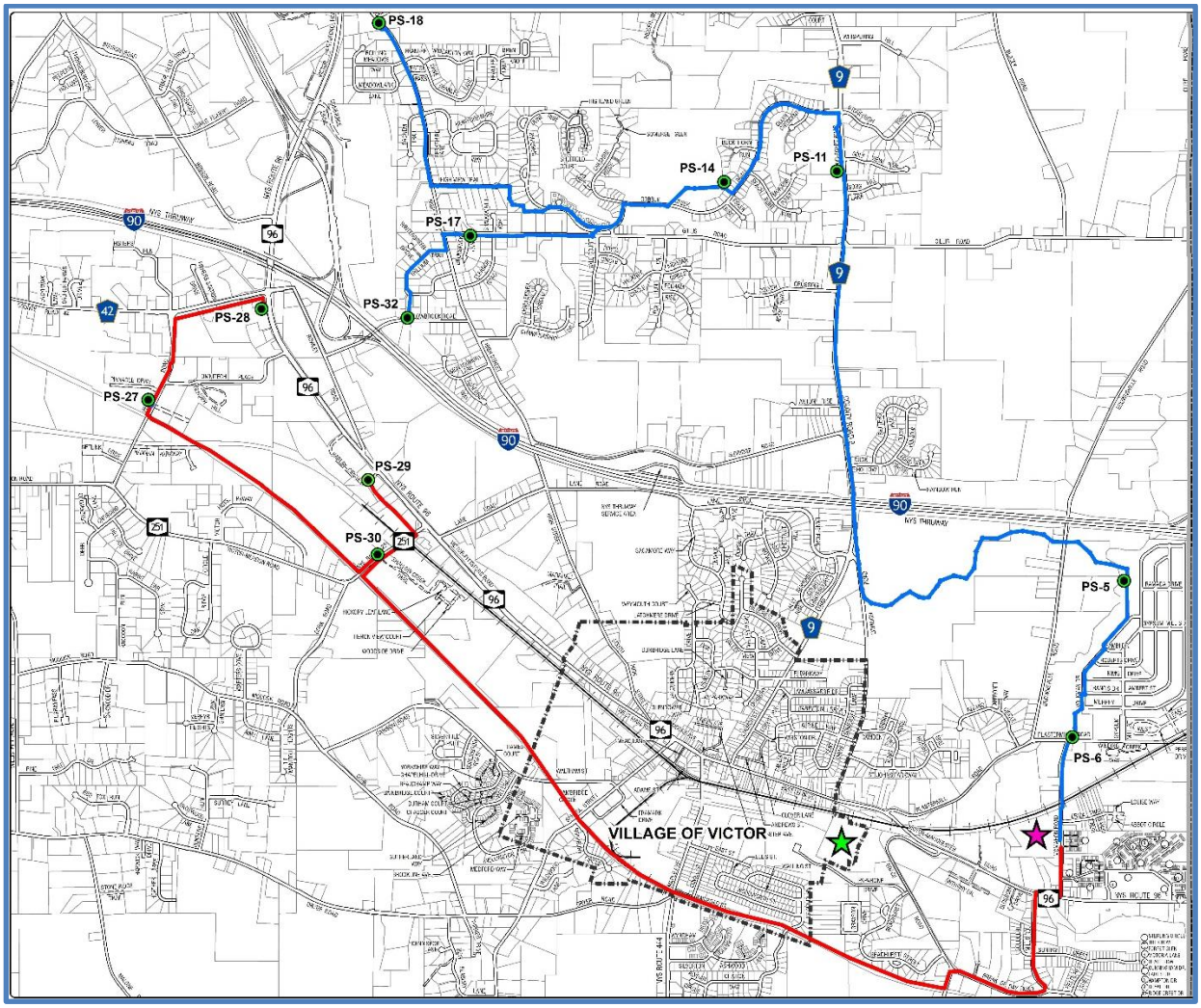
As this 2019 Sanitary Sewer Master Plan is being finalized, a sanitary sewer project is underway (the "Auburn Trail Sanitary Sewer Project") that will directly affect Trunk Line B and some of the associated pump stations. As Trunk Line B presently discharges to Trunk Line A, the project will indirectly affect Trunk Line A as well.

The improvements being constructed as part of the Auburn Project and expected to be put into operation in May or June of 2020 are summarized as follows:

- *Pump Station Replacements.* Replace pump stations 18, 27, 28 and 30 with new pump stations.
- *New force main from PS 30 to Farmington WWTP.* Construct a new force main from PS 30 along the Auburn Trail, southwest of Route 96, south of the Village, and ultimately to gravity sewers that now discharge directly to the Farmington WWTP.
- *Reverse flow between PS 30 and 29.* Abandon the force main now conveying flows from PS 30 easterly along Route 251 towards gravity sewers that ultimately discharge to PS 29. Construct a new force main to convey flows from PS 29 to the south where they will discharge to gravity sewers that discharge in turn to PS 30. The flow between PS 30 and PS 29 will thereby be reversed (from PS 29 to PS 30 rather than from PS 30 to PS 29 as they are presently conveyed).
- *Reverse flow between PS 27 and PS 28.* Abandon the existing force main along Phillips Road that now conveys flows from PS 27 to gravity sewers on County Road 42 that discharge to PS 28. Construct a new force main and gravity sewer to convey flows in the opposite direction from PS 28 to PS 27 instead.

- *New force main from PS 27 to PS 30.* Construct a new force main to convey flows from PS 27 to PS 30.

Together, the foregoing improvements will yield fundamental changes in how flows collected within areas located to the southwest of Route 96 are conveyed to the Farmington WWTP. Appended Figure 1B is an updated version of appended Figure1A that reflects the changes being implemented by the Auburn Project. Likewise, Map 1B, presented below, is an updated version of the foregoing Map 1A that depicts only the two Victor trunk lines and their associated pump stations as they will operate following completion of the Auburn Project. As with Map 1A, Map 1B shows Trunk Line A in blue, shows Trunk Line B in red, identifies the location of the FWWTP with a red star, and identifies the location of the Victor WWTP with a green star.



Map 1B – Town Collection System Trunk Lines After Auburn Project Update

Whereas all flows collected southwest of Route 96 are now discharged to Trunk Line B PS 28 which then conveys them easterly across both Route 96 and the Thruway to PS 32 and then from that station to Trunk Line A (via PS 17), and ultimately from there to the Farmington WWTP via Trunk Line A, this will

no longer be the case. Instead, the Auburn Project will result in all flows collected southwest of Route 96 being discharged to PS 30 and conveyed from there directly to the Farmington WWTP via a reconfigured, extended, and independent Trunk Line B. The new force main being constructed to convey these flows from PS 30 these flows will be installed along the Auburn Trail, southwest of Route 96, south of the Village and ultimately to final segments of existing gravity sewers that discharge directly to the Farmington WWTP.

The present connection between Trunk Line B and Trunk Line A that crosses both Route 96 and the Thruway will be severed and pump stations 32 and 17 and their associated force mains will function as a second branch of Trunk Line A rather than as the final segments of Trunk Line B. PS 29, PS 30 and their associated force mains will join pump stations 28 and 27 as key segments of Trunk Line B.

Chart 1B, presented below, is a revised Trunk Line schematic updating the foregoing Chart 1A to reflect the changes being implemented by the Auburn Project. It is worth noting that whereas some flows presently encounter as many as 11 pump stations en route to the Farmington WWTP, the Auburn Project improvements will reduce that number to no more than seven.

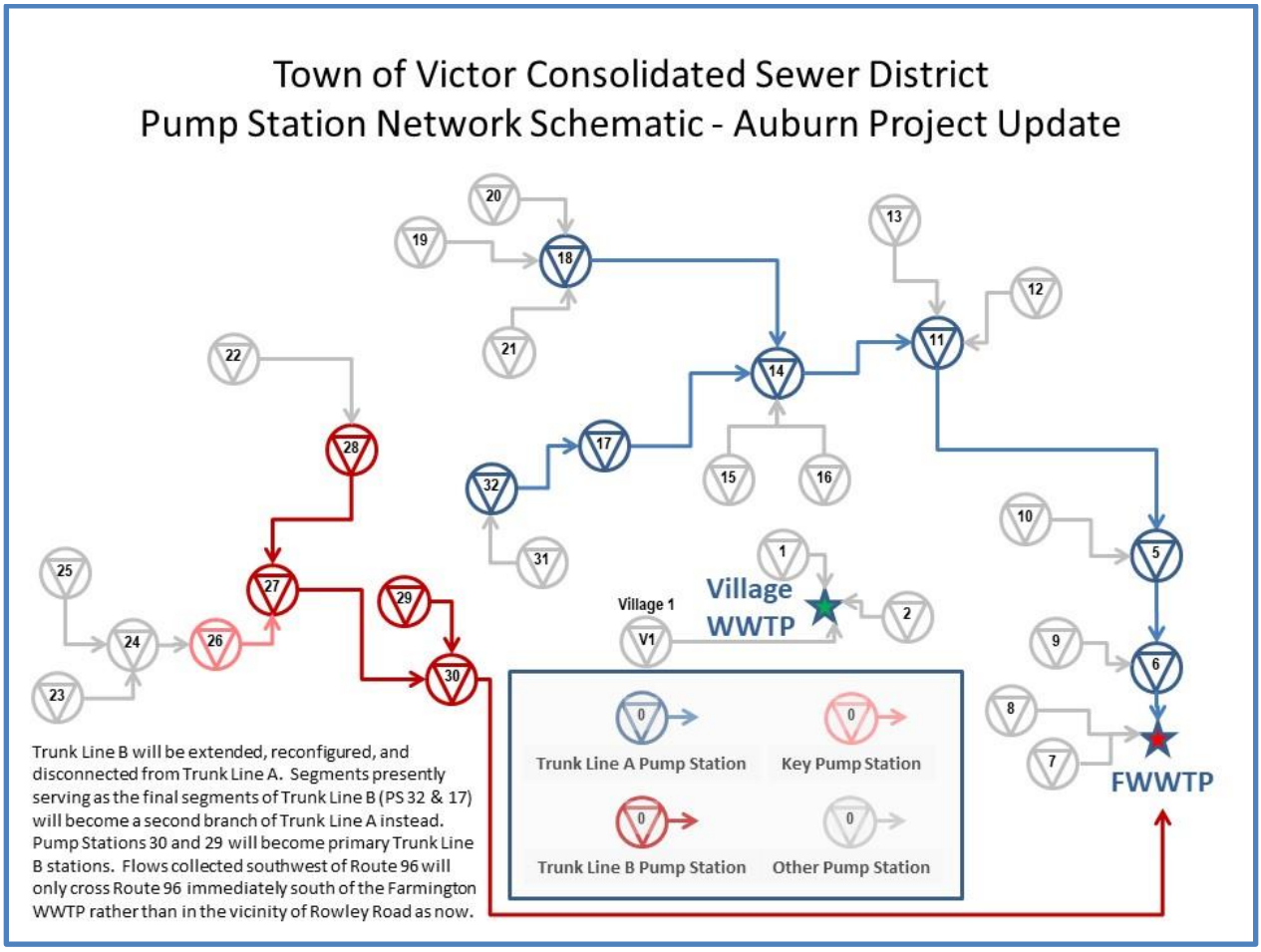


Chart 1B – Pump Station Network Schematic After Auburn Project Update

As illustrated above in Chart 1B, the Auburn Project will implement the following changes:

- Trunk Line B will no longer cross both Route 96 and the Thruway as depicted in Map 1A and will terminate instead at the Farmington WWTP rather than at a point of discharge to Trunk Line A.
- Although PS 27 and PS 28 will remain part of Trunk Line B, PS 32 and PS 17 will not. In addition, PS 29 and PS 30 will become primary Trunk Line B pump stations.
- In addition to the present five pump stations, (PS 18, PS 14, PS 11, PS 5 and PS 6), Trunk Line A will now include PS 32 and PS 17 as well.
- The project will directly affect the manner in which wastewater collected in areas identified herein as Areas 2, 10 and 11 (see Map 2, below) is conveyed to the FWWTP.
- The conveyance of wastewater collected in areas identified herein as Areas 1, 2, 3, 4, and 5 (see Map 2, below) will be indirectly impacted by the reduced hydraulic loads imposed upon segments of Trunk Line A conveying these flows.
- Although the burden on downstream trunk line pump stations will still increase progressively, the burden upon Trunk Line A pump stations will be reduced by the extension of Trunk Line B and severance of the connection between the two trunk lines.
- The Trunk Line A crossing of the Thruway (from north to south and located northeast of the Village) will no longer convey flows collected from south of the Thruway and northwest of the Village. These flows will now reach the Farmington WWTP via the extended Trunk Line B. This will reduce the volume of flow conveyed through the referenced segment of Trunk Line A where breaks were experienced.
- Flows collected by PS 23 and PS 25 will now be pumped by a total of “only” five pump stations rather than the eleven encountered in the absence of the Auburn Trail project.
- The project will also reduce the maximum number of pump stations encountered by any flows to seven (i.e., PS 31 and subsequent downstream stations) rather than the eleven presently encountered by some flows.

Relevant Zoning and Comprehensive Plan Policies

In a 2000 growth management initiative, the Town of Victor adopted a system of maximum limitations upon residential density within the R-1, R-2 and R-3 zoning districts that was implemented via the mapping of three density overlay districts. Overlay A, the least dense, limits residential density to no more than 0.33 units per acre. Overlay B limits residential density to an intermediate density of no more than 0.5 units per acre, and Overlay C, the densest, limits residential density to no more than 1.0 units per acre. The present configuration of these three overlay districts is illustrated in Figure 3 and also in Figure 7 (Figure 7 duplicates how the information was presented in the Comprehensive Plan).

Based primarily upon the identification of green infrastructure priority zones, the Comprehensive Plan adopted in 2015 also mapped three general development density recommendations (quantified only as lower, intermediate and higher density) in the chapter entitled “Natural and Cultural Resources” (the figure originally presented in the Comprehensive Plan on page 2.10 has been reprinted herein as Figure 8). As seen in Figure 8, the green infrastructure priority approach yielded a map which, in general, called for the lowest development densities in the northwest and southwest quadrants of the Town. The

approach generally called for intermediate densities along the western boundary between the aforementioned least dense areas, within the southeastern quadrant, along the eastern town boundary, and within the most northerly and easterly portions of the northeastern quadrant. Higher densities were called for generally along Route 96, I-490, the Thruway, Route 251 and within the more centrally located portions of the northeastern quadrant found east of Route 96 and near CR 9.

Chapter 8 of the Comprehensive Plan (entitled "Future Land Use") presented a Concept Level Future Land Use Plan (see Comprehensive Plan page 8.15, reprinted herein as Figure 9) which included a more definitive mapping of development density recommendations intended to take infrastructure and other growth management priorities into account in addition to green infrastructure alone. The Concept Level Future Land Use Plan also mapped three distinct density levels: Neighborhood Density (the highest residential density), Medium Density, and Rural Conservation Density (the lowest residential density).

The 2016 FVSS identified areas within which the sewer district might be extended (reprinted herein as Figure 5, but see also an updated version of FVSS Figure 5 showing present district boundaries, reprinted herein as Figure 6). The study indicated that the map's identification of potential district expansions was based primarily upon engineering feasibility and the *existing* system of density overlay districts (the study excluded potential expansions from any area presently within an "A", or least dense, overlay).

As development of the FVSS and the Comprehensive Plan were both long term projects with overlapping schedules, opportunities to coordinate between the two were limited. In fact, although the FVSS did acknowledge the three-tiered system of density overlays then in effect, the study did not take into account initiatives recommended in the Comprehensive Plan that would modify those overlays or other cautionary recommendations included in the Comprehensive Plan regarding the potential for sanitary sewer expansions to induce higher density development in areas where lower density development would be preferred.

The figure presented on page 8.16 of the Comprehensive Plan ("Concept Level Future Land Use Potential Density Changes", reprinted herein as Figure 10) clearly indicates the Comprehensive Plan intent to modify the system of density overlays then in effect. These proposed modifications are not reflected in the original FVSS Figure 5 identification of areas for potential sewer district expansion.

Regarding the potential for sewer expansion to induce higher density development, the Comprehensive Plan presented the following as a key finding (see Comprehensive Plan, Growth Management and Community Character, page 4.13):

> "For economic if no other reason, developers will generally prefer building where sanitary sewer and other infrastructure is available. From a growth management and open space perspective, it is also true (the benefit to immediately adjacent residents notwithstanding) that water and sewer extensions can often lead to sprawl. The effect upon subsequent development patterns is of particular importance when considering proposed extensions of sanitary sewers. As sanitary sewers are necessary to support higher density development, such development will tend to follow on vacant land served by sewer extensions. Therefore, at the very least, extension of sanitary sewers into areas within which the community would prefer lower densities should be

avoided. In a community like Victor, which is already concerned with the impacts of its rapid growth, careful attention should be paid to further infrastructure extension, lest it encourage sprawl and overdevelopment. In evaluating proposed sewer extensions, the pattern of development intended for the area and the potential for an extension to induce higher density development throughout the service area should always be taken into account. This is not to say that water and sewer should never be expanded in Victor; rather, that the Town's infrastructure plan should be carefully planned and developed in a way that will correspond with and support desired growth patterns without undermining open space preservation priorities such as those identified in this Comprehensive Plan."

Maximizing Utilization of Existing Infrastructure

A related concept regarding the advisability or approving sanitary sewer extensions is sometimes referred to as "Smart Growth". This fiscal principle holds that maximizing utilization of existing infrastructure is preferable to expansion requiring installation of additional infrastructure. From an economic perspective this principle is particularly applicable in Victor relative to the potential need for further extensions or expansions of the network of costly and maintenance-intensive pump stations presently supporting the sewer district. In evaluating how potential expansions of the system might impact the need for additional or larger pump stations, the potential for the nine stations comprising the two trunk lines as well as the three additional key stations described above to be affected by distant upstream extensions that would rely upon them is of critical importance.

APPROACH AND METHODOLOGY

Primary Goal

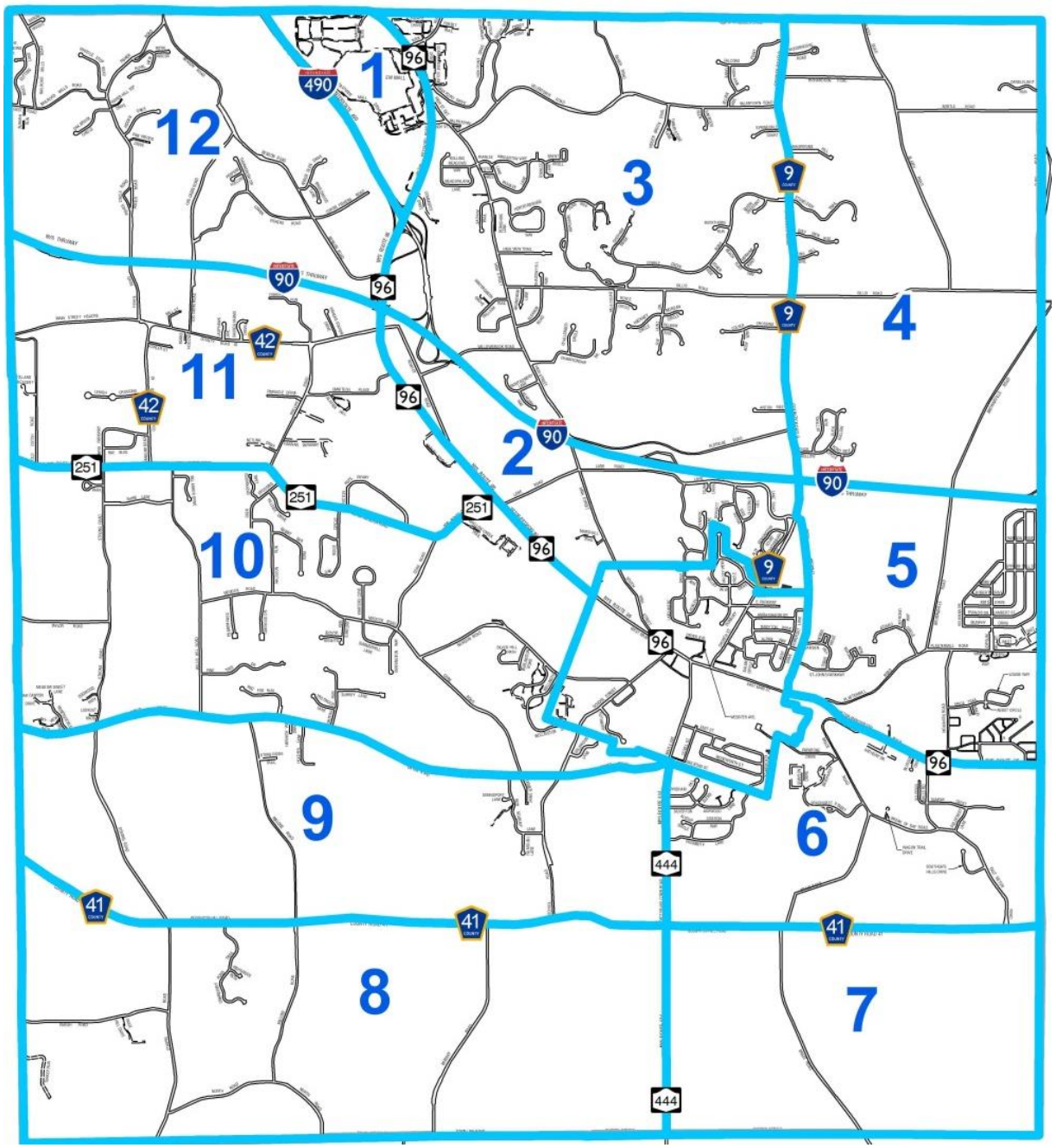
This report seeks to correlate and coordinate all of the foregoing requirements, studies, plans and recommendations so as to supplement, and potentially modify, the FVSS Figure 5 in a manner that takes into account all of the density, green infrastructure, open space and rural preservation priorities presented in the Comprehensive Plan. A secondary goal has been to consider how the District is presently administered and supported and identify potential improvements.

Areas Analyzed

This report analyzes the Town (outside of the Village) as twelve separate areas bounded by major thoroughfares (see Map 2, below, and Figure 11):

1. East of I-490 and west of Route 96.
2. Northeast of Route 96, south of I-90, and west of CR 9/Lynaugh Road.
3. North of I-90, east of Route 96, and west of CR 9.
4. North of I-90 and east of CR 9.
5. South of I-90, east of CR 9/Lynaugh Road, and north of Route 96.
6. East of Route 444, north of CR 41, and south of Route 96.

7. East of Route 444 and south of CR 41.
8. West of 444 and south of CR 41.
9. South of Dryer Road, west of Route 444, southwest of Route 96, and north of CR 41.
10. South of Route 251, west of Route 444, southwest of Route 96, and north of Dryer Road.
11. South of I-90, west of Route 96, and north of Route 251.
12. Southwest of I-490, north of I-90, and east of the Route 96 segment that is immediately south of the I-490 terminus.



Map 2 – Twelve Areas Analyzed

General Assumptions

The analysis of the foregoing areas and issues assumes that the following are generally applicable:

- Residential zones designated for the highest density require access to sanitary sewer.
- Residential zones designated for intermediate density do not necessarily require access to sanitary sewer, but may benefit from such access to sanitary sewer provided the Town's interests in preserving rural character and open space are not directly harmed. The need for transition zones and the Town's interest in managing the need for additional, or larger, pump stations are critical considerations relative to potential expansions within such zones.
- Residential zones designated for the lowest density do not require access to sanitary sewer and the Town's interests may be harmed by the induction of higher density growth and development when sanitary sewer is made accessible within areas where lower density development would be preferred. Of course, the Town's interest in avoiding the need for additional, or larger, pump stations would also be a critical consideration relative to potential expansions within these zones as well.

Threshold Questions Regarding Suggested Expansions

The analysis of each of the twelve identified areas was begun by considering a number of relevant questions related to both infrastructure and land use planning, including expansion questions that may arise in the future. These are listed below followed by tables summarizing some preliminary responses (more detailed analyses are presented within the individual area sections that begin on page 17).

- Is the area, or a portion of it, now within the sewer district?
- By what routes are flows collected within a given neighborhood conveyed and what is the nature of the area's reliance on the collection system including pump stations and trunk lines?
- Did the FVSS identify any potential district expansions within the area?
- What residential density overlays are within the area now?
- Did the Comprehensive Plan propose any changes to the present configuration of residential density overlays within the area?
- Would an expansion within the area require development and maintenance of additional, or larger, pump stations and force mains?
- Are there any zones within the area that are designated for the highest density, either presently or as the Comprehensive Plan might recommend the density overlays be modified, and that *would not* be served by sanitary sewer, either as the district exists now or as it would exist were the expansions identified in the FVSS to be adopted?
- Are there any zones within the area that are designated for intermediate density, either presently or as the Comprehensive Plan might recommend the density overlays be modified, that *would not* be served by sanitary sewer, either as the district exists now or as it would exist were the expansions identified in the FVSS to be adopted?

- Are there any zones within the area designated for the lowest density, either presently or as the Comprehensive Plan might recommend the density overlays be modified, that *would* be served by sanitary sewer were the expansions identified in the FVSS to be implemented?

Table 1A, which follows, summarizes information related to district status within an area as well as reliance on pump stations and trunk lines.

Summary of District Status and Reliance on Pump Stations and/or Trunk Lines							
	Sewer District		Pump Stations [1]				
Area	Within District Now	Potential Expansion Identified in 2016 FVSS	Trunk Line Stations within the Area	Other Key Stations within the Area	Other Stations within the Area	Tributary to Pump Stations	Tributary to Trunk Lines
1	Entirely	No	None	None	19, 20	20, 19, 21, 18, 14, 11, 5, 6	A
2	Partly	Yes	None	None	None	29, 28, 32,17, 14, 11, 5, 6	A, B [2]
3	Partly	No	18, 14, 11, 32, 17		13, 21, 15, 16, 31	31, 32, 17, 21, 18, 15, 16, 14, 13, 11, 5, 6	A, B
4	Partly	No	None	None	12, 10	12, 11,10, 5, 6	A
5	Partly	Yes	5, 6	None	9	9, 5, 6	A
6	Partly	Yes	None	None	7, 8	7, 8	None[2, 3]
7	Partly	No	None	None	None	None	None[3]
8	None	No	None	None	None	None	None
9	Partly	Yes	None	None	None	None	None[2]
10	Partly	Yes	None	None	None	24, 26, 27, 28, 32, 17, 14, 11, 5, 6	A, B [2]
11	Partly	Yes	27, 28	26, 29, 30	22, 23, 24, 25	23, 24, 25, 26, 27, 22, 30, 29, 28, 32, 17, 14, 11, 5, 6	A, B
12	None	Yes	None	None	None	None	None

Notes: [1] See foregoing Chart 1A for a schematic of the network of pump stations.
[2] Some of the area is tributary to the Village WWTP.
[3] Some of the area is tributary to the southern Farmington Trunk Line entering the FWWTP.

Table 1A – Present Status and Reliance

The columns of the foregoing Table 1A will be inaccurate once the Auburn Project improvements are put into operation.

Table 1B, which follows, summarizes information related to district status within an area as well as the reliance on pump stations and trunk lines as they will be once the Auburn Project improvements are operational. In Table 1B, the changes, when compared to Table 1A, are shown in red.

Summary of District Status and Reliance on Pump Stations and/or Trunk Lines – Auburn Project							
	Sewer District		Pump Stations [1]				
Area	Within District Now	Potential Expansion Identified in 2016 FVSS	Trunk Line Stations within the Area	Other Key Stations within the Area	Other Stations within the Area	Tributary to Pump Stations	Tributary to Trunk Lines
1	Entirely	No	None	None	19, 20	20, 19, 21, 18, 14, 11, 5, 6	A
2	Partly	Yes	None	None	None	29, 28, 27, 30, 5, 6	A, B [2, 3]
3	Partly	No	18, 14, 11, 32, 17		13, 21, 15, 16, 31	31, 32, 17, 21, 18, 15, 16, 14, 13, 11, 5, 6	A
4	Partly	No	None	None	12, 10	12, 11,10, 5, 6	A
5	Partly	Yes	5, 6	None	9	9, 5, 6	A
6	Partly	Yes	None	None	7, 8	7, 8	None[2, 3]
7	Partly	No	None	None	None	None	None[3]
8	None	No	None	None	None	None	None
9	Partly	Yes	None	None	None	None	None[2]
10	Partly	Yes	None	None	None	24, 26, 27, 30	A, B [2,3]
11	Partly	Yes	27, 28, 29, 30	26	22, 23, 24, 25	22, 23, 24, 25, 26, 27, 28, 29, 30	B [3]
12	None	Yes	None	None	None	None	None

Notes: [1] See foregoing Chart 1B for a schematic of the network of pump stations.
[2] Some of the area is tributary to the Village WWTP.
[3] Some of the area is tributary to the southern Farmington Trunk Line entering the FWWTP.

Table 1B – Status and Reliance After Auburn Trail Project

The following Table 2 summarizes information related to district status within an area, potential district expansions identified in the FVSS, the present configuration of maximum residential density overlays, whether the Comprehensive Plan recommended changes to those overlays, and the relationships between such designated density maximums and the availability of sanitary sewer service.

Summary of District Status, Potential Expansions, Overlays & Future Land Use Plan by Area							
	Sewer District		Density Overlays		Densities Not Served [4]		Lowest Served: [5] With Expansion
Area	Within District Now	Potential Expansion Identified [1]	Density Overlays Present [2]	Overlay Changes Proposed [3]	Highest - Existing or Expanded	Intermediate - Existing or Expanded	
1	Entirely	No	None	NA	NA	NA	NA
2	Partly	Yes	C	None	None	NA	NA
3	Partly	No	C, B, A	Increases	None	Some	None
4	Partly	No	C, B, A	Increases	None	None	None
5	Partly	Yes	C,B	Both	One	All	NA
6	Partly	Yes	C, B, A	Both	None	Some	Yes
7	Partly	No	B, A	Decreases	NA	All	Yes
8	None	No	B, A	Decreases	NA	All	None
9	Partly	Yes	B, A	Both	NA	Some	Yes
10	Partly	Yes	C, B, A	Both	None	Some	None
11	Partly	Yes	B	Decreases	NA	Some	None
12	None	Yes	C, A	Decreases	Some	NA	None

Notes: [1] As identified in the 2016 FVSS.
[2] C is highest density, B is intermediate density, A is lowest density.
[3] Changes proposed in the 2015 Town Comprehensive Plan to increase or decrease density.
[4] Future overlays not served even if expansions identified in 2016 FVSS were adopted.
[5] Future lowest density overlays served if expansions identified in 2016 FVSS were adopted.

Table 2

Maps Utilized

Although others were also consulted, the analysis of each area relied most heavily on, and therefore presents, segments of as many as five different maps:

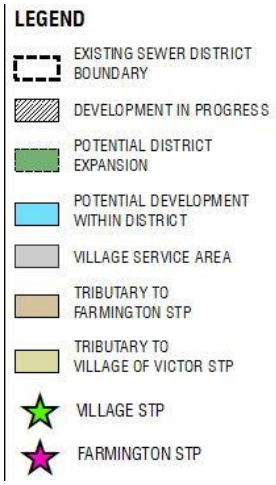
- Present Sewer District Infrastructure and District Boundaries (appended hereto as Figure 1)
- Sanitary Sewer Master Plan Identification of Potential District Expansions, an version of FVSS Figure 5, updated to reflect more recent extensions to the district (appended hereto as Figure 6)
- Comprehensive Plan Existing Town Land Use and Residential Density Designations from Comprehensive Plan Page 8.7 (appended hereto as Figure 7)
- Comprehensive Plan Concept Level Future Land Use Plan, from 2015 Comprehensive Plan Page 8.15 (appended hereto as Figure 9)
- Comprehensive Plan Concept Future Land Use Potential Density Changes, from 2015 Comprehensive Plan Page 8.16 (appended hereto as Figure 10)

Map Legends

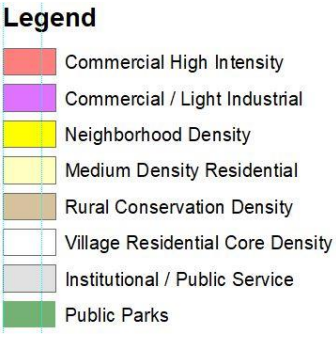
The legends describing the colors and symbols utilized in the foregoing maps as well as in the partial segments of those maps that are presented in the analyses are reproduced below for reference:

Present Sewer District Infrastructure and District Boundaries, and

Sanitary Sewer Master Plan Identification of Potential District Expansions



Comprehensive Plan Existing Town Land Use and Residential Density Designations, and **Comprehensive Plan Concept Level Future Land Use Plan**



Comprehensive Plan Concept Future Land Use Potential Density Changes

Same as immediately above, plus:

ANALYSIS

Area 1 - East of I-490 and west of Route 96

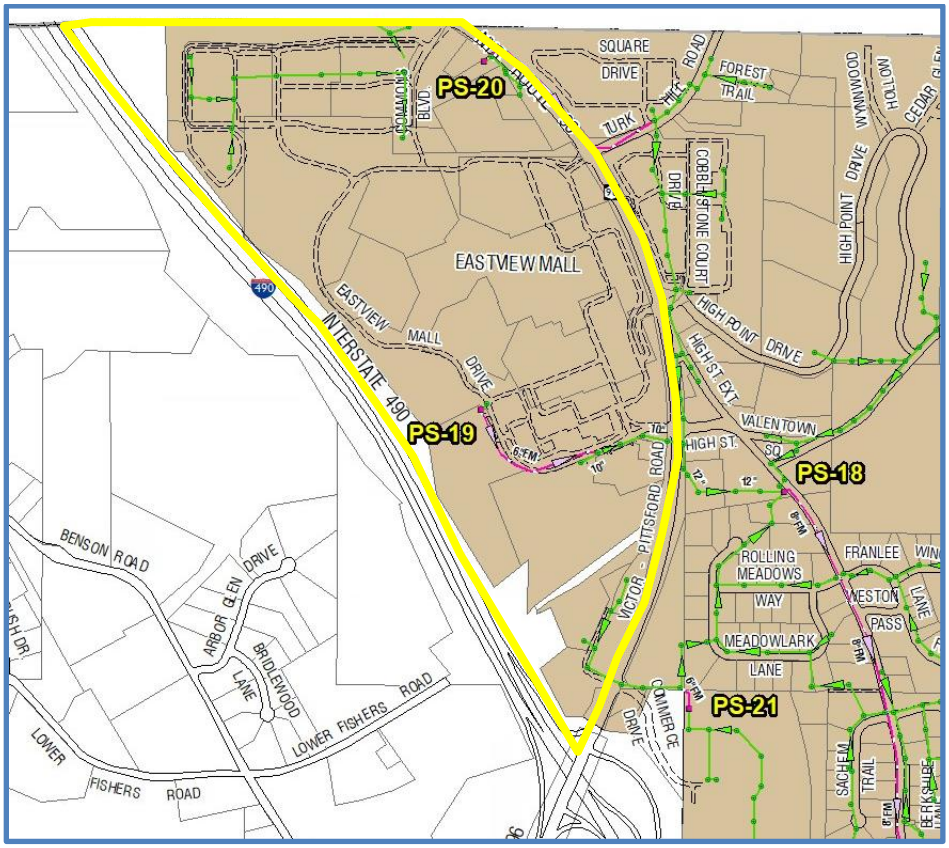
Area 1 borders the northern boundary of the Town, east of I-490 and west of Route 96 (see Map 2 or Figure 11). The area encompasses Eastview Mall and multiple adjoining developments. It is zoned for commercial uses only.

Executive Summary

- All land within Area 1 is zoned for non-residential use.
- All parcels within the area are presently within the sewer district (see Map 3, below).
- Given the two foregoing bullets, this area presents no issues relative to potential district expansions or relevant Comprehensive Plan priorities.
- The Auburn Project would have no direct impact upon the collection of flows within this area. However, conveyance of flows collected within this area would be affected indirectly as the project would divert flows collected in other areas from Trunk Line A and Trunk Line A pump stations 14, 11, 5, and 6 which also convey Area 1 flows to the FWWTP.

Sewer District Status

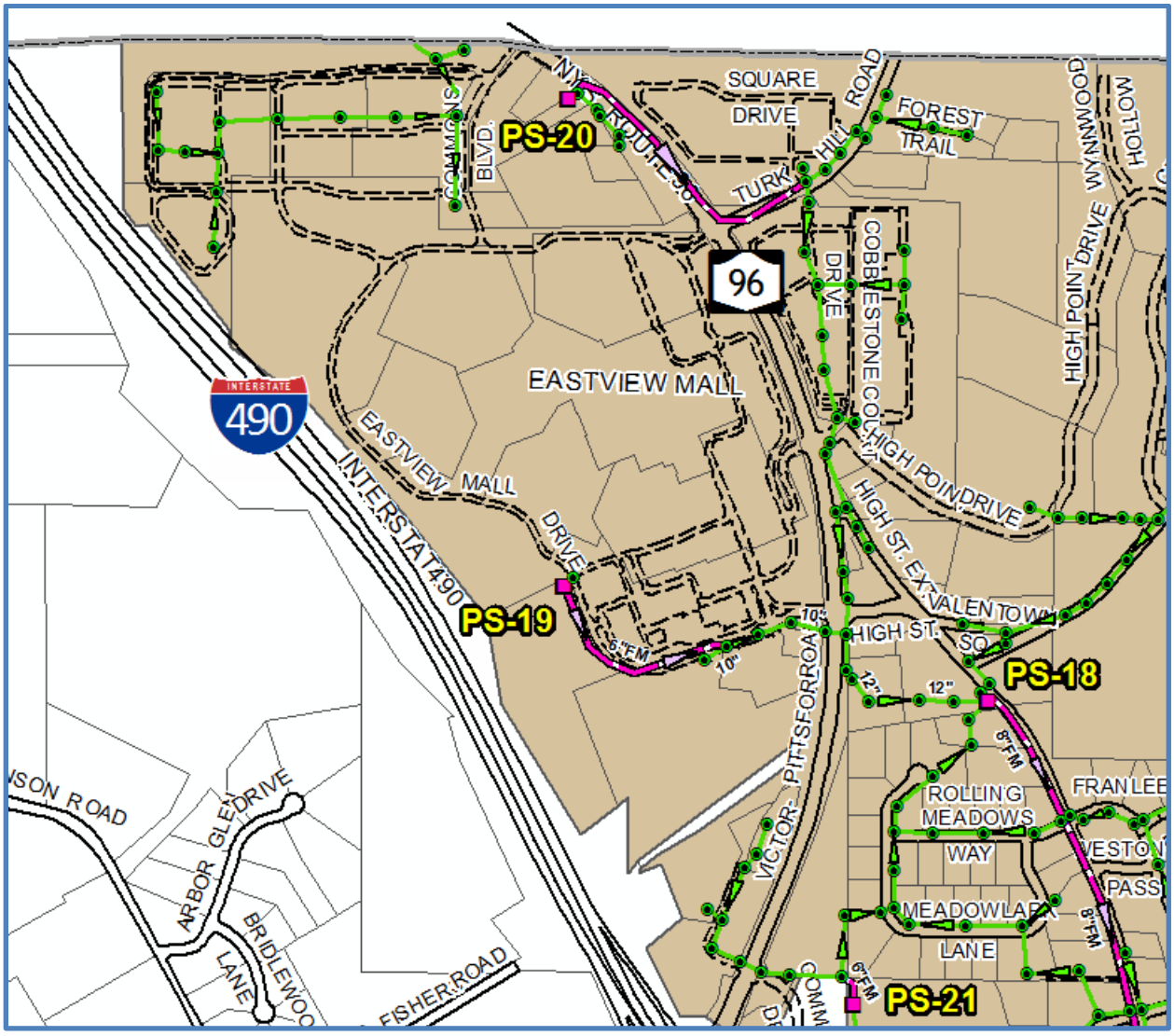
As shown in the following Map 3, all of the privately-held property within Area 1 is in the Sewer District.



Map 3 – Area 1 Parcels Presently In the Sewer District

Present Reliance on Pump Stations

No trunk line or other pump stations identified in the FVSS as key are located within the area. However, as shown below in Map 3-1, PS 20 and PS 19 are both located within the area and all flows collected within the area are tributary to Trunk Line A. PS 20 collects flows from northern portions of the area and conveys them across Route 96 into adjoining Area 3 via the connected force main which discharges to a gravity sewer on Turk Hill Road. PS 19 receives flows from southern portions of the area and discharges these to a gravity sewer within the area that then crosses Route 96 into Area 3 near the intersection with High Street. Both the gravity sewer on Turk Hill Road receiving flows from the northern portions of the area and the gravity sewer receiving flows from the southern portion of the site are tributary to PS 18 as well as the additional Trunk Line A pump stations located downstream of PS 18 (PS 14, PS 11, PS 5, and PS 6).



Map 3-1 – Collection System – Area 1

Auburn Project Changes in this Area

There will be no direct impacts to Area 1 and its reliance on pump stations and other collection system infrastructure as a consequence of the Auburn Project. Wastewater from within the area will continue to be collected and conveyed by Area 1 pump stations 19 and 20 and by Area 3 pump stations 21 and 18 before being conveyed to the FWWTP by the other downstream Trunk Line A pump stations (PS 14, PS 11, PS 5, and PS 6).

The project will, however, indirectly impact the collection and conveyance of flows from within Area 1 in that flows that now reach the downstream Trunk Line pump stations 14, 11, 5, and 6 from Trunk Line B PS 28 will no longer do so. Rather than being conveyed to Trunk Line A PS 14 via PS 32 and PS 17, these flows will instead be conveyed directly to the FWWTP via the new PS 30 force main.

Potential Expansions Identified in the 2016 FVSS

As all private Area 1 properties are already within the sewer district, there is no potential for any district expansion within the area.

Present Density Overlays and Future Land Use Plan

The area is entirely commercial. There are no residential zones or associated density overlays within Area 1 and none were proposed in the Comprehensive Plan.

Pump Station Impacts

As no district expansions are proposed, or even possible, there are no potential pump station impacts to consider. Only redevelopment that would increase development intensity would have the potential to impact pump stations and/or trunk lines serving the area.

Other Factors and Conclusion

As all of the area is now within the Sewer District, no issues relative to potential district expansions or relevant Comprehensive Plan priorities are presented. As the area is almost fully developed, only *redevelopment* that would include additional or more intense uses would risk impacting the pump stations within the area (PS 20 and PS 19) and/or those downstream in Trunk Line A (PS 18, PS 14, PS 11, PS 5, and PS 6).

Area 2 - Northeast of Route 96, south of I-90 and west of CR 9

Area 2 is centrally located within the Town but outside and north of the Village (see Map 2, below, or Figure 11). Area 2 encompasses those Town parcels located between Route 96 (to the southwest) and the Thruway (to the northeast) that are also north of the Village and west of CR 9/Lynaugh Road. Area 2 includes zones designated for commercial and/or light industrial uses as well others designated for residential uses.

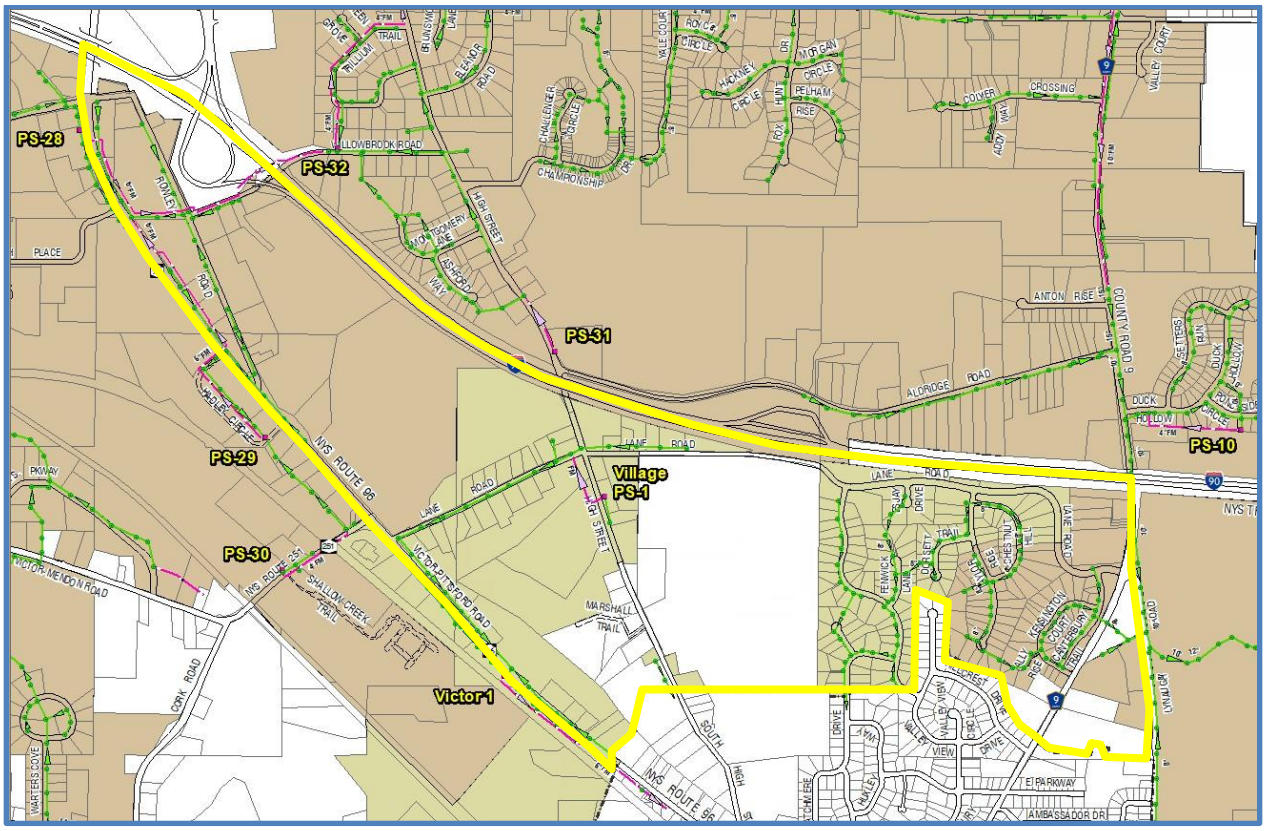
Executive Summary

- Although much of the area is zoned for non-residential uses, a significant expanse located between I-90 and the northern boundary of the Village is zoned for residential use (see Map 6, below).
- All Area 2 residential parcels are presently designated for the highest density (see Map 6, below).

- While most of the area is presently within the sewer district, some of the foregoing residential parcels are not (see Map 4A, below).
- The Auburn Project will have some direct impacts upon collection and conveyance of Area 2 wastewater flows (compare, in general, Maps 4A and 4-1A, below, to the corresponding Maps 4B and 4-1B that follow):
    - The project would eliminate the force main that presently crosses Route 96, Area 2, and the Thruway to connect PS 28 to PS 32 (see Map 4B, below).
    - Flows presently collected within Area 2 and discharged to PS 28 will now flow more directly to the Farmington WWTP (from PS 28 to PS 27, from PS 27 to PS 30, and from PS 30 to gravity sewers discharging directly to the FWWTP) without entering Trunk Line A (see Map 4-1B, below).
    - Area 2 flows presently discharging to PS 29 will now flow more directly to the Farmington WWTP via the new, redirected PS 29 force main and its gravity sewer connection to PS 30 (see Map 4-1B, below).
    - There will no longer be any reliance of flows collected within Area 2 upon Trunk Line pump stations 32, 17, 14, or 11.
    - The only Area 2 flows that will remain dependent upon segments of Trunk Line A for conveyance to the Farmington WWTP will be those collected from the northeastern portion of the area located south of Lane Road, west of County Road 9, and north of the Village (see Map 4-3, below) which ultimately discharge to Trunk Line A PS 5, which then discharges in turn to Trunk Line A PS 6. The project will also reduce the hydraulic burden imposed upon these final segments of Trunk Line A by redirecting other flows presently entering the line.
- The FVSS identified two potential sewer district extensions within Area 2 residential zones (already designated for the highest density). These expansions (see Map 5, below) would result in all of Area 2 being included within the sewer district.
- No changes in residential density designations were recommended in the Comprehensive Plan.
- Any sewer district expansion within Area 2 would be consistent with the Comprehensive Plan and none would raise any issues related to preservation of rural character or open space.
- None of the potential sewer district expansions within Area 2 that were identified in the FVSS have been eliminated or modified in this supplemental plan.
- This supplemental plan does not identify any additional potential district expansions within Area 2 (the potential expansions identified in the FVSS would result in the entire area being within the district).

Sewer District Status

Although most of the parcels within Area 2 are presently within the Sewer District, a number are not (see the following Map 4A). Area 2 parcels presently beyond the Sewer District include several that comprise the campus of Victor Central Schools, a privately held residence adjacent to the campus on the east side of High Street, and nine other privately held parcels located immediately across from the campus on the west side of High Street (see Map 4A). Further to the east, there are also two additional parcels presently not within the district. These are located immediately west of CR 9 (962 CR 9, Tax Map No. 16.00-1-47.00 and 995 CR 9, Tax Map No. 16.00-1-46.10).

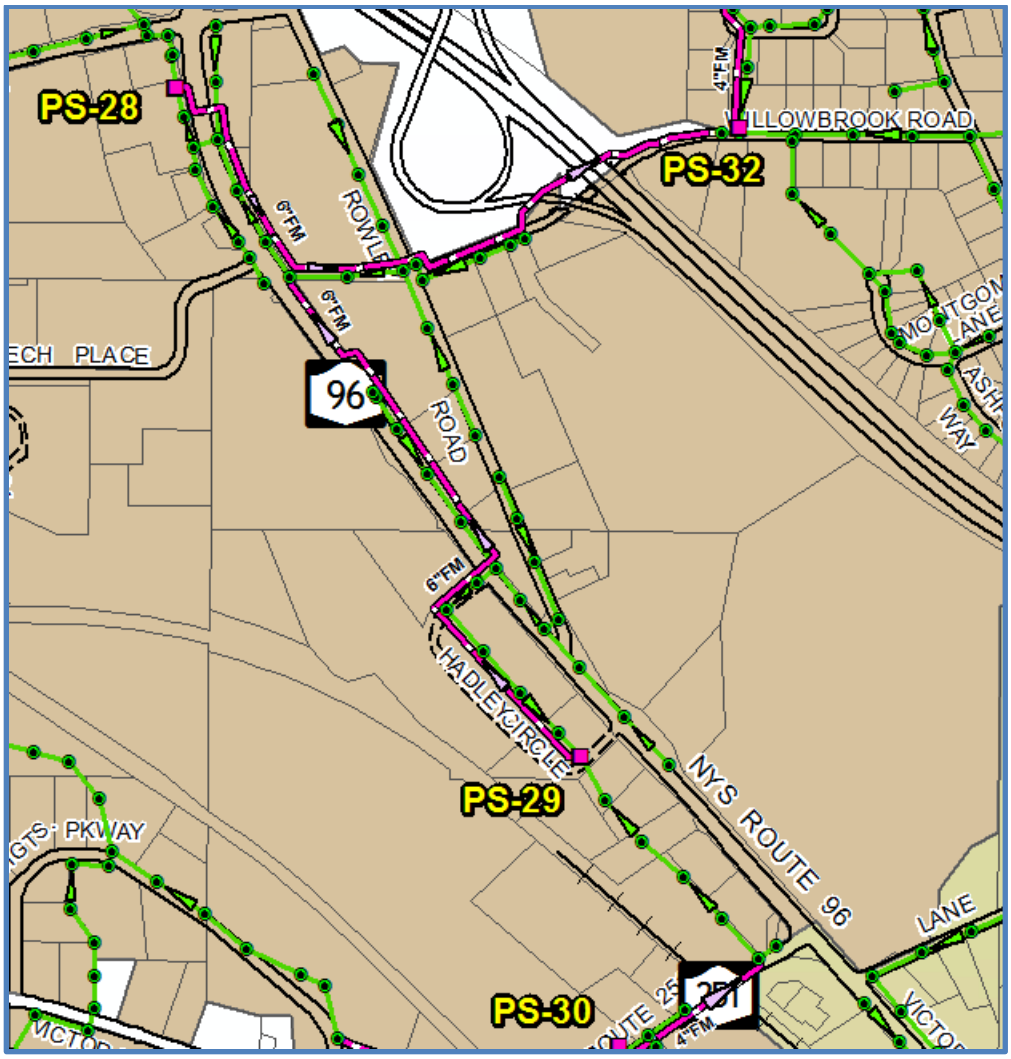


Map 4A – Area 2 Parcels Presently In the Sewer District

Present Reliance on Pump Stations

No pump stations are located directly within the area. However, Trunk Line pump stations and other key pump stations are located immediately adjacent and force mains associated with some of these pump stations transit the area from west to east (see Map 1 on page 2). As shown below in Map 4-1A, Trunk Line B PS 28 is located immediately west of the area just south of the intersection of the County Road 42 intersection with Route 96. Key pump stations 29 and 30 are also located immediately west of the area and Route 96. The Trunk Line B force main which originates at PS 28 just west of Route 96 and discharges to PS 32 just east of the Thruway transits the area. The force main originating at key PS 29 and discharging to a gravity sewer within the area that discharges in turn to Trunk Line B PS 28 is also within the area.

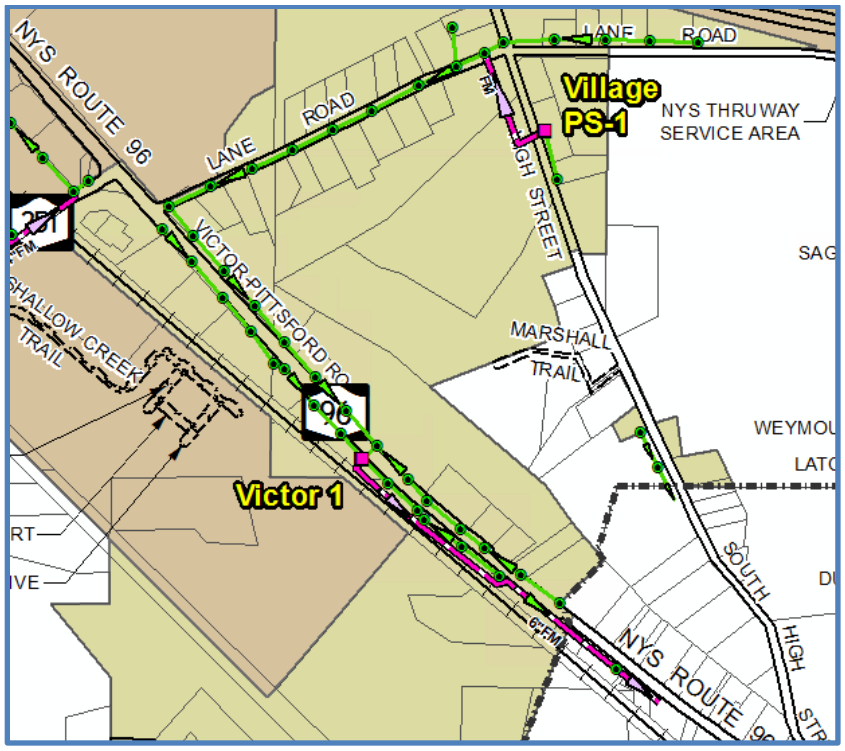
Flows from portions of the area north of the Route 96 intersection with Route 251 rely on either gravity sewers discharging directly to PS 28 or on gravity sewers discharging to PS 29 which also discharges to the gravity sewers discharging to PS 28. These flows are then conveyed the remaining distance to the FWWTP initially via Trunk Line B and pump stations 32 and 17 and subsequently via Trunk Line A and pump stations 17, 14, 11, 5, and 6.



Map 4-1A – Collection System – Area 2

As shown in the following Map 4-2, flows from Lane Road and portions of the area bounded by Lane Road, Route 96 and High Street are collected by a "Village" pump station (actually a District asset and identified as Victor 1 on Map 4-2 below) before being discharged to Village gravity sewers via which the flows reach the Village WWTP.

As shown below in Map 4-3, flows from the northeastern portion of the area located south of Lane Road, west of County Road 9 and north of the Village (the Quail Ridge Subdivision) are collected by a network of gravity sewers discharging to a gravity main which crosses Lynaugh Road to the east before discharging to Trunk Line A PS 5. These flows are eventually conveyed by Trunk Line A PS 6 as well.

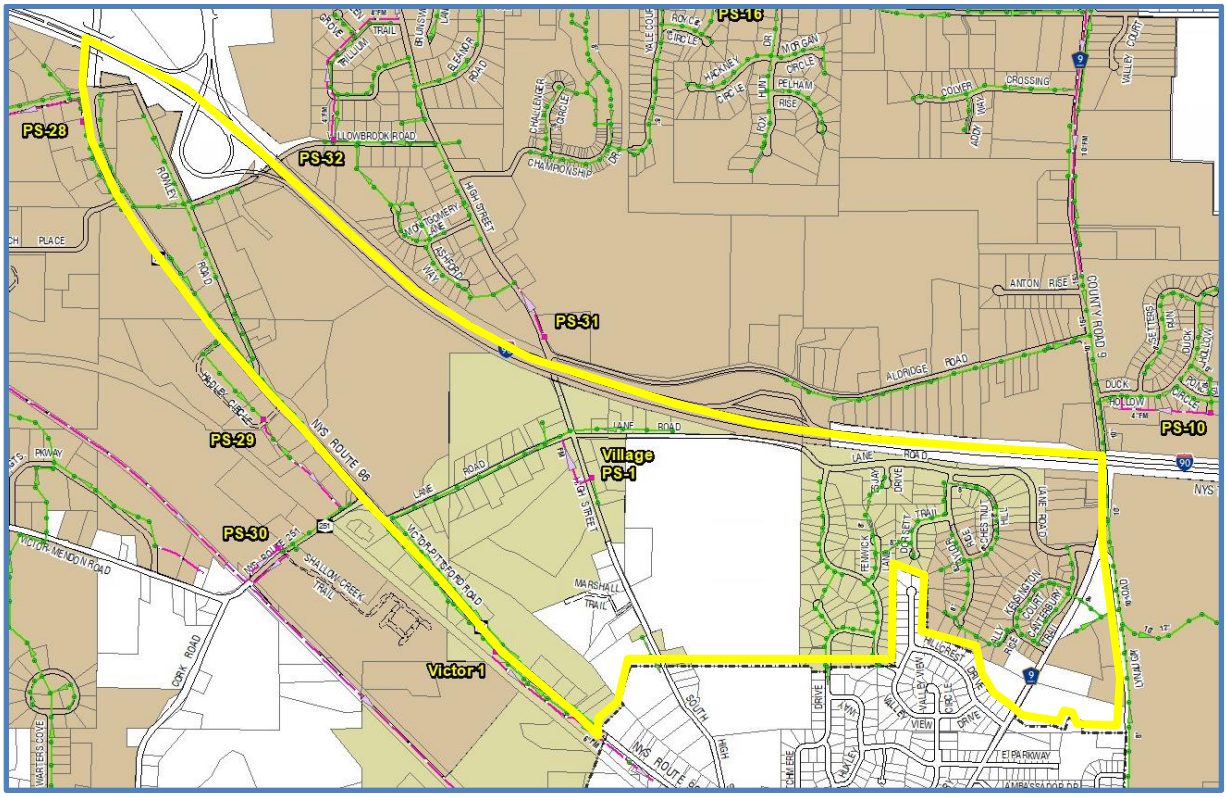


Map 4-2 – Collection System – Area 2

Map 4-3 – Collection System – Area 2

Auburn Project Changes in this Area

The foregoing narrative references the force main that presently crosses Route 96, Area 2, and the Thruway to connect PS 28 to PS 32. The Auburn Project would sever this connection. A revised version of the foregoing Map 4A reflecting the absence of that force main crossing Area 2 to connect Area 11 PS 28 to Area 3 PS 32 is presented below (see Map 4B, below).



Map 4B – Area 2 Parcels Presently In the Sewer District After Auburn Project

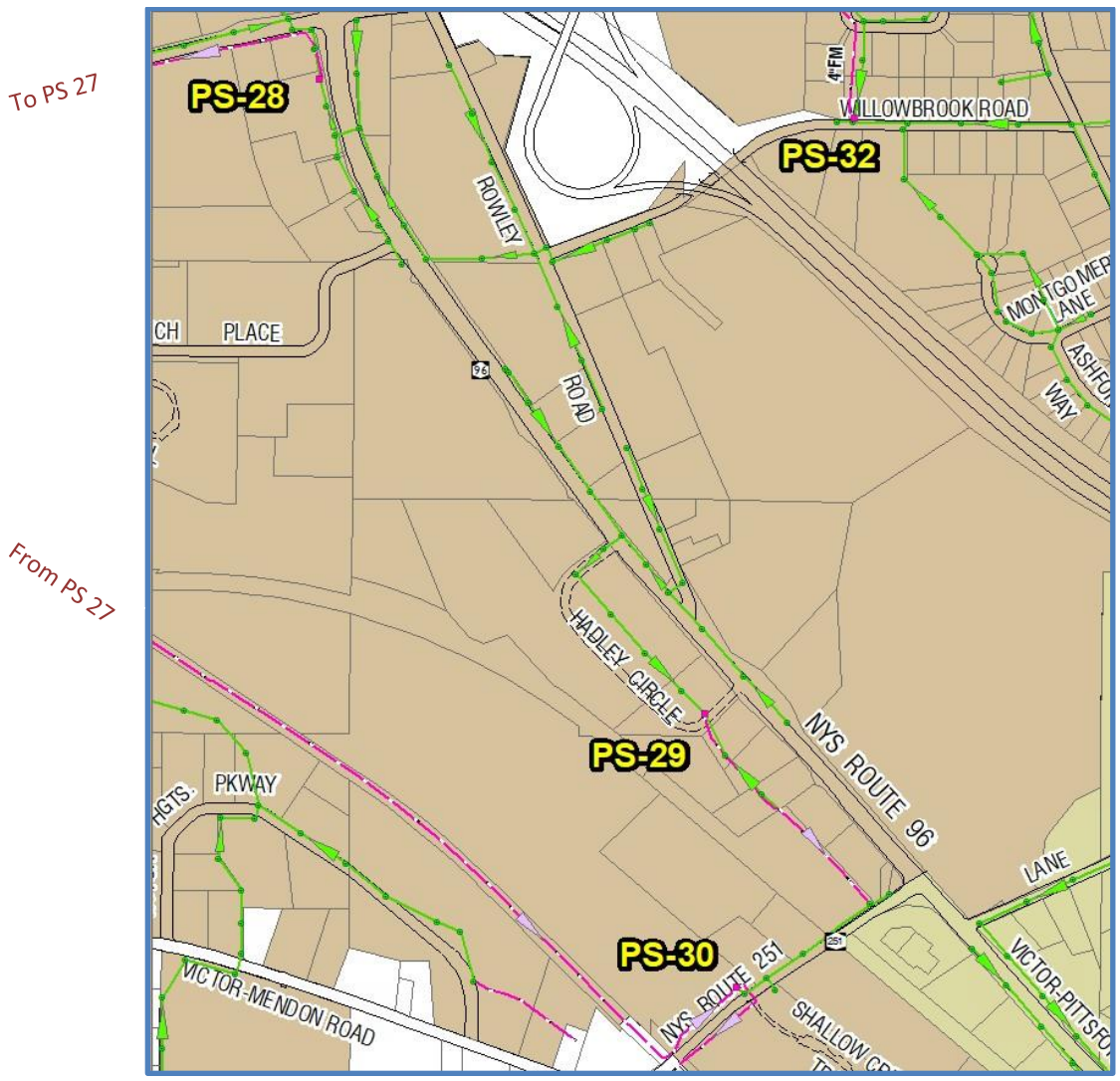
Following completion of the Auburn Project, flows presently collected within Area 2 and discharged to PS 28 (namely, the two more northerly segments of Rowley Road, Willowbrook Road west of the Thruway, and segments of Route 96 north of Rowley Road) will instead flow more directly to the FWWTP (from PS 28 to PS 27, from PS 27 to PS 30, and from PS 30 to gravity sewers discharging directly to the FWWTP) without entering Trunk Line A (compare foregoing Map 4-1A on page 22 to Map 4-1B, below).

Likewise, Area 2 flows now discharging to PS 29 (the southernmost segment of Rowley Road and the segments of Route 96 south of Rowley Road) will also flow more directly to the FWWTP via the new, redirected PS 29 force main and its gravity sewer connection to PS 30 which will convey these flows on to the FWWTP (also compare foregoing Map 4-1A on page 22 to Map 4-1B).

There will no longer be any reliance of flows collected within Area 2 upon Trunk Line B pump stations 32 and 17 or upon Trunk Line A pump stations 14 and 11.

The only Area 2 flows that will remain dependent upon any segments of Trunk Line A for conveyance to the FWWTP will be those collected from the northeastern portion of the area located south of Lane Road, west of County Road 9, and north of the Village (see foregoing Map 4-3 on page 23) which ultimately discharge to Trunk Line A PS 5, which discharges in turn to Trunk Line A PS 6.

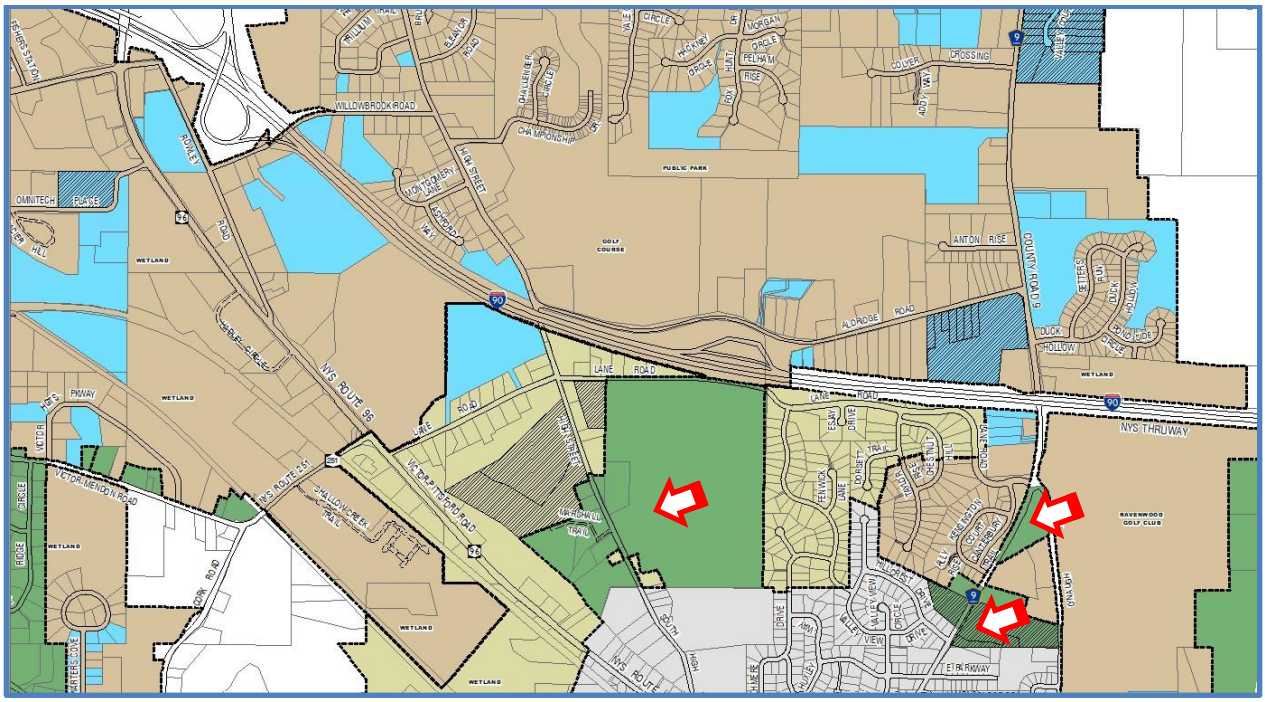
The project will also reduce the hydraulic burden imposed upon these final segments of Trunk Line A by redirecting other flows, including flows from other areas, presently entering Trunk Line A.



Map 4-1B – Collection System – Area 2 After Auburn Project

Potential Expansions Identified in the 2016 FVSS

The FVSS identified potential district expansions in two zones (see Map 5, below) that would include all of the Area 2 parcels not presently within the district. On Map 5, these potential additions to the Sewer District are shaded in dark green and indicated with red arrows.



Map 5 – Potential Expansions Identified in the 2016 FVSS – Area 2

Present Density Overlays and Future Land Use Plan

The present configuration of residential density overlays within Area 2 is displayed on the following page on Map 6. In the map the residential zones allowed the highest density are shown in dark yellow. Non-residential zones are outlined in blue and shown in other colors such as purple, coral or green. Areas within the Village are shown in either gray or white.

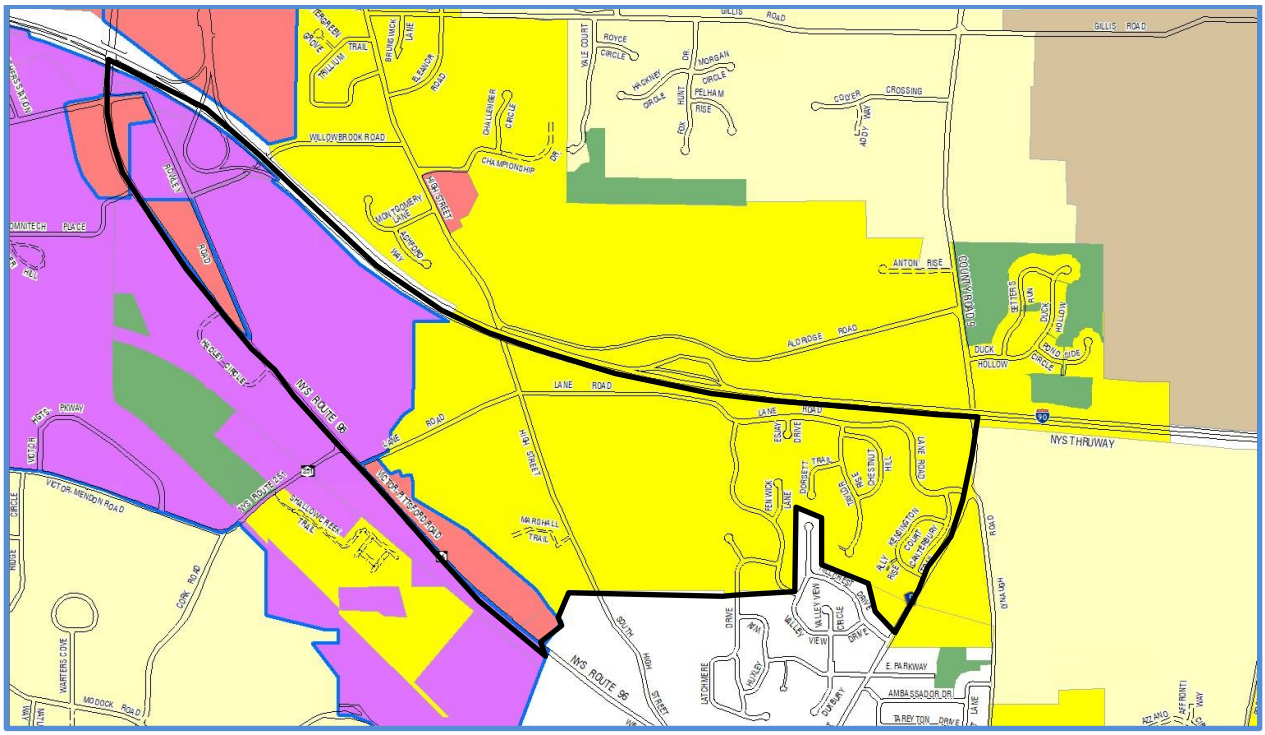
As Map 6 shows, all of the residential zones (shown in yellow on the map) within Area 2 are designated for the highest density and include the parcels identified in the FVSS as potential additions to the Sewer District. The Comprehensive Plan did not recommend any changes to this configuration of residential density overlays.

Pump Station Impacts

The FVSS did not identify any adverse pump station impacts related to the two potential Area 2 sewer district expansions identified in that report and depicted above in Map 5.

Other Factors and Conclusion

Given that the affected parcels are recommended to remain within a high-density overlay, the potential expansions in Area 2 identified in the FVSS would be consistent with Comprehensive Plan priorities regarding preservation of rural character and open space. This supplemental plan does not identify any additional potential expansions of the sewer district (those identified in the FVSS would result in all of Area 2 being included within the sewer district).



Map 6 – Town Present Density Overlays – Area 2

Area 3 - North of I-90, east of Route 96 and west of CR 9

Area 3 (see Map 2 or Figure 11) is defined as the large area bordering the northern boundary of the Town that encompasses parcels located north of the Thruway, east of Route 96 and west of CR 9 (also see the yellow boundary below on Map 7A). The area includes zones designated for commercial uses as well as those designated for residential uses at all three density levels (lowest, intermediate and highest – see Map 8 below).

Executive Summary

- Area 3 presently includes residential areas designated for each of the three densities (highest, intermediate and lowest – see Map 8).
- Although some parcels within the northern and northeastern portions of Area 3 are presently outside the sewer district (see Map 7A), the FVSS did not identify any potential district expansions.
- The Auburn Project will have no direct effects upon the conveyance of wastewater flows collected within Area 3. To reach the FWWTP, wastewater collected within the area will continue to rely on pump stations 31, 32, 17, 21, 18, 15, 16, 14, 13, 11, 5, and 6, their associated force mains, and the gravity sewers already in place within the area. However, there will be an indirect impact (similar to that in Areas 2, 4 and 5). The Auburn Project will reroute other flows presently entering Trunk Line A from southwest of Route 96 via the connection between PS 28 and PS 32, thereby reducing the hydraulic load upon PS 32 and the downstream Trunk Line pump stations (pump stations 17, 14, 11, 5 and 6), force mains, and intervening gravity sewers that will continue to convey flows collected in areas 2, 3, 4 and 5.

- The Comprehensive Plan recommended that the density designation of residential parcels located south of Valentown Road and west of CR 9 be changed (see Maps 8 and 9). For those located outside the sewer district the plan recommended that the present lowest density designation be changed instead to an intermediate density designation. For those located within the sewer district the plan recommended that the present lowest density designation be changed instead to a highest density designation. (The Comprehensive Plan recommendations did not include any instances in which a higher density designation within this area would be changed to a lower density instead.)
- The Comprehensive Plan recommended that area residential parcels located north of Valentown Road and west of CR 9 retain their present designation for the lowest density (see Maps 8 and 9).
- The foregoing Comprehensive Plan recommendations were in response to sewer district boundaries as they existed at that time, at least in part.
- If the Comprehensive Plan recommendations were fully implemented, all residential lands within the area designated for highest density would also be within the sewer district whereas all residential lands within the area designated for either intermediate or lowest highest density would remain outside the sewer district.
- This supplemental plan does not identify any potential sewer district expansions within the area.
- The unserved area located south of Valentown Road and designated for intermediate density provides a useful transition zone between the adjacent highest density residential areas served by sanitary sewer and the unserved lowest density residential area located north of Valentown Road. Should unique circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential impacts to affected pump stations and trunk lines should be completed before any extension is approved.
- The unserved area located north of Valentown Road is valued for its rural character and open space. This supplemental plan recommends that no sewer district extension be considered in this area.

Sewer District Status

As shown in the following Map 7A, only parcels within the northern and northeastern portions of Area 3 are presently outside the Sewer District (the white area shown on the map southeast of I-490 and Route 96 is Department of Transportation right-of-way).

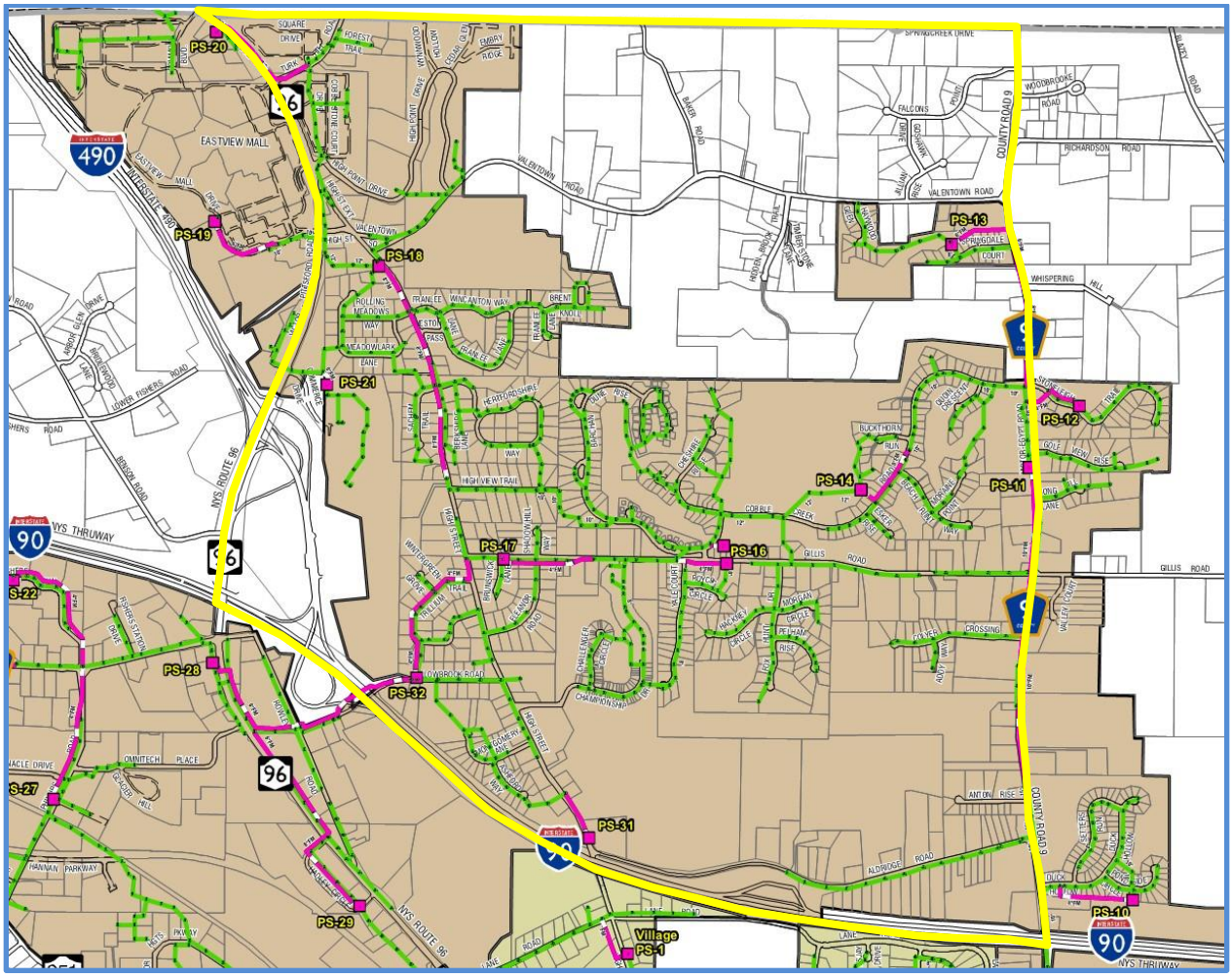
Present Reliance on Pump Stations

Among the Town areas analyzed, the Area 3 network of sanitary sewers is the most extensive and also the most complex. Area 3 is also rich in subdivisions and most of these contribute flows that are ultimately accepted and conveyed by the trunk lines coursing through the area.

Much of Trunk Line A, including three of the five Trunk Line A pump stations (PS 18, PS 14 and PS 11) and their associated force mains are located within the area (see Map 7-1A). Much of Trunk Line B, including two of the four Trunk Line B pump stations (PS 32 and PS 17) are also located within Area 3 (also see Map 7-1A). All flows collected within the area, flows entering from adjacent Area 1, and flows entering via Trunk Line B PS 28 ultimately exit the area via Trunk Line A and the Trunk Line A gravity main that crosses beneath the Thruway to the south along County Road 9. From the crossing beneath

the Thruway Trunk Line A proceeds west and south to the FWWTP via downstream Trunk Line A pump stations (PS 5 and PS 6).

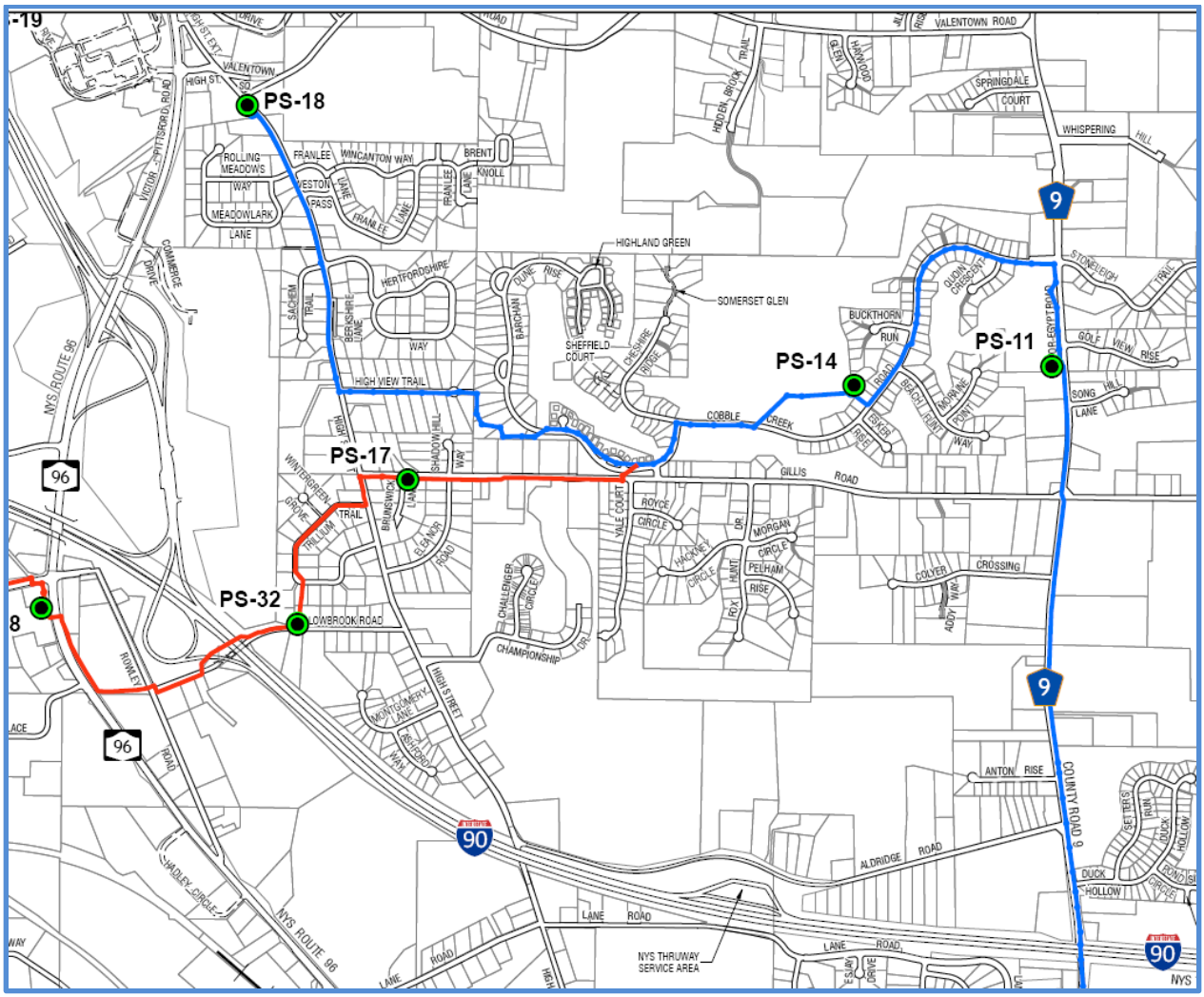
Narratives follow below under descriptive subheadings to provide more detail regarding certain aspects of the extensive Area 3 collection and conveyance system. Map 7-1A presents a schematic of the two trunk lines and associated trunk line pump stations. Maps 7-2 and 7-3A have been included to supplement Map 7A which depicts the entirety of the system within this area. Map 7-2 presents a more detailed view of the northern portions of Trunk Line A and the associated collection system in the vicinity of PS 18. Map 7-3A presents a detailed view of segments of Trunk Line A and the associated collection system located further south as well as the segments of Trunk Line B located north of I-90.



Map 7A – Area 3 Parcels Presently In the Sewer District

Trunk Line A – PS 18 to the PS 18 discharge on High Street north of High View Trail. As shown in Map 7-2, gravity sewers within the northwestern corner of the area and north of Trunk Line A PS 18 receive flows from Area 1 pump stations 20 and 19. These gravity sewers discharge these as well as local flows from within the area to PS 18. Gravity sewers located immediately south of PS 18 also convey local flows (including those from the Rolling Meadows, Somerset, Indian Hollow, and Hertfordshire Heights

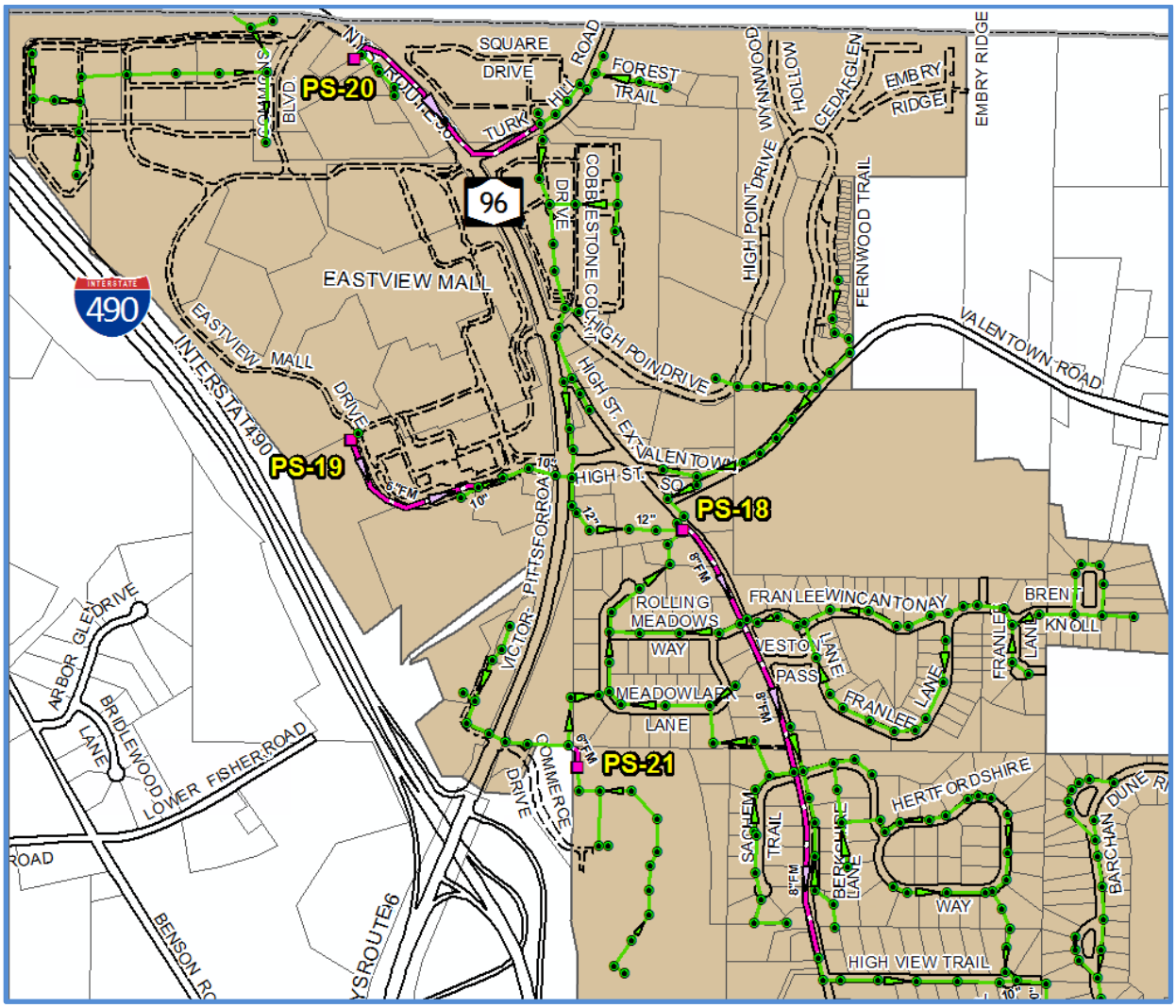
subdivisions), flows from the southern portion of Area 1, and flows from the vicinity of Commerce Drive (collected via PS 21) to PS 18. The local flows from within the area that are discharged to PS 18 include those from the adjoining segment of High Street.



Map 7-1A – Collection System – Area 3

Trunk Line A - PS 18 discharge on High Street north of High View Trail to PS 14. As shown below on Map 7-3A, a gravity main originating along High Street at the discharge from PS 18 conveys flows easterly along High View Trail (High View Estates Subdivision), cross lots to Barchan Dune Rise within the Cobblestone Subdivision, and then along Barchan Dune Rise and Cobble Creek Road to Trunk Line A PS 14. The flows from the southern segments of Hertfordshire Way discharge to this main along High View Trail. Flows from a northern segment of Barchan Dune Rise is accepted where the main enters that right of way. Flows from another segment of Barchan Dune Rise, from Highland Green, from Sheffield Court, from Somerset Glen, and from Cheshire Ridge all discharge to the main along Cobble Creek Road before the main reaches PS 14. Flows from Gillis Road and roads to the south including the Wiley Estates Subdivision (Fox Hunt Drive, Hackney Circle, Morgan Circle and Pelham Rise) discharge to the main

where it leaves Cobble Creek en route to PS 14. PS 15 (unlabeled on Map 7-3A and located directly north of PS 16) also discharges flows collected from several lots on the north side of Gillis Road directly to this segment of Trunk Line A.

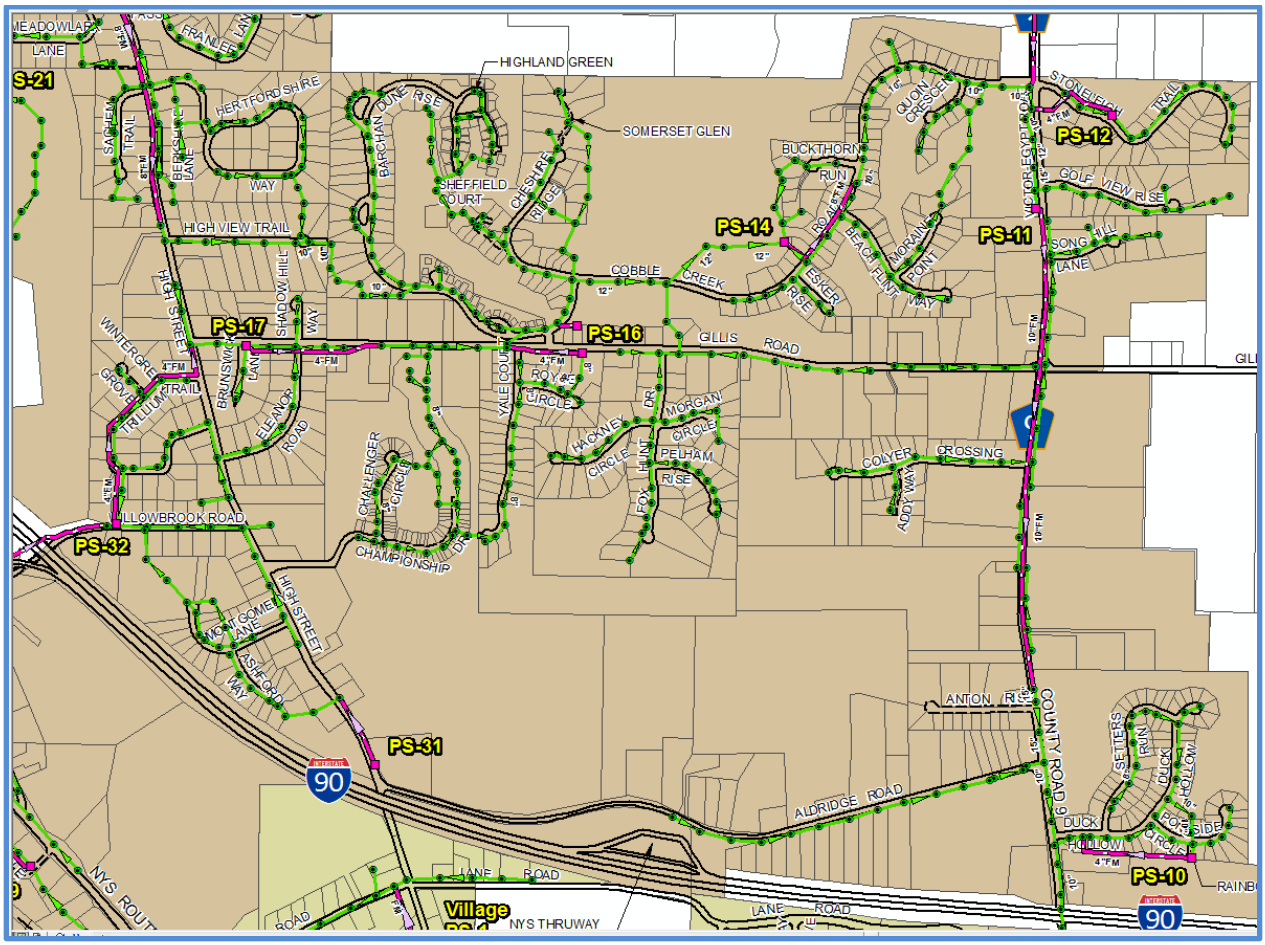


Map 7-2 – Collection System – Area 3

Trunk Line B - High Street south of High View Trail to Pump Station 17. As also shown below on Map 7-3A, a second gravity main originates on High Street south of High View Trail and turns east on Gillis Road eventually merging with the foregoing Trunk Line A main just west of the entry from Gillis Road to Barchan Dune Rise and Cobble Creek Road. PS 32 discharges to this gravity main at the intersection of High Street and Gillis Road. In addition to flows collected within Area 3, the PS 32 discharge presently includes as well as all flows collected within Areas 10 and 11 west of Route 96 and south of the Thruway. In total, the flow discharged to the main from PS 32 presently includes all flows collected within other areas at pump stations 22, 23, 24, 25, 26, 27, 28, 29 and 30 as well as gravity flows from within Area 3 collected at PS 31, along more southern segments of High Street located north of the Thruway, within the Willow Brook Estates subdivision (Montgomery Lane and Ashford Way), along Willowbrook Road,

within the Violet Valley subdivision (Trillium Trail), and within the Georgian Valley subdivision (along a segment of Eleanor Road). Downstream from the PS 32 discharge this segment of the main discharges to PS 17.

It is worth noting that the Auburn Project, as described below under the heading "Auburn Project Changes in this Area", will sever the present connection between Area 11 PS 28 and Area 3 PS 32 referenced in the preceding paragraph. As a consequence, it will no longer be the case, as stated in the preceding paragraph, that "*PS 32 discharges to this gravity main at the intersection of High Street and Gillis Road*", that "*PS 32 discharge includes . . . all flows collected within Areas 10 and 11 west of Route 96 and south of the Thruway*", or that "*. . . the flow discharged to the main from PS 32 presently includes all flows collected within other areas at pump stations 22, 23, 24, 25, 26, 27, 28, 29 and 30*". Revised versions of Maps 7A, 7-1A and 7-3A that reflect the effects of the Auburn Project (see Maps 7B, 71-B and 7-3B) are presented below under the heading "Auburn Project Changes in this Area".



Map 7-3A – Collection System – Area 3

Trunk Line B - PS 17 to the foregoing Trunk Line A main. As shown on Map 7-3A, PS 17 accepts flow from the foregoing Trunk Line B main, from Brunswick Lane, from a short segment of Gillis Road located to the east, from another segment of Eleanor Road (Georgian Valley subdivision), and from the High

Meadow subdivision (Shadow Hill Way). PS 17 discharges to another segment of gravity main located further east on Gillis Road which merges in turn with the foregoing Trunk Line A sewer just west of the Gillis Road entry to Barchan Dune Rise and Cobble Creek Road. In addition to flows from adjoining segments of Gillis Road, this segment of gravity sewer also accepts, at a location just upstream from the merger, the PS 16 discharge of flows collected from the Fairways subdivision (Challenger Circle and Championship Drive) and from the Hamptons subdivision (Yale Court and Royce Circle). All of these Trunk Line B flows are then conveyed to Trunk Line A PS 14.

Regarding the two pump stations shown near Gillis Road on Map 7-3A, the southernmost is PS 16. The pump station shown immediately north of PS 16 is PS 15, which discharges directly to Trunk Line A.

Trunk Line A – PS 14 to County Road 9. As shown on Map 7-3A, PS 14 accepts flow from the Cobble Creek Road main which includes all of the Trunk Line A and Trunk Line B flows described in the foregoing paragraphs. PS 14 accepts, in addition, Cobblestone subdivision flows from Buckthorn Run and from a nearby segment of Cobble Creek Road which also contributes flows from Esker Rise, Beach Flint Way and the southern segment of Moraine Point. At the PS 14 discharge a segment of Trunk Line A gravity sewer main then conveys flows along Cobble Creek Road to County Road 9 where it turns to the south. Along this segment the main accepts Cobblestone subdivision flows from the northern segment of Moraine Point and from Quoin Crescent.

Trunk Line A – County Road 9 to PS 11. From Cobble Creek Road, as shown on Map 7-3A, the gravity main constituting Trunk Line A continues south along County Road 9 to and beyond the Thruway. At the junction of Cobble Creek Road and County Road 9, PS 13 discharges flows collected to north within the Springdale subdivision (Haywood Glen and Springdale Court). Nearby subdivisions located to the north of Springdale along County Road 9 (Falcon's Nest, Hawk Haven and Brooke Woode) are not served by the Sewer District. Just south of the junction, PS 12 discharges flows collected within Area 4 to the east within the Stoneleigh subdivision (Stoneleigh Trail). The main also accepts Area 4 gravity flow from the Golf View subdivision (Golf View Rise) just before terminating at PS 11.

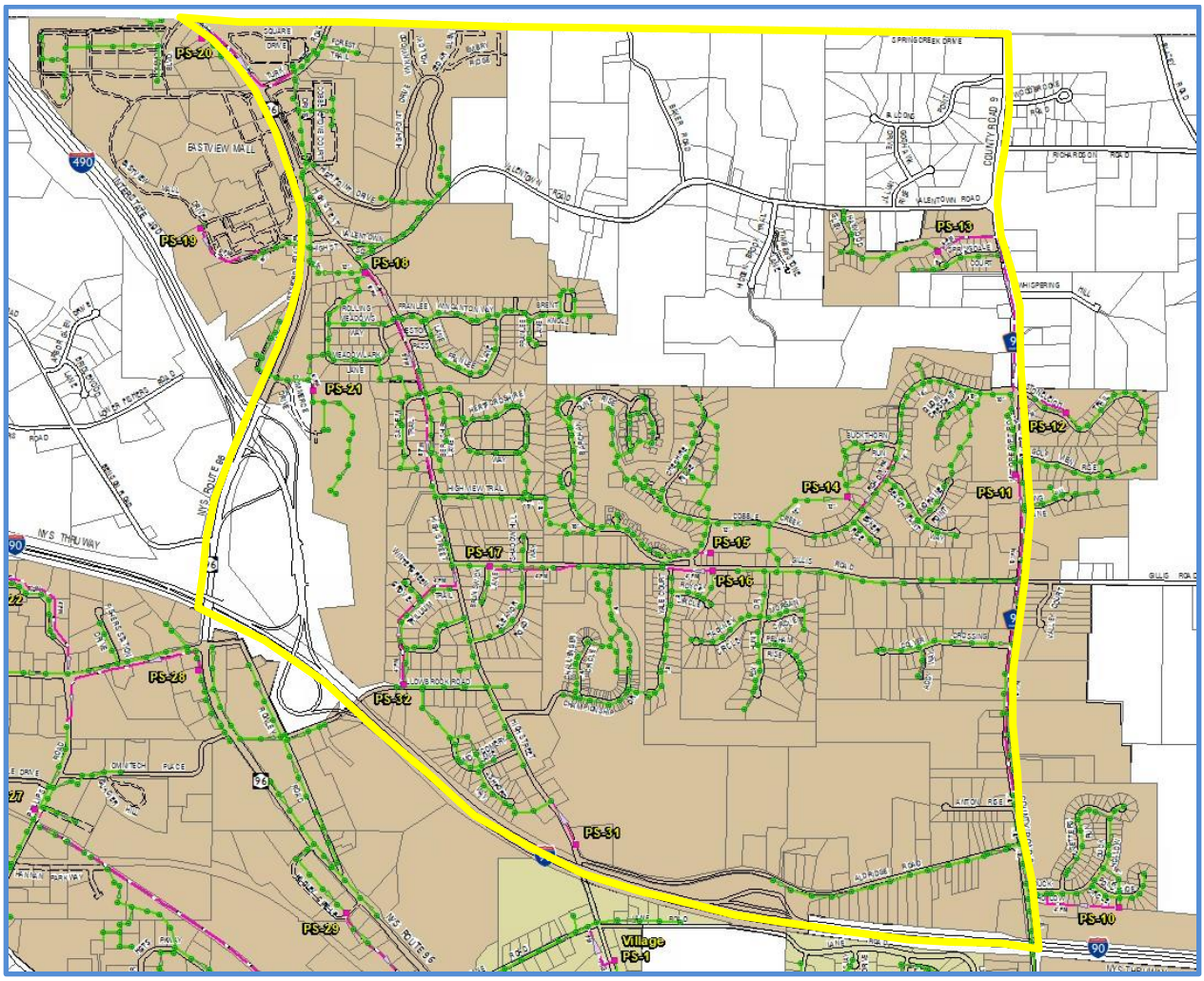
Trunk Line A – PS 11 to the Thruway. As shown on Map 7-3A, PS 11 accepts flows from the foregoing segment of gravity sewer constituting Trunk Line A. The pump station also accepts flows from a north-flowing gravity main located to the south on County Road 9 that collects flow from segments of County Road 9 located north of Anton Rise and south of the pump station, from the Song Hill subdivision (Song Hill Lane) located to the east in Area 4, from a short segment of Gillis Road located immediately west of County Road 9, and from the Colyer Crossing subdivision (Colyer Crossing and Andy Way). At the PS 11 discharge, another segment of gravity main proceeds to the south along County Road 9. This main accepts flows from Aldridge Lane and from the Area 4 Village on the Park subdivision (Duck Hollow, Setters Run and Pond Side Circle) conveyed by PS 10 before the Trunk Line exits Area 3 via a crossing beneath the Thruway.

Auburn Project Changes in this Area

The Auburn Project will have no direct effects upon the conveyance of wastewater flows collected within Area 3. Wastewater collected within the area will continue to rely on pump stations 31, 32, 17,

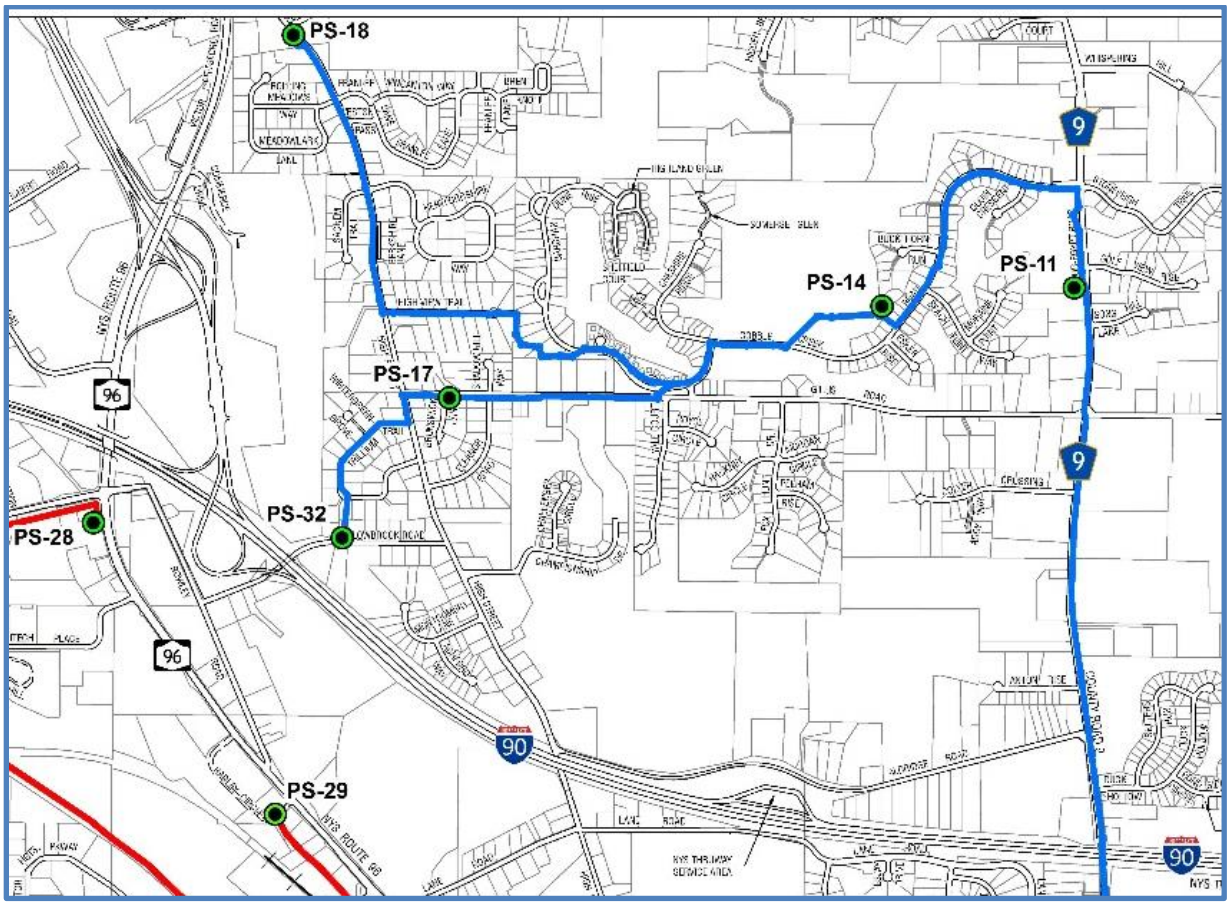
21, 18, 15, 16, 14, 13, 11, 5, and 6, their associated force mains, and the gravity sewers already in place within the area to reach the FWWTP. However, there will be an indirect impact in that, as with Areas 1,2, 4, and 5, the Auburn Project will reroute flows presently entering Trunk Line A from southwest of Route 96 via the connection between PS 28 and PS 32. The connection between pump stations 28 and 32 will be severed by the project (see Map 7-1B, below) and all those PS 28 flows presently discharging to PS 32 and, ultimately, to PS 17 and the downstream segments of Trunk Line A will instead flow directly to the Farmington WWTP via PS 30 and its new force main. This will, therefore, reduce the hydraulic load upon segments of Trunk Line A located within the Area as well as other downstream segments.

The following map (Map 7B), is a revised version of the foregoing Map 7A presented on page 29. The revised map reflects changes being implemented by the Auburn Project. As the map shows, when compared to the foregoing Map 7A, the only direct change to infrastructure within Area 3 is severance of the force main connection between pump stations 28 and 32.



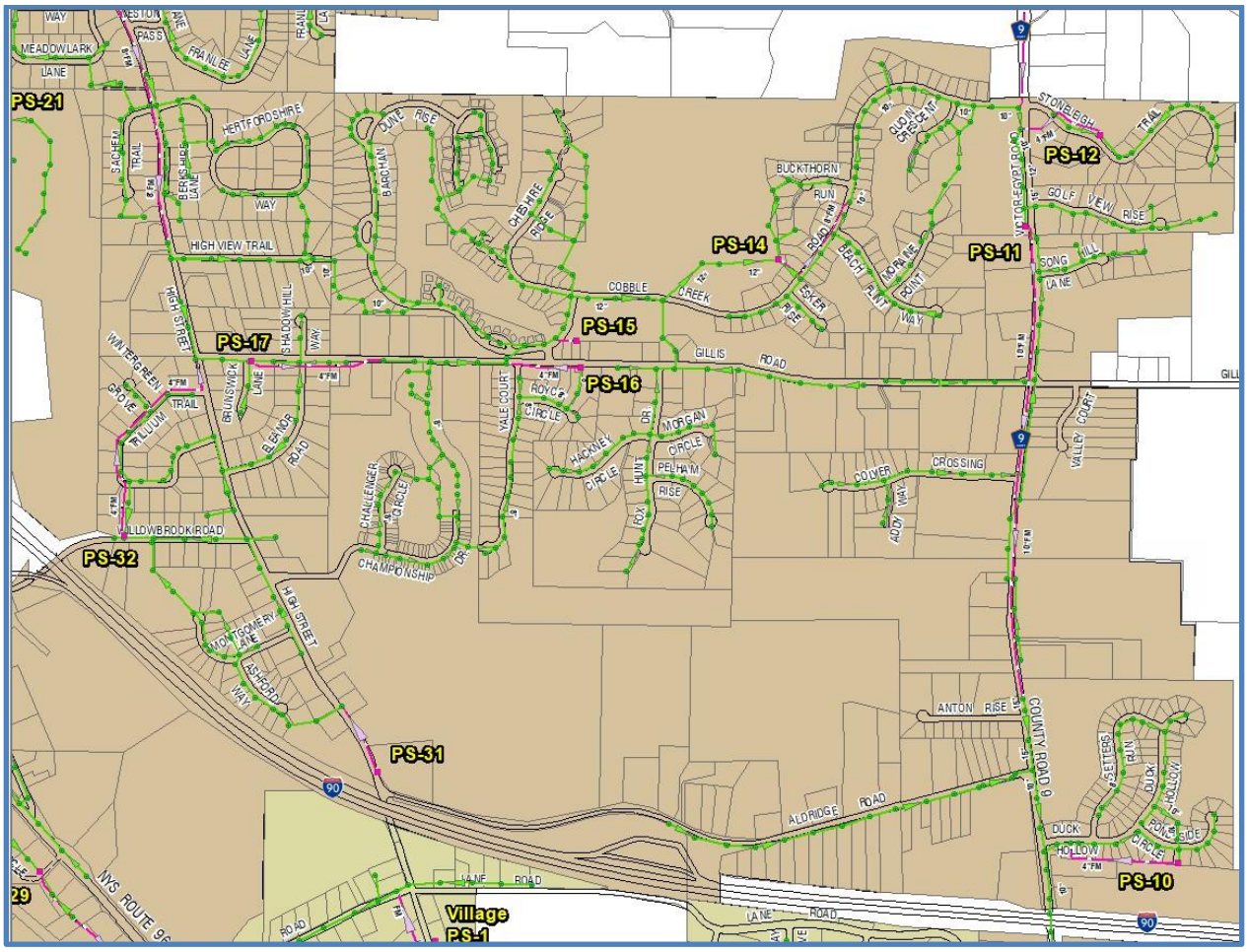
Map 7B – Area 3 Parcels Presently In the Sewer District After Auburn Project

Although flows collected within Area 3 will still rely on pump stations presently designated as Trunk Line B stations (pump stations 32 and 17), these will henceforth be considered Trunk Line A stations (see Map 7-1B, below) and the foregoing Table 1B has therefore been revised to show no dependence of flows collected within this area upon Trunk Line B or Trunk Line B pump stations.



Map 7-1B – Collection System – Area 3 After Auburn Project

The following map (Map 7-3B), is a revised version of the foregoing Map 7-3A presented on page 32. The revised map reflects changes being implemented by the Auburn Project. As the map shows, when compared to the foregoing Map 7-3A, the only change within Area 3 is severance of the force main connection between pump stations 28 and 32 via which wastewater collected in Areas 10 and 11 presently enter Area 3 and Trunk Line A.



Map 7-3B – Collection System – Area 3 After Auburn Project

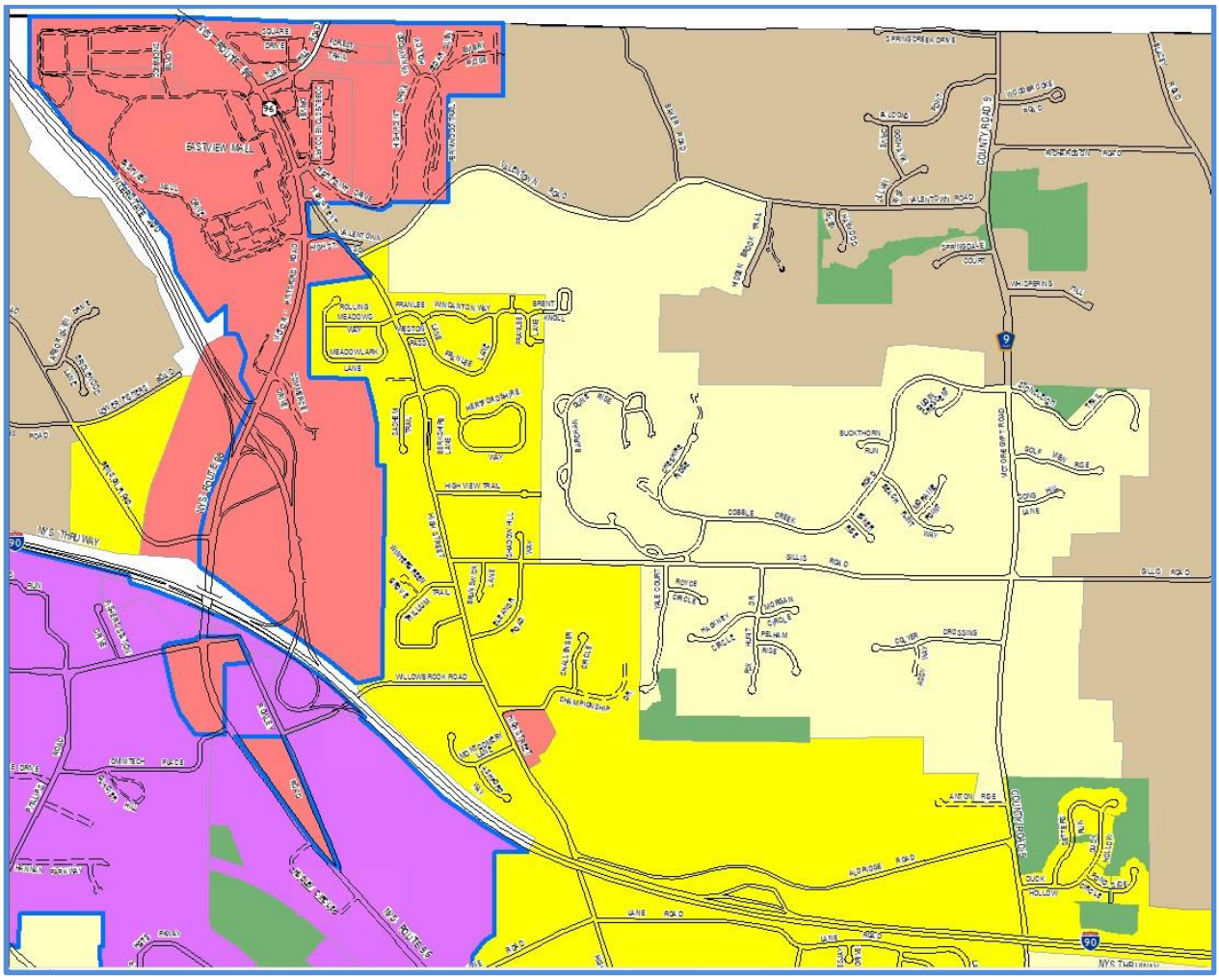
Potential Expansions Identified in the 2016 FVSS

The FVSS did not identify any potential district expansions in Area 3.

Present Density Overlays and Future Land Use Plan

Although the FVSS did not identify any potential expansions into Area 3 that might raise concerns regarding induction of higher density growth, it is interesting to note nonetheless that the Comprehensive Plan actually recommended residential density increases in this area including within some of those zones presently outside the Sewer District.

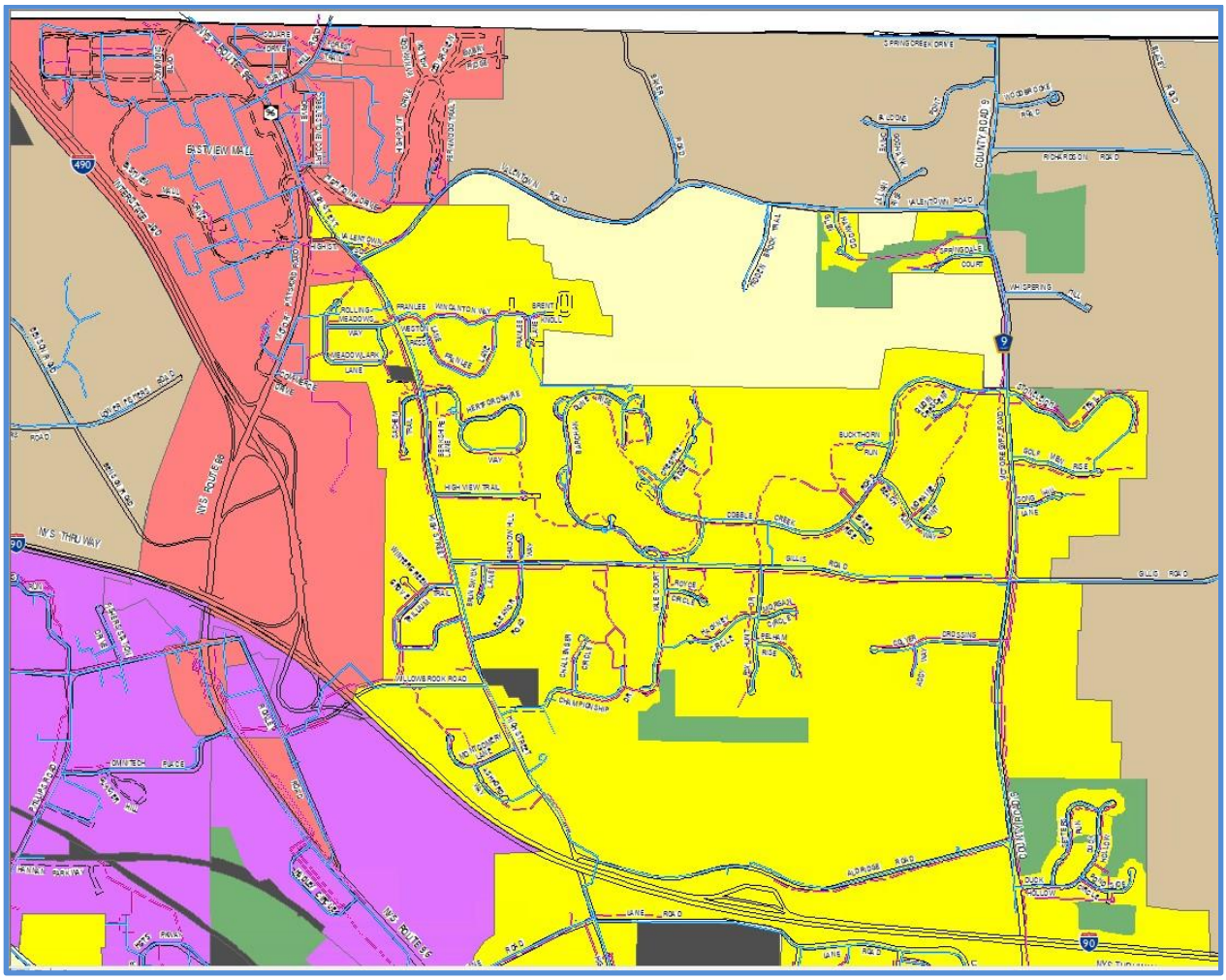
The following Map 8 illustrates the present configuration of residential density overlays within the area (dark yellow is the highest density, light yellow is intermediate density and beige is lowest density - the legends noting these and other color conventions utilized in all of these maps are presented for reference above on page 16).



Map 8 – Town Present Density Overlays – Area 3

The following Map 9 illustrates (when compared to Map 8) how the Comprehensive Plan recommendations would convert some zones that are now designated for intermediate density zones to the highest density and some now designated for the lowest density zones to intermediate density instead. Map 10, which follows, describes the density overlay changes recommended in the Comprehensive Plan more specifically. On Map 10 the zones presently designated for the lowest density that the Comprehensive Plan recommendations would change to intermediate density are surrounded by a red and white boundary while those presently designated for intermediate density that the recommendations would change to the highest density instead are surrounded by a pink and white boundary (see page16 for the legends noting these and other color conventions utilized in the maps).

As a comparison of Map 8 and Map 9 shows, the zones that the Comprehensive Plan recommendations would convert from intermediate to highest density are already within the Sewer District. As a comparison of Map 8 and Map 9 shows, the Comprehensive Plan recommendations would also convert all those Area 3 parcels located south of Valentown Road that are presently within the lowest density overlay to being within an intermediate density overlay instead.



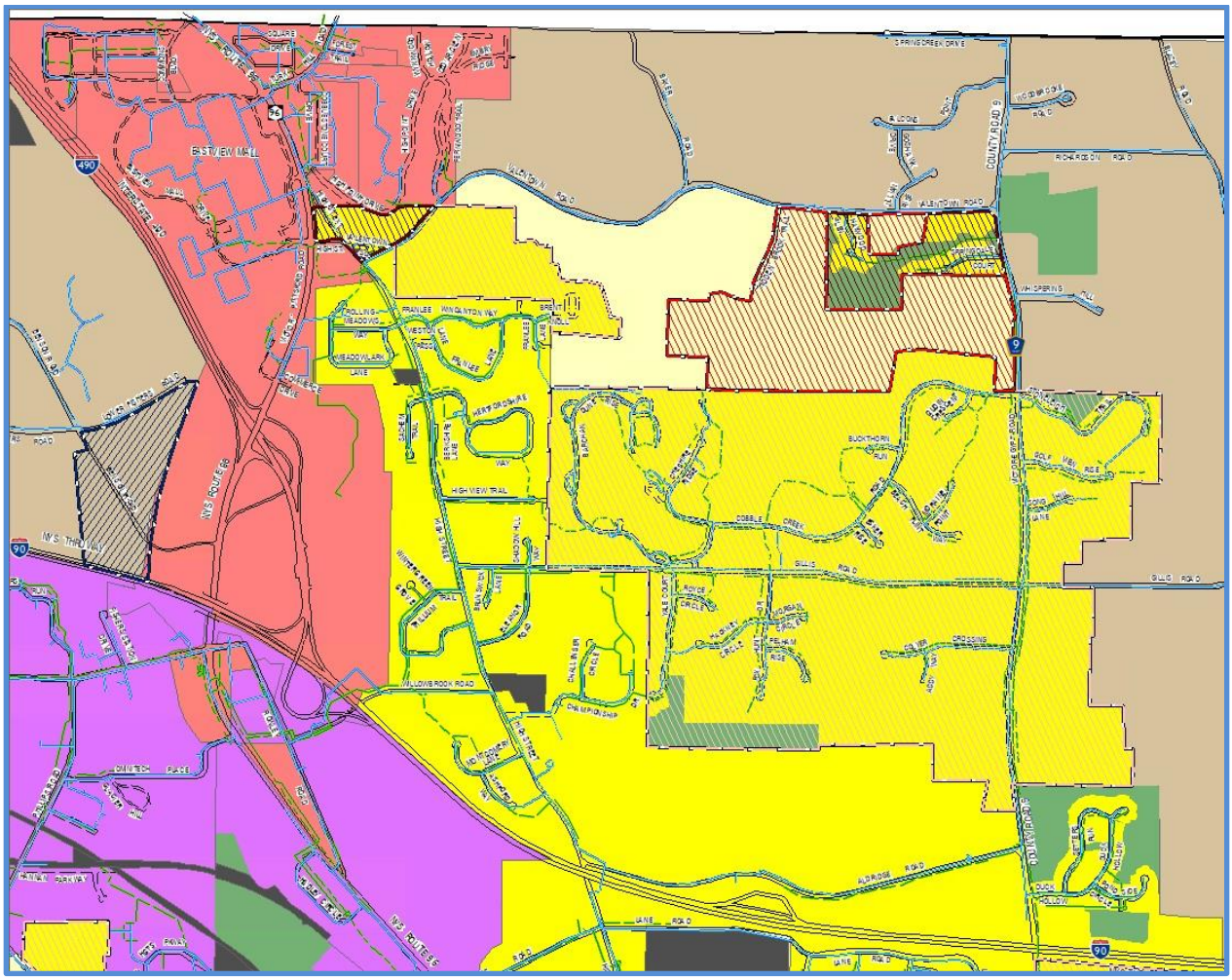
Map 9 – Recommended Future Land Use Plan – Area 3

Pump Station Impacts

There are no impacts to consider as the FVSS did not identify any potential district expansions and none are identified in this supplemental plan.

Other Factors and Conclusion

Neither the FVSS nor this supplemental plan has identified any potential sewer district expansions within the area. Accordingly, no potential district expansions have been identified in Area 3 that would be inconsistent with Comprehensive Plan growth management and related priorities.



Map 10 – Changes Required to Implement Future Land Use Plan – Area 3

The unserved zone within Area 3 that is located south of Valentown Road and designated for intermediate density provides a useful transition zone between the adjacent highest density residential areas that are served by sanitary sewer and the unserved residential area designated for the lowest density that is located north of Valentown Road. Should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential impacts to affected pump stations and trunk lines should be completed before any extension is approved.

The unserved area located north of Valentown Road is valued for its rural character and open space. This supplemental plan makes a strong recommendation that no sewer district extension be considered in this area.

Area 4 - North of I-90 and east of CR 9

Area 4 (see Map 2 or Figure 11) is comprised of parcels located in the northeastern corner of the Town, north of the Thruway and east of CR 9. The area includes only parks and zones designated for residential uses. The northern and eastern segments of the area are noted for their open space and rural character.

Executive Summary

- Only land near southern segments of the Area 4 western boundary are presently within the sewer district (see Map 11). Most of the area is presently outside the district and valued for its contribution to preservation of rural character and open space.
- The FVSS did not identify any potential expansions into Area 4 and none are identified in this supplemental plan.
- The Auburn Project will have no direct effects upon the conveyance of wastewater collected within Area 4. To reach the FWWTP, wastewater collected within the area will continue to rely on pump stations 12, 11, 10, 5, and 6, their associated force mains, and the gravity sewers already in place within the area. However, there will be an indirect impact in that, as with Areas 1, 2, 3, and 5, the Auburn Project will reroute flows presently entering Trunk Line A from areas 10 and 11 via the connection between pump stations 28 and 32, thereby reducing the hydraulic load upon the final segments of Trunk Line A that will continue to convey flows collected within Area 4.
- Most of the area is presently designated for the lowest density (see Map 12). Some land bordering CR 9 both north and south of Gillis Road is presently designated for intermediate density (see Map 12). Some land in southwestern corner near both CR 9 and the Thruway is presently designated for highest density (see Map 12).
- Considering only the land that is presently within the sewer district, some is presently designated for highest density and some is designated for intermediate density. None of the land presently designated for the lowest density is within the sewer district.
- The Comprehensive Plan recommended changing the density designation for land presently within the sewer district and presently designated for intermediate density to highest density instead (see Map 13).
- The Comprehensive Plan recommended retaining the present density designation of all lands within the area that are presently designated for the lowest density (see Maps 12 and 13).
- If Comp Plan recommendations were fully implemented, no residential lands designated for intermediate density would remain in the area. Furthermore, all residential lands designated for highest density would also be within the sewer district, and all residential lands within the area designated for lowest highest density would remain outside the sewer district (it would appear that the Comp Plan recommendation was in response to, at least in part, the present boundaries of the sewer district).
- The transition between the immediately adjoining highest and lowest density overlays depicted in Map 13 is abrupt and based primarily upon the extent of the sewer district. This supplemental plan makes a strong recommendation that no extensions into the adjoining land designated for the lowest density be approved. Extreme care will have to be exercised to ensure that the proximity of sewer service to the lowest density overlay does not lead to approvals for sewers and higher

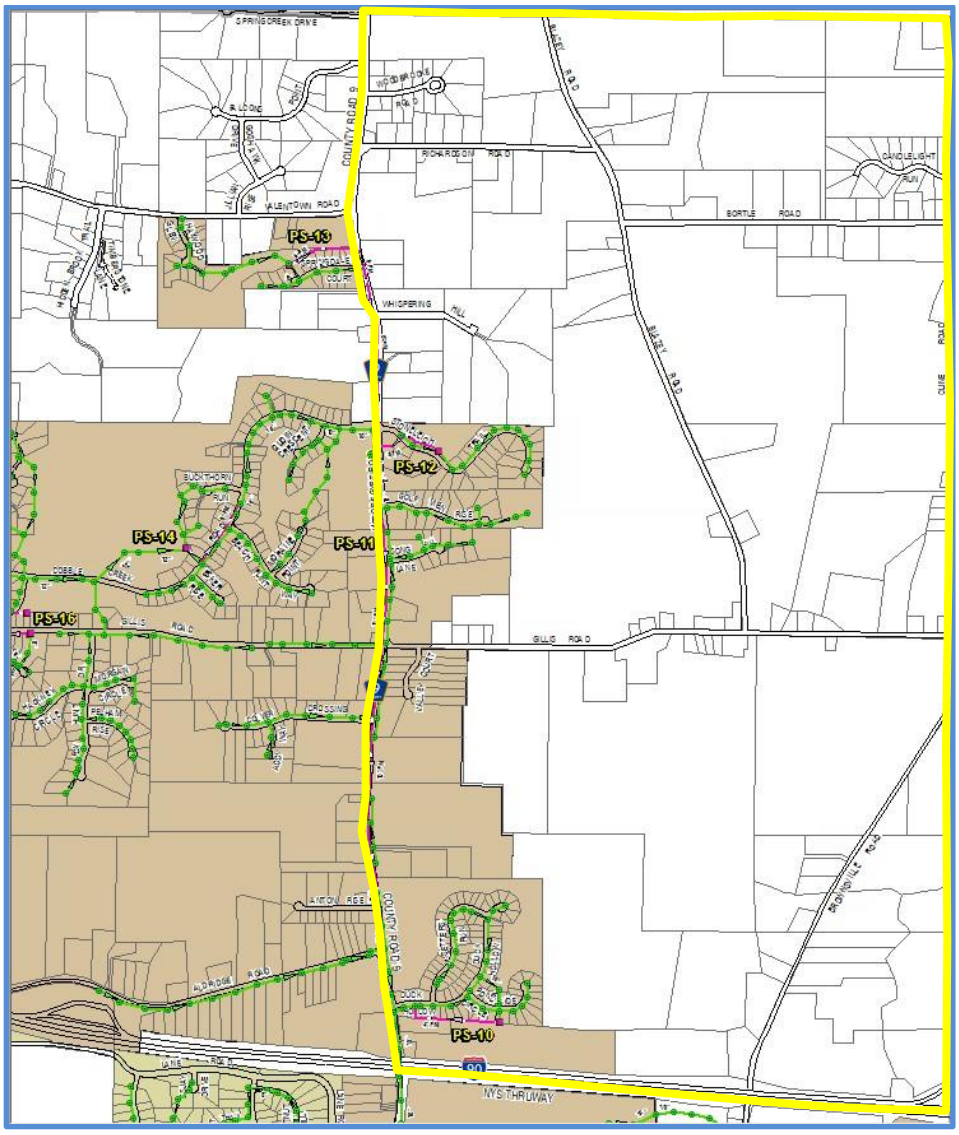
densities to creep into the adjoining low density overlay where preservation of rural character and open space remain priorities.

Sewer District Status

As shown in the following Map 11, the only Area 4 parcels presently within the Sewer District are located within a few thousand feet of CR 9 and within the southern two-thirds of the Area.

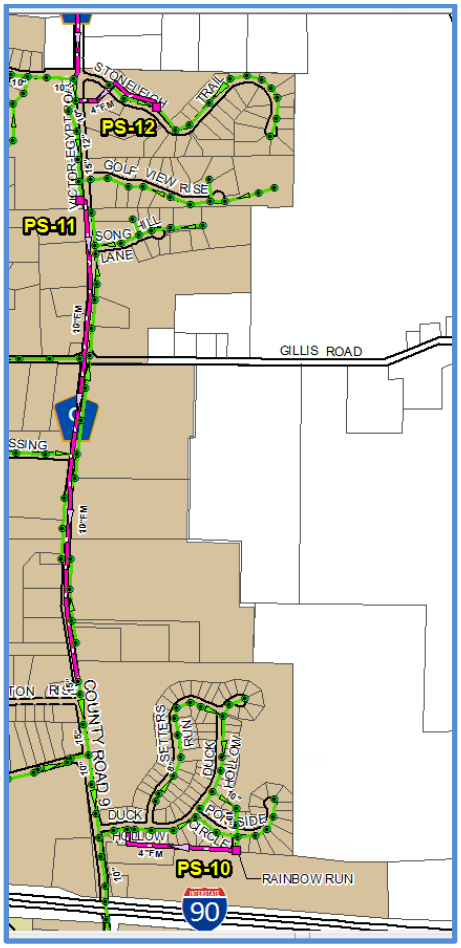
Present Reliance on Pump Stations

As shown on Map 11-1, Trunk Line A follows the western boundary of Area 4 from the intersection of Cobble Creek Road and County Road 9 south along County Road 9, ultimately exiting the area as it crosses beneath the Thruway. Trunk Line A PS 11 is located within this section of the trunk line although the pump station is formally located within Area 3 (on the west side of County Road 9).



Map 11 – Area 4 Parcels Presently In the Sewer District

As shown on Map 11-1, PS 12 and PS 10 are located within Area 4. PS 12 conveys flows collected within the Stoneleigh subdivision (Stoneleigh Trail) and discharges them to Trunk Line A just south of the Cobble Creek Road intersection with County Road 9. PS 10 Pump conveys flows collected within the Village on the Park subdivision (Duck Hollow, Setters Run and Point Side Circle) and discharges them to Trunk Line A via a short segment of gravity sewer along Duck Hollow just north of the trunk line crossing beneath the Thruway. Gravity sewers are in place along most of County Road 9 including within the segment also occupied by the Trunk Line A PS 11 force main. These gravity sewers collect flows from properties bordering County Road 9 as well as gravity flows from the Golf View (Golf View Rise) and Song Hill (Song Hill Lane) subdivisions.



Map 11-1 – Collection System – Area 4

Auburn Project Changes in this Area

The Auburn Project will have no direct effects upon the conveyance of wastewater flows collected within Area 4. Wastewater collected within the area will continue to rely on pump stations 12, 11, 10, 5, and 6, their associated force mains, and the gravity sewers already in place within the area to reach the FWWTP. However, there will be an indirect impact in that, as with Areas 3 and 5, the Auburn Trail Project will reroute flows presently entering Trunk Line A from southwest of Route 96 via the connection between PS 28 and PS 32. The connection between PS 28 and PS 32 will be severed by the project and

all those PS 28 flows presently discharging to PS 32 and, ultimately, to PS 17 and the downstream segments of Trunk Line A will instead flow directly to the Farmington WWTP via PS 30 and its new force main. This will, therefore, reduce the hydraulic load upon segments of Trunk Line A located within the area and those located downstream.

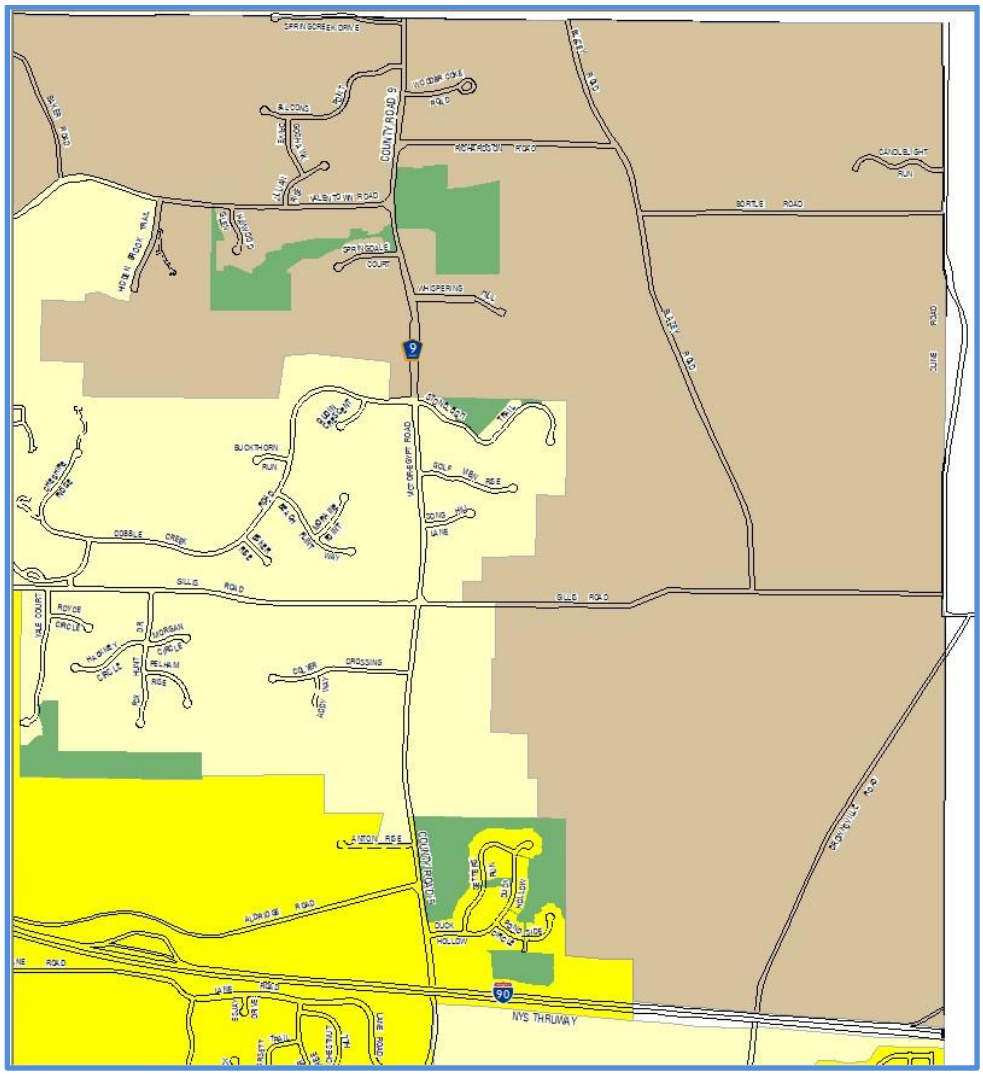
Potential Expansions Identified in the 2016 FVSS

The FVSS did not identify any potential district expansions in Area 4.

Present Density Overlays and Future Land Use Plan

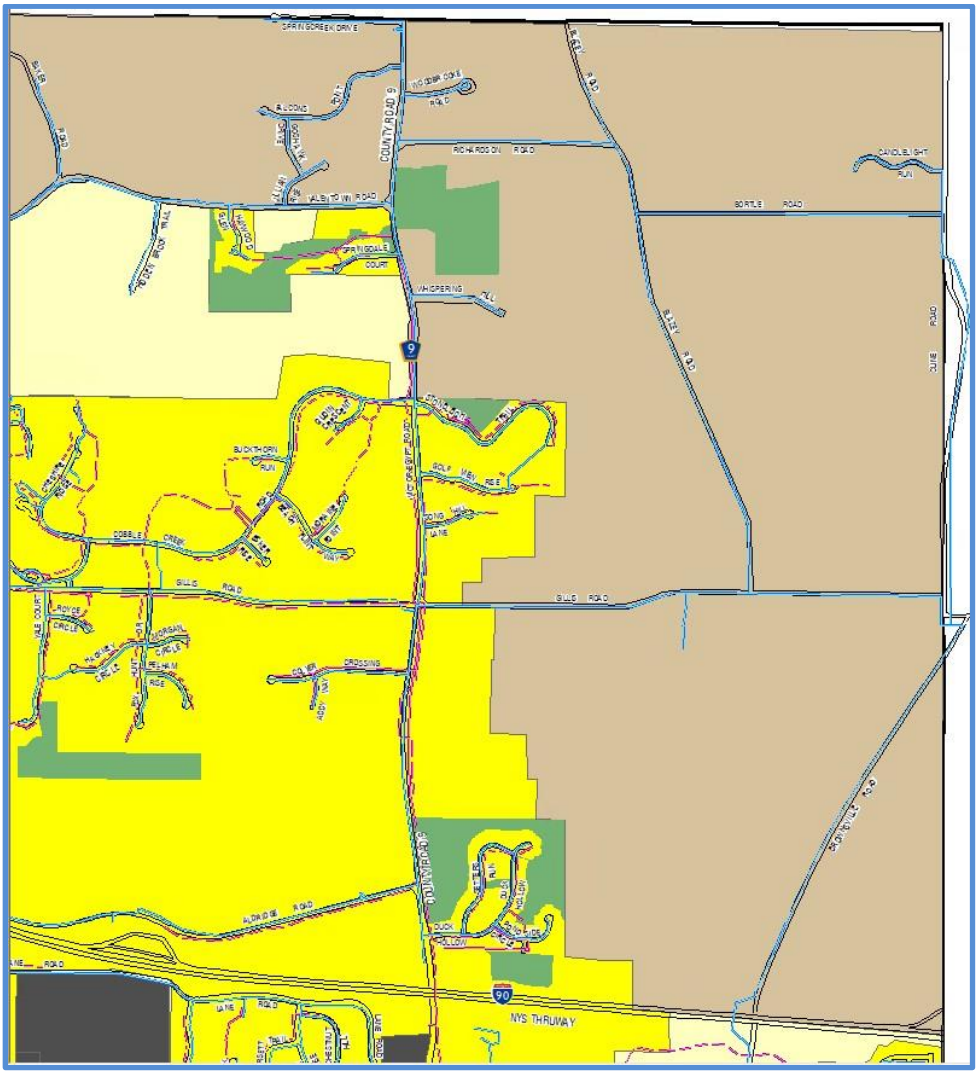
Although the FVSS did not identify any potential expansions into Area 4, it should be noted nonetheless that the Comprehensive Plan did recommend some changes to higher residential density designations within the area.

The following Map 12 illustrates the present configuration of density overlays within Area 4.



Map 12 – Town Present Density Overlays – Area 4

Map 13 illustrates how the Comprehensive Plan recommendations would convert all of the parcels in the area that are presently designated as being within an intermediate density overlay (light yellow) to being within a highest density overlay (dark yellow) instead. The Comprehensive Plan recommendations did not include any changes to parcels within the area presently designated as being within a lowest density overlay (beige). A comparison of Map 13 to Map 12 reveals all of the area parcels presently designated as being within an intermediate density overlay are already within the Sewer District and it is these that the Comprehensive Plan recommends converting to highest density instead.



Map 13 – Recommended Future Land Use Plan – Area 4

Although the Area 4 transition in from the lowest density overlay (beige) directly to the highest density overlay (dark yellow) depicted above in Map 13 is abrupt and somewhat unexpected, it is in keeping with both the availability of sewer in the area and in the adjacent area located to the west of CR 9.

Pump Station Impacts

The FVSS did not identify any potential expansions into Area 4 and none are identified in this plan.

Other Factors and Conclusion

As stated above, the FVSS did not identify any potential expansions into Area 4 that might raise concerns regarding induction of higher density growth. However, care will have to be exercised nonetheless to ensure that the abrupt transition between the highest and lowest density overlays depicted above as well as the proximity of sewer service to the lowest density overlay do not lead to approvals for sewers and higher densities to creep into the adjoining low density overlay where preservation of rural character and open space remain priorities.

Area 5 - South of I-90, east of CR 9/Lynaugh Road and north of Route 96

Area 5 (see Map 2 or Figure 11) borders the eastern boundary of the Town and includes all Town parcels located south of the Thruway, east of CR 9/Lynaugh Road, east of the Village, and north of Route 96. The area includes zones designated for commercial and/or light industrial uses as well as others designated for residential uses. The Area 5 zones designated for commercial and/or light industrial uses either front on or are in close proximity to Route 96.

Executive Summary

- Although it includes several non-residential zones (see Map 16), most of Area 5 is zoned for residential use, some designated for the highest density and some for intermediate density. There are no residential areas designated for the lowest density within Area 5.
- The present sewer district boundaries (see Map 14) exclude much of Area 5, including a large segment around Brownsville Road and another around Plastermill Road.
- The Comprehensive Plan recommendations would only change some areas presently designated for intermediate density to the highest density instead (compare Maps 16 and 17). All of the parcels presently designated for intermediate density that the Comprehensive Plan recommendations would change to the highest density are presently within the sewer district.
- The Auburn Project will have no direct effects upon the conveyance of wastewater flows collected within Area 5. Wastewater collected within the area will continue to rely on pump stations 9, 5, and 6, their associated force mains, and the gravity sewers already in place within the area, to reach the FWWTP. However, there will be an indirect impact similar to that in Areas 1, 2, 3 and 4. The Auburn Project will reroute flows presently entering Trunk Line A from southwest of Route 96 via the connection between pump stations 28 and 32, thereby reducing the hydraulic load upon the final segments of Trunk Line A that will continue to convey flows collected within Area 5.
- The FVSS identified potential sewer district expansions (see Map 15) that would include all of those parcels both east of west of Brownsville Road that are now outside the district. However, the potential expansions identified in the FVSS would leave out of the district many of the excluded parcels located further to the south and near Plastermill Road.
- None of the Area 5 potential district expansions identified in the FVSS raise issues related to preservation of rural character or open space as they would only affect parcels already within an intermediate density overlay.
- In the absence of any district expansion, implementation of the Comprehensive Plan recommendations would result in almost all residential parcels presently within the district being

designated for the highest density and all of the parcels presently outside the district being designated for intermediate density (it would appear that the Comprehensive Plan recommendations were responding, at least in part, to the sewer district boundaries in place at that time).

- The changes from intermediate to highest density recommended in the Comprehensive Plan do not include parcels presently designated for intermediate density that the FVSS has identified as potential additions to the sewer district.
- Should the potential Area 5 district expansions identified in the FVSS be implemented, the changes to the density overlays recommended for this area in the Comprehensive Plan should be expanded to designate all Area 5 parcels within the sewer district as also being within a highest density overlay. This potential change is reflected in Figure 13.
- Finally, the Comprehensive Plan has recommended that the parcel identified as by Tax Map No. 28.00-1-39.23 be included in the highest residential density overlay despite its location outside the sewer district. As it was not included within the potential district expansions identified in the FVSS, this supplemental plan recommends that it also be included as a potential district expansion. This recommendation is reflected in Figure 12.

Sewer District Status

As shown in Map 14, although much of Area 5 is presently within the Sewer District, many parcels fronting on Brownsville Road and on Plastermill Road are not. There are also a number of parcels located on the east side of Lynaugh Road that are not presently included within the district.

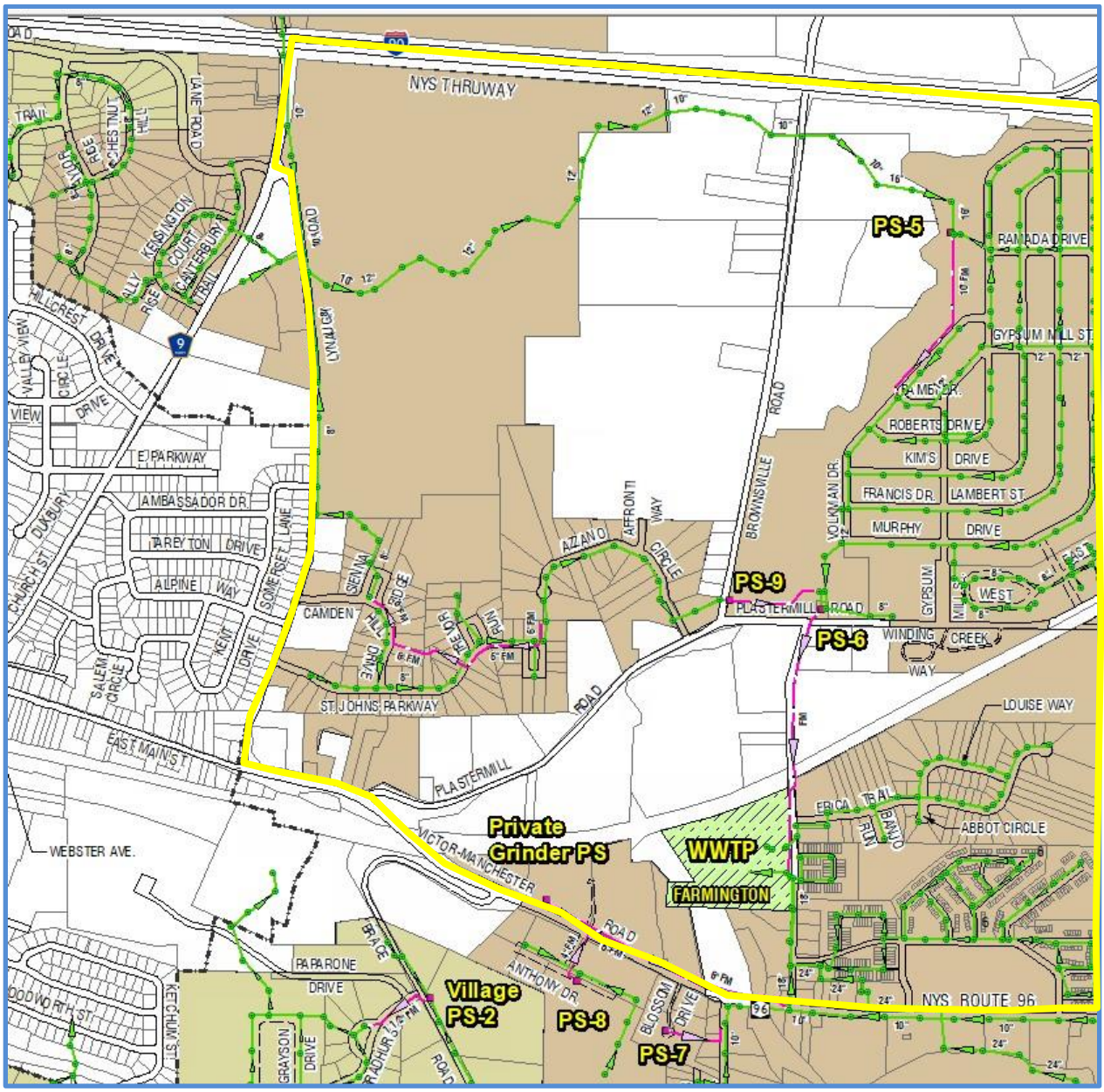
Present Reliance on Pump Stations

Trunk Line A pump stations 5 and 6 and the final segments of Trunk Line A are located within (or immediately west of) Area 5. Immediately south of the Thruway (see Map 14-1), Trunk Line A follows County Road 9 and then Lynaugh Road through Area 5 before turning east, eventually crossing Brownsville Road a short distance south of the Thruway. From the Brownsville Road crossing, the trunk line continues east to the western boundary of the Gypsum Mills subdivision and Trunk Line A pump station 5. PS 5 then discharges to a gravity sewer segment of the trunk line located on Volkman Drive that discharges in turn to Trunk Line A pump station 6 located on the north side of Plastermill Road at the intersection with McMahon Road. The Trunk Line A PS 6 force main then discharges to the FWWTP via a short segment of gravity sewer.

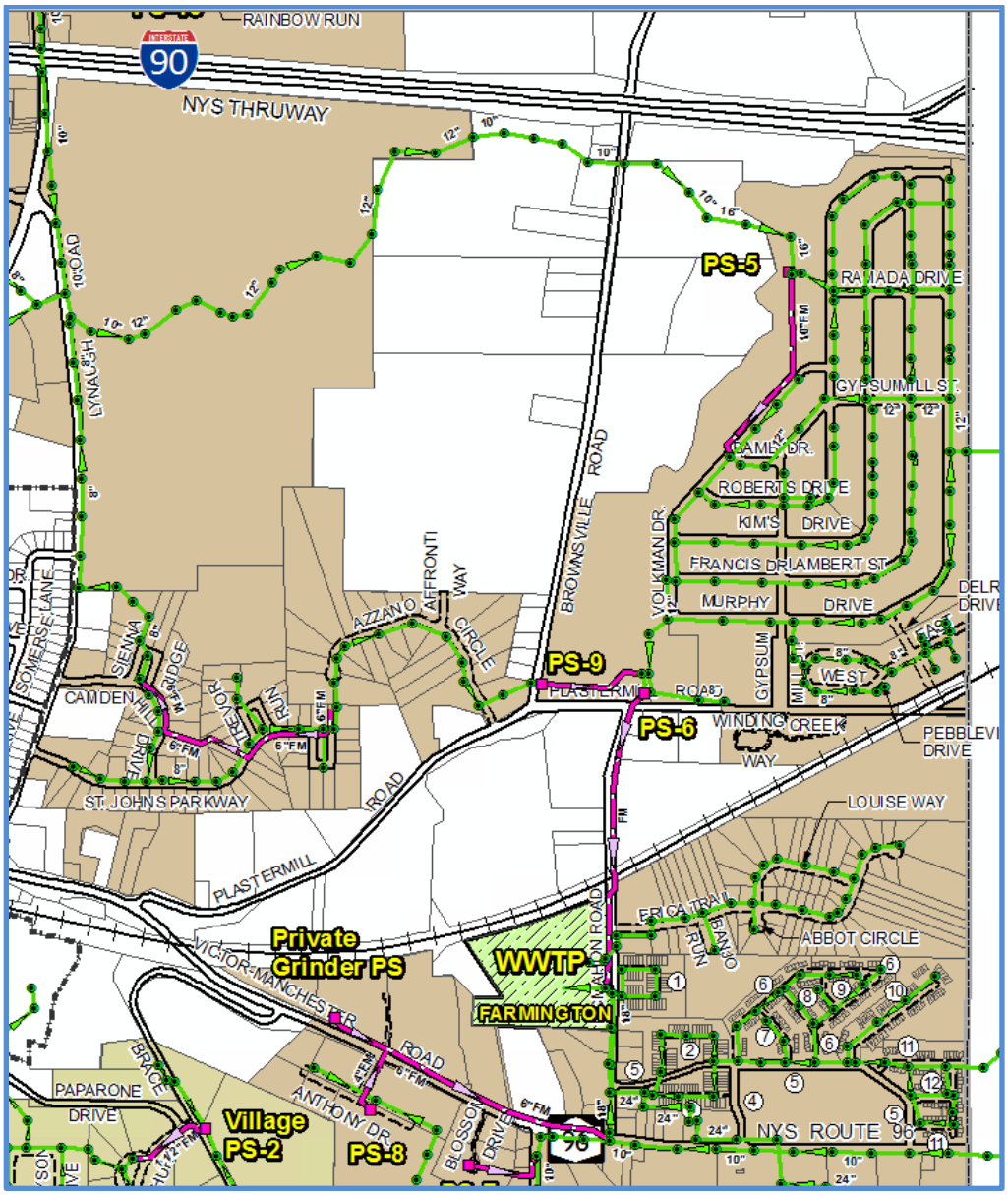
Flows collected from within the Gypsum Mills subdivision are discharged to Trunk Line A at PS 5 and at the gravity main segment of the trunk line located on Volkman Drive. PS 9 is also located within Area 5. Flows collected from within the Cambden Hills and Tuscany Hills subdivisions are discharged to Trunk Line A via PS 9 which discharges to the trunk line just north of PS 6.

In the southeastern corner of Area 5, gravity flows collected within the Ballerina Court subdivision are discharged to the FWWTP via a short segment of gravity sewer and gravity flows collected within the Victoria Woods development are discharged to the FWWTP via the final segment of the Farmington trunk line that enters the FWWTP from the south. Flows collected from properties located along the

segment of Route 96 located east of McMahon Road discharge to the FWWTP via this same Farmington trunk line.



Map 14 – Area 5 Parcels Presently In the Sewer District



Map 14-1 – Collection System – Area 5

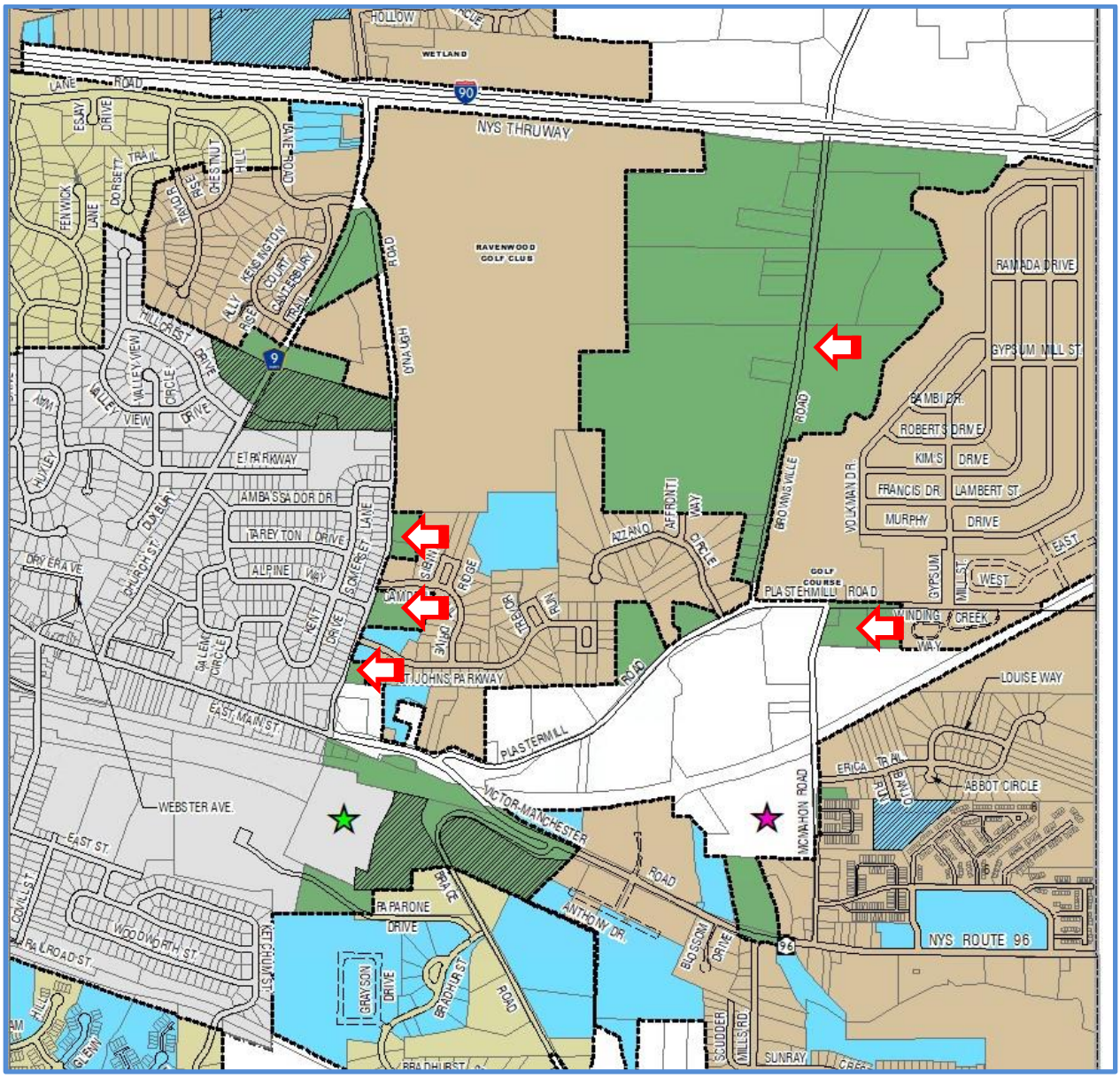
Auburn Project Changes in this Area

The Auburn Project will have no direct effect upon the conveyance of wastewater flows collected within Area 5. Wastewater collected within the area will continue to rely on pump stations 9, 5, and 6, their associated force mains, and the gravity sewers already in place within the area, to reach the FWWTP. However, there will be an indirect impact similar to that in Areas 1, 2, 3 and 4. The connection between PS 28 and 32 will be severed by the project and all those PS 28 flows presently discharging to PS 32 and, ultimately, to PS 17 and the downstream segments of Trunk Line A will instead flow directly to the Farmington WWTP via PS 30 and its new force main. This rerouting of presently entering Trunk Line A from southwest of Route 96 via the connection between pump stations 28 and 32 will reduce the

hydraulic load upon the final segments of Trunk Line A that will continue to convey flows collected within Area 5.

Potential Expansions Identified in the 2016 FVSS

The FVSS identified multiple potential district expansions within this area. Map 15, below, illustrates potential sewer district expansions within Area 5 identified in the FVSS. In Map 15, the potential expansions are shown in dark green and identified with red arrows.



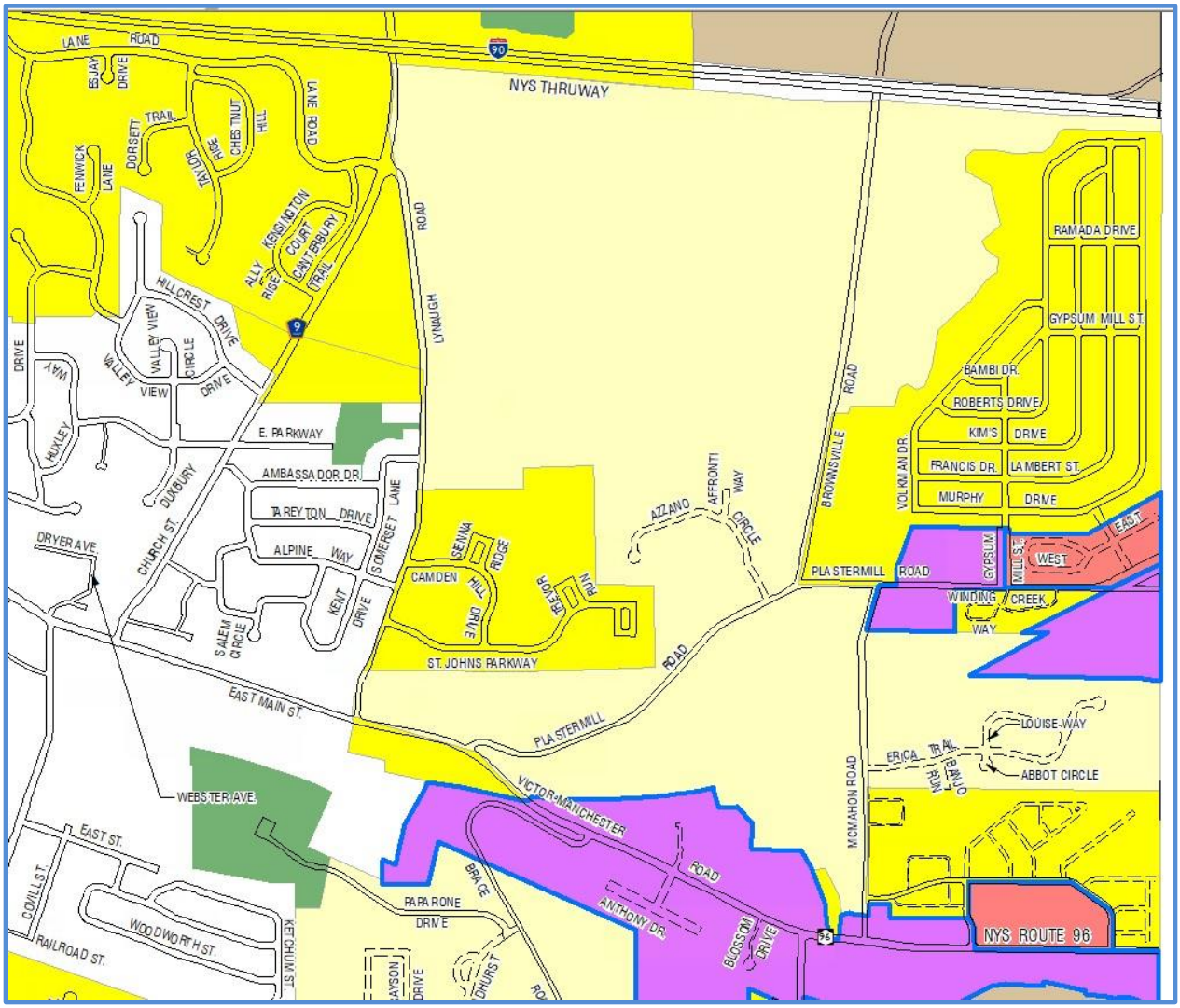
Map 15 – Potential Expansions Identified in the 2016 FVSS –Area 5

One potential expansion identified in the FVSS would bring within the district the large block of presently unserved parcels with frontage on both sides of Brownsville Road. Another identified in the FVSS would include three parcels with frontage on the south side of Plastermill Road just east of the

intersection with McMahon Road. Although the portion of the FVSS map shown above depicts the Azzano Circle parcels as a potential expansion, they are presently already within the Sewer District. However, two parcels immediately to their south with frontage on the north side of Plastermill Road are not and the FVSS did identify a potential expansion that would include these within the district. Another FVSS potential expansion would bring in four parcels fronting on the east side of Lynaugh Road while excluding three others located east of Lynaugh Road near the intersection with East Main Street/Route 96, and one other flag-shaped parcel with frontage on the north side of Route 96 just west of the intersection with Plastermill Road.

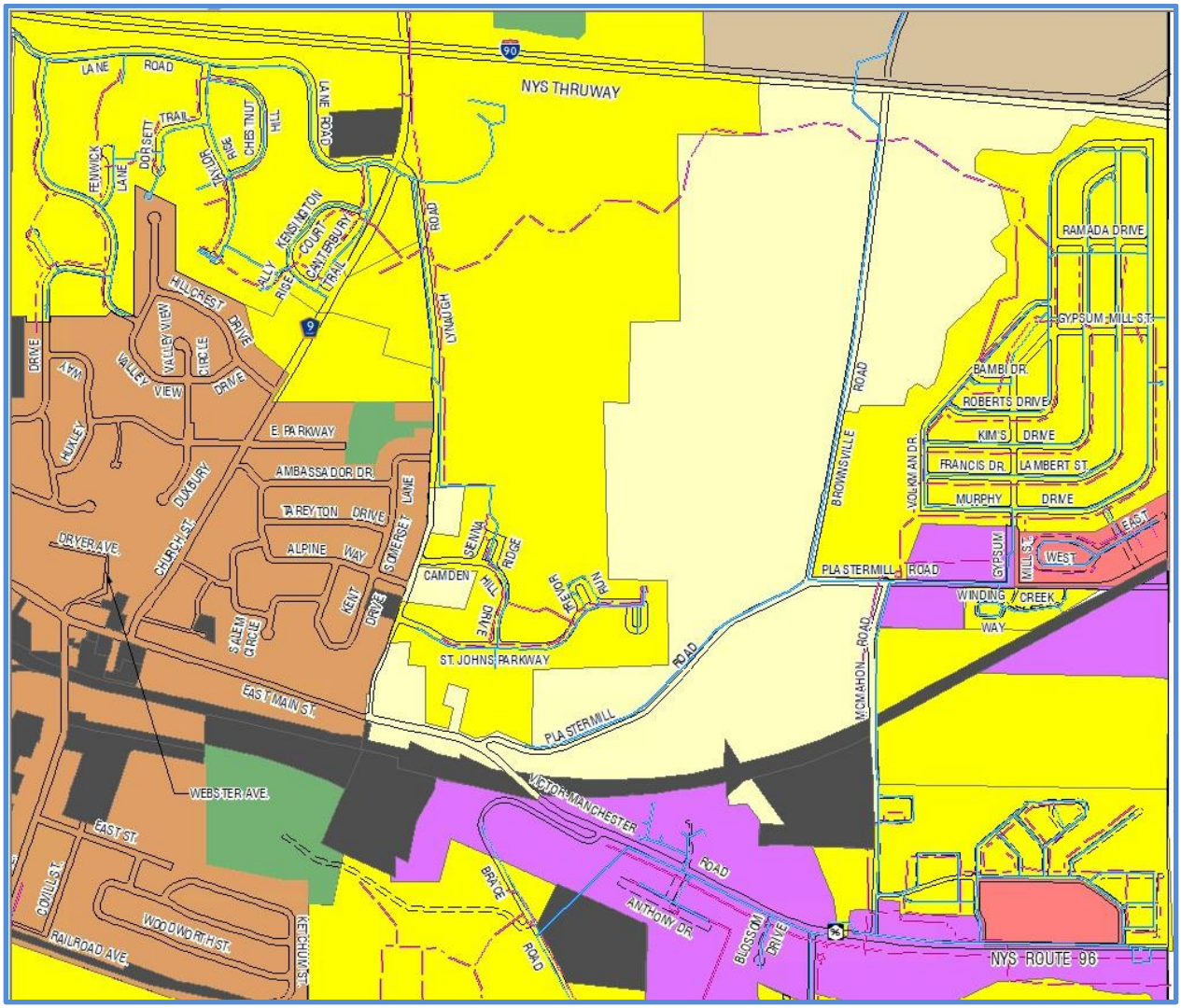
Present Density Overlays and Future Land Use Plan

Map 16 depicts the present configuration of highest residential density (dark yellow) and intermediate residential density (light yellow) designations within Area 5.



Map 16 – Town Present Density Overlays – Area 5

The following Map 17 depicts Comprehensive Plan recommendations for changes to the present Area 5 residential density overlay configuration. The recommendations depicted in Map 17 would convert multiple parcels that are now within the sewer district from an intermediate density overlay to a highest density overlay instead. These would include Ravenwood Golf Club and others located south of St. John's Parkway and north of the intersection of Route 96 with Plastermill Road. The zones that the Comprehensive Plan would convert from intermediate to highest density are identified most easily on the next map, Map 18, which surrounds them with a pink and white dashed boundary.

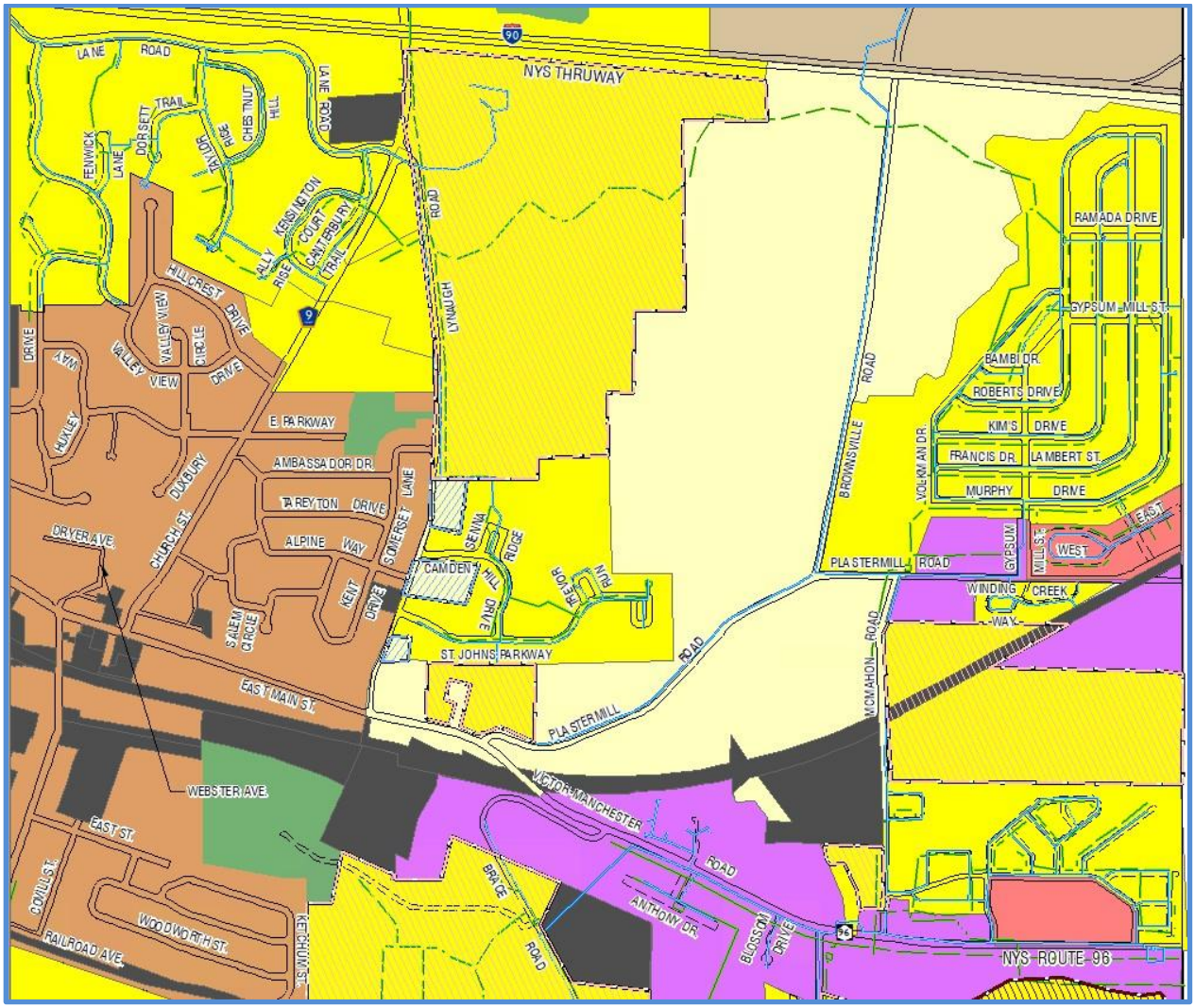


Map 17 – Recommended Future Land Use Plan – Area 5

A comparison of Maps 14, 15, 16 and 17 reveals that the apparent intent underlying the Comprehensive Plan recommendations was to reconcile the density overlays with the sewer district boundaries by designating all Area 5 properties within the district for the highest residential density and leaving those outside the sewer district within an intermediate density overlay instead.

Regarding the apparent intent to reconcile the Area 5 density overlays with the applicable sewer district boundaries, it should be noted that the recommendations depicted above in Maps 16 and 17 do not reflect the potential district expansions that were identified in the FVSS one year after adoption of the Comprehensive Plan. Accordingly, should the potential district expansions identified in the FVSS and depicted above in Map 15 be implemented, the recommended overlay configuration depicted below in Map 17 would then require further revision to maintain the consistency between sewer district boundaries and density overlay configuration apparently intended by the Comprehensive Plan.

Finally, there is one exception to the apparent Area 5 scheme described in the foregoing paragraphs that should be acknowledged: the Comprehensive Plan recommended that the density overlay of the triangular McMahon Road parcel located immediately north of the railroad (Tax Map No. 28.00-1-39.23) be changed from intermediate to highest density despite its location outside the sewer district.



Map 18– Changes Required to Implement Future Land Use Plan – Area 5

Pump Station Impacts

The FVSS did not identify any pump station impacts of concern associated with the potential district expansions identified in the FVSS. This single addition recommended in this supplemental plan (Tax Map No. 28.00-1-39.23) would also be without any significant pump station impacts.

Other Factors and Conclusion

None of the Area 5 potential district expansions identified in the FVSS raise issues related to preservation of rural character or open space as all would affect parcels already within an intermediate density overlay. As the Comprehensive Plan has recommended that the parcel identified as by Tax Map No. 28.00-1-39.23 be included in the highest residential density overlay, it should also be identified as a potential addition to the sewer district. Finally, should the potential Area 5 district expansions identified in the FVSS be implemented, the changes to the density overlays recommended for this area in the Comprehensive Plan should be expanded to designate all Area 5 parcels within the Sewer District as also being within a highest density overlay. This recommended change is reflected in Figure 13.

Area 6 - East of Route 444, north of CR 41 and south of Route 96

Area 6 (see Map 2 or Figure 11) borders the eastern boundary of the Town and includes all Town parcels located south of the Route 96, north of CR 41 and east of either the Village or Route 444. The area (see Map 21) includes zones designated for commercial and/or light industrial uses as well as others designated for residential uses. As in Area 5, the Area 6 zones designated for commercial and/or light industrial uses either front on or are in close proximity to Route 96.

Executive Summary

- Although Area 6 includes a non-residential zone adjoining Route 96, most of the area is zoned for residential use (see Map 21) and most of that is presently designated for intermediate density. There is, however, a small area adjoining the eastern and southern town boundary that is designated for the lowest density and two additional small areas designated for the highest density.
- With one notable non-residential exception near the intersections of Route 96 with Plastermill and Brace Roads, most of the Area perimeter near Route 444, the Village boundary, Route 96 and East Victor Road is presently within the sewer district (see Map 19). The FVSS recommended (see Map 20) a single expansion that would bring into the district only that exceptional area noted in the foregoing sentence.
- The potential district expansion is within a relatively well developed area near the Village, the Village Wastewater Treatment Plant, the Route 96 commercial corridor and multiple other parcels already within the district. The potential expansion, therefore, raises no issues relative to preservation of rural character or open space.
- Although the final segment of the new Trunk Line B force main will be located within Area 6, there will be no changes to the conveyance of wastewater collected within the area as a consequence of the Auburn Project. Flows collected within Area 6 will continue to depend only on pump stations 7 and 8 and gravity sewers within the area (and not upon Trunk Line A) to reach the FWWTP and Village WWTP.

- The Comprehensive Plan recommendations (see Map 22) would change residential land along NYS Route 444 that is presently within the sewer district and designated for intermediate density to a highest density designation instead. The recommendations would also change all residential lands north of the Auburn Trail presently in the sewer district and presently designated for either an intermediate or lowest density to the highest density designation instead. Lands presently within the sewer district that are located south of the Auburn Trail would be changed only to an intermediate density. The recommendations would also designate all residential lands outside the sewer district for an intermediate density.
- It should be noted that implementation of the foregoing Comprehensive Plan recommendations would designate all residential lands outside the sewer district for an intermediate density and, with one exception, all residential lands within the district for the highest density. The exception noted in the foregoing sentence concerns land that is presently within the district but located south of the Auburn Trail and which the Comprehensive Plan recommendations would designate for an intermediate density rather than the highest density.
- The Area 6 zone designated for intermediate density provides a useful transition zone between the adjacent highest density residential areas served by sanitary sewer and the adjoining Area 7 residential area that is designated for the lowest density and valued for its preservation of rural character and open space. Should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval.

Sewer District Status

As shown below in Map 19, Area 6 zones presently within the Sewer District include most of the parcels located just south of Route 96, most of those located just east of Route 444 including the Victor Hills Golf Club and parcels fronting on Wyndham Hill, Silverton Glenn, Proximity Lane and associated roads, parcels accessed from Brace Road north of the intersection with Break of Day Road, those accessed via East Victor Road and Southgate Hills Drive, and those in the vicinity of Scudder Mills Road, Sunray Crest and Fieldcrest Lane. The district does not extend south of these or to the east of those near Route 444.

Present Reliance on Pump Stations

Three pump stations are located within Area 6. Two of these (PS 7 and PS 8 – see Map 19-1) convey flows destined for the FWWTP. The third (Village PS-2 – see Map 19-3) conveys flows that will ultimately discharge to the Village WWTP.

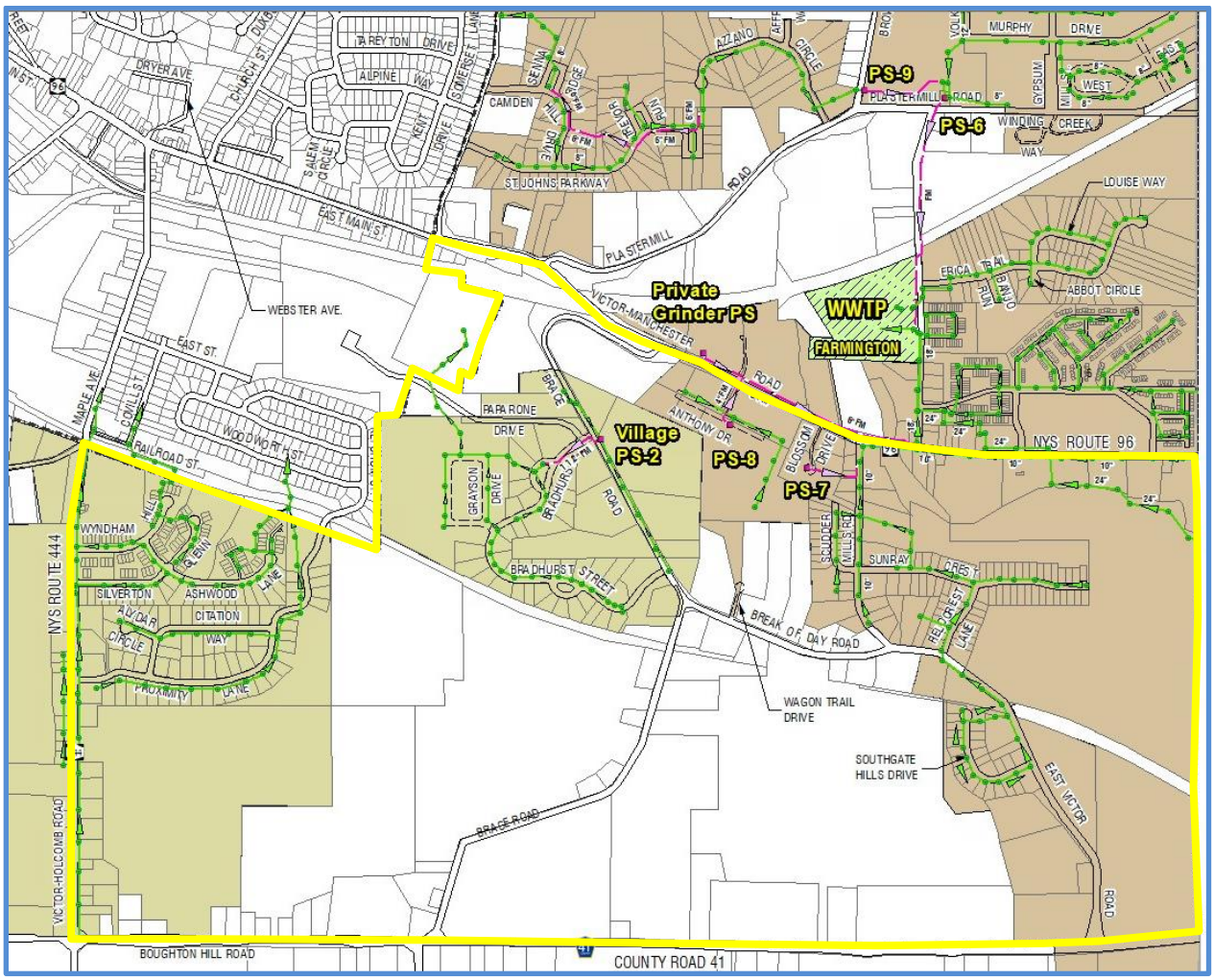
Gravity sewers within Area 6 (see Map 19-1) convey flows collected from within the Southgate Hills, Boca Park and Scudder Mills developments to the FWWTP via the final segment of a Farmington Trunk line that enters the Town on Route 96 and then turns north to enter the WWTP from the south. These flows are accompanied by others collected from properties bordering on this segment of Route 96.

PS 8 (see Map 19-1) conveys gravity flows collected from Anthony Drive and discharges them to the Farmington trunk line located on Route 96 where it turns north to the FWWTP. PS 7 (see Map 19-1) conveys gravity flows collected from Blossom Drive and discharges them to the gravity sewer exiting

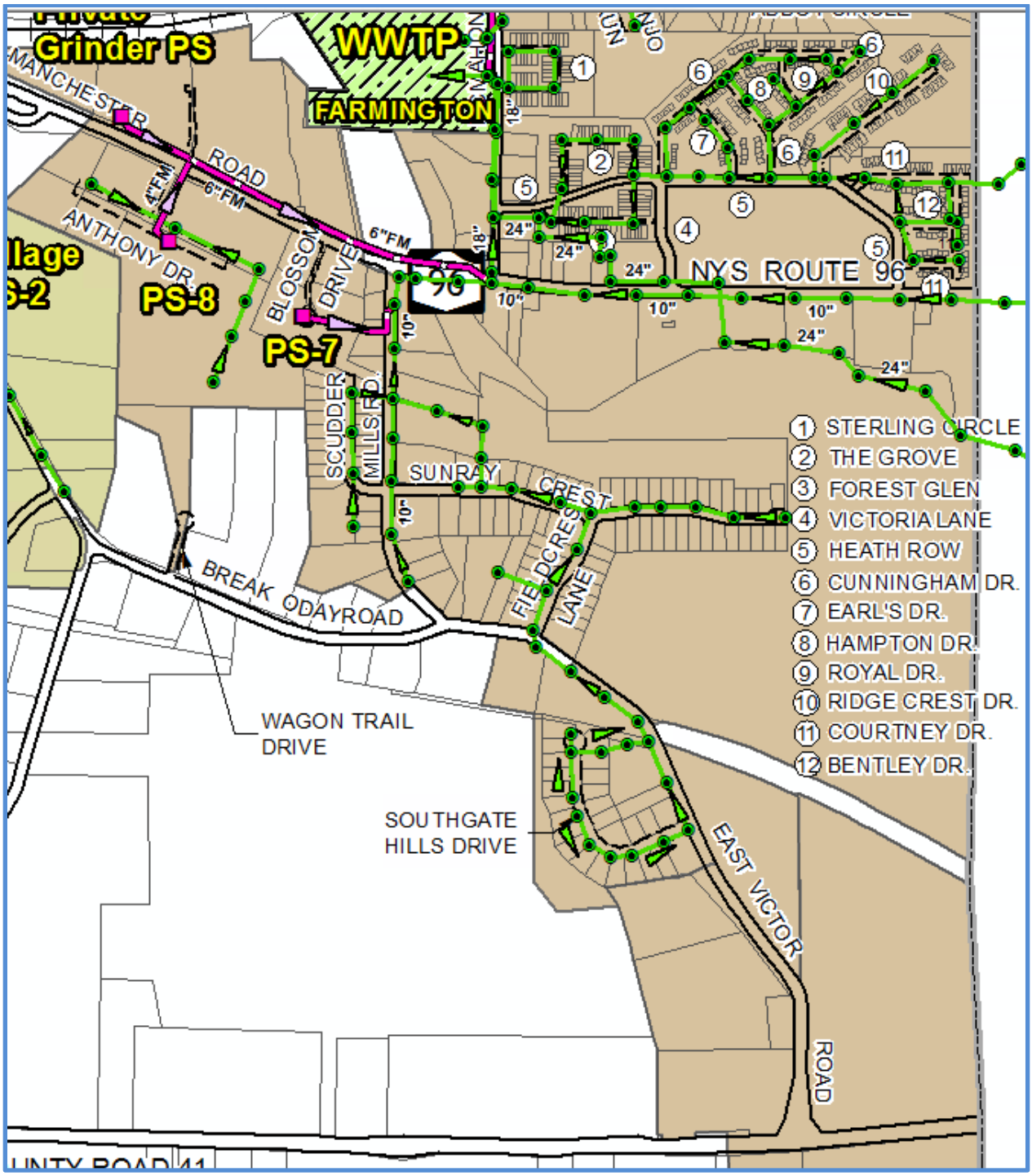
Scudder Mills which in turn discharges to the Farmington trunk line located on Route 96 where it turns north to the FWWTP.

Flows from the segment of Brace Road located north of the intersection with Break of Day Road are discharged to gravity sewers located within the Dorchester Park subdivision via Village PS-2 (see Map 19). These flows then discharge to the Village WWTP via gravity sewers within the Village.

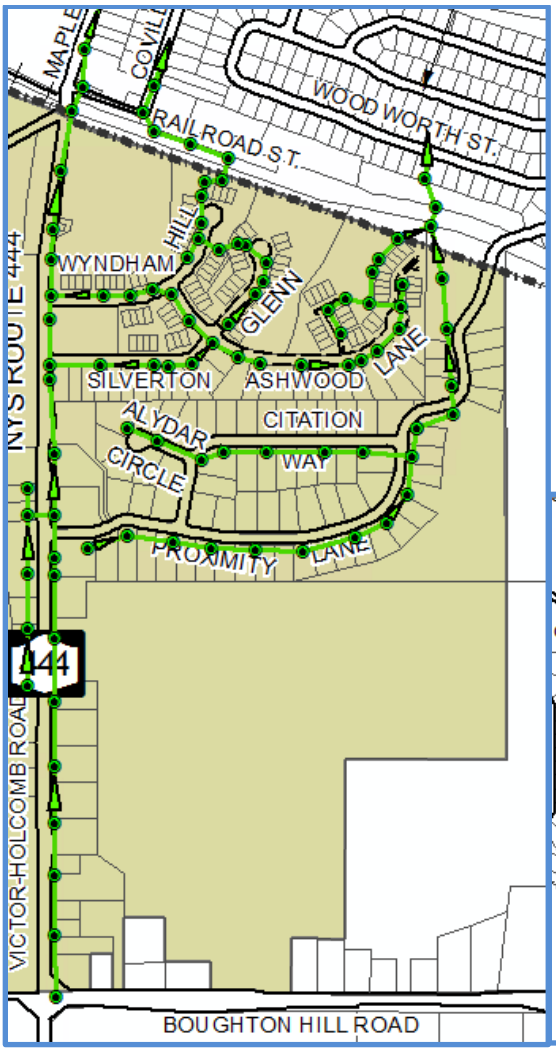
Gravity flows collected from properties bordering the segment of Route 444 located north of County Road 41, from properties within the Silverton Glenn subdivision, and from within the Proximity Meadows subdivision (see Map 19-2) discharge to Village gravity sewers in three Village locations on the Village boundary. The flows are conveyed to the Village WWTP from these locations via gravity sewers in the Village.



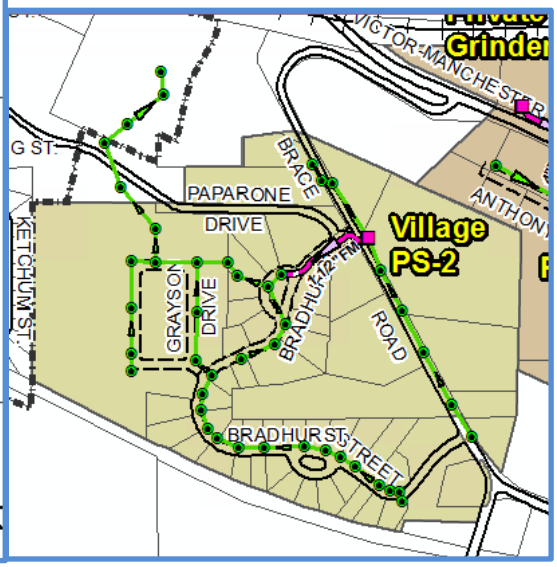
Map 19A – Area 6 Parcels Presently In the Sewer District



Map 19-1 – Collection System – Area 6



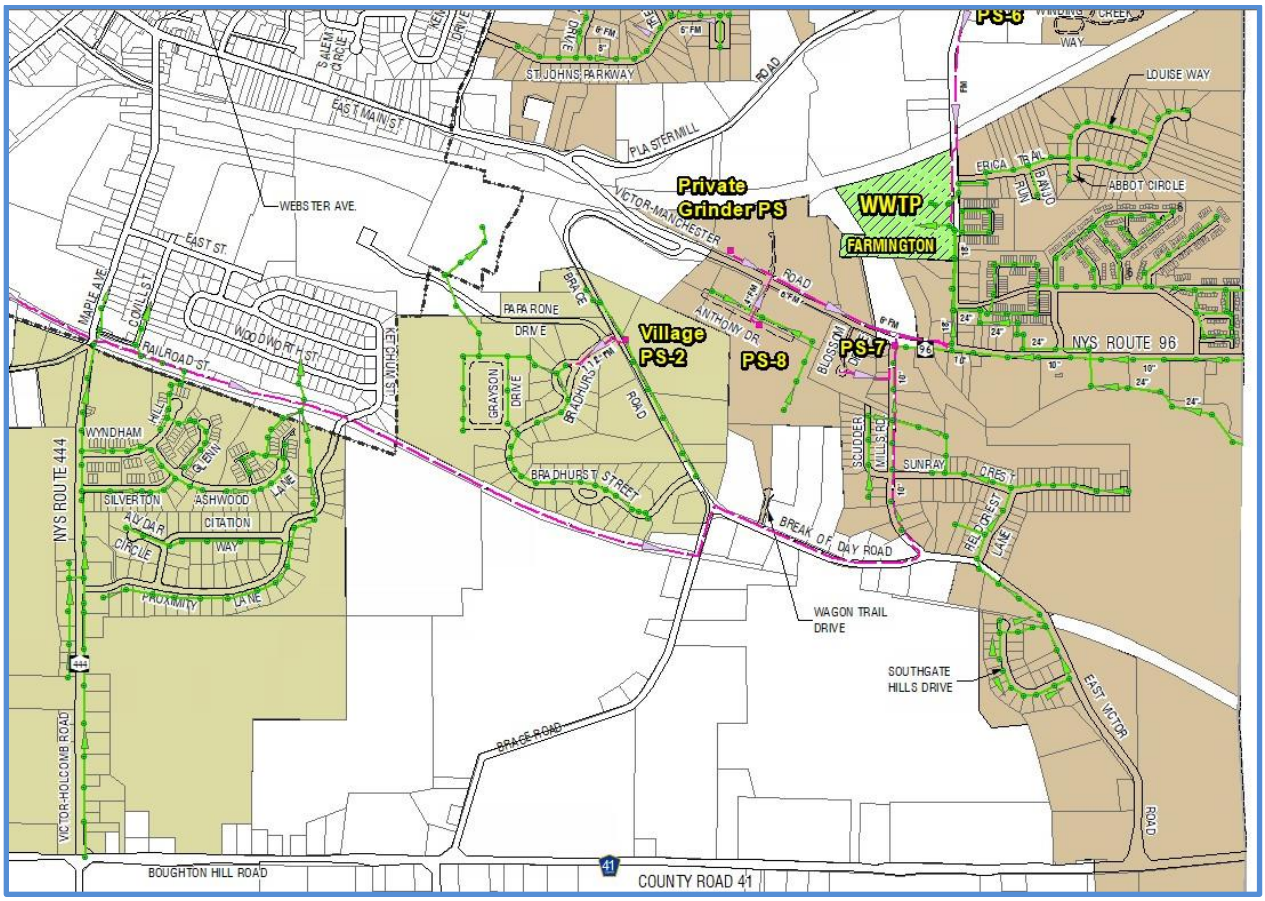
Map 19-2 – Collection System – Area 6



Map 19-3 – Collection System – Area 6

Auburn Project Changes in this Area

There will be no changes to the conveyance of wastewater collected within Area 6 as a consequence of the Auburn Project. Although the final segment of the new Trunk Line B force main being developed by the project to convey flows from PS 30 directly to the Farmington WWTP will be located within Area 6 and will ultimately discharge to existing Area 6 gravity sewers presently in place just south of the WWTP (see Map 19B, below), the new force main will provide no opportunities to serve nearby properties without interruption of the new force main and development of an additional pump station. Flows collected within Area 6 will continue to depend only on pump stations 7 and 8 and gravity sewers presently within the area to reach the FWWTP and upon Village PS-2 and other gravity sewers to reach the Village WWTP. None of these flows will depend upon Trunk Line A or any Trunk Line pump stations to reach the FWWTP or Village WWTP.



Map 19B – Area 6 Parcels Presently In the Sewer District – After the Auburn Project

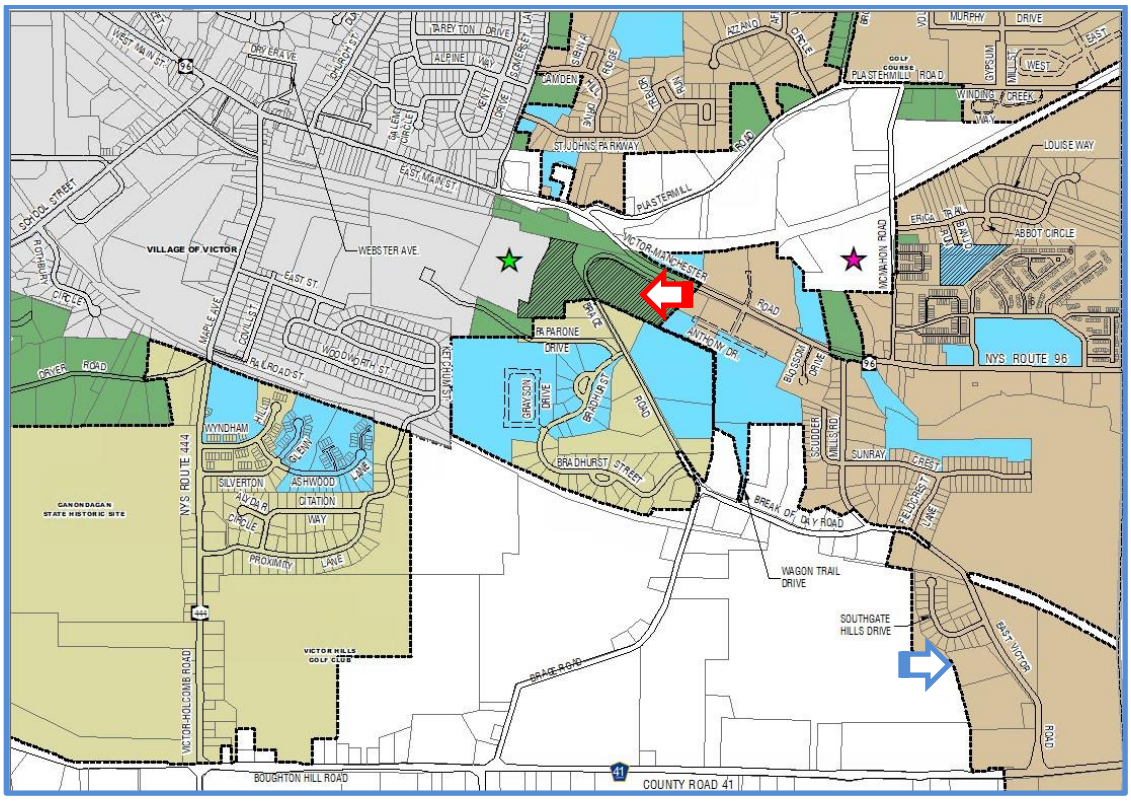
Potential Expansions Identified in the 2016 FVSS

The single potential Area 6 district expansion identified in the FVSS is shown on Map 20 in dark green and identified with a red arrow. Brace Road passes through the affected properties, some of which border Brace Road immediately south of Route 96 and/or border the Farmington Wastewater Treatment Plant to the north, south and east. Other than this single addition, the array of potential expansions identified in the FVSS would leave the Sewer District within Area 6 just as it is presently.

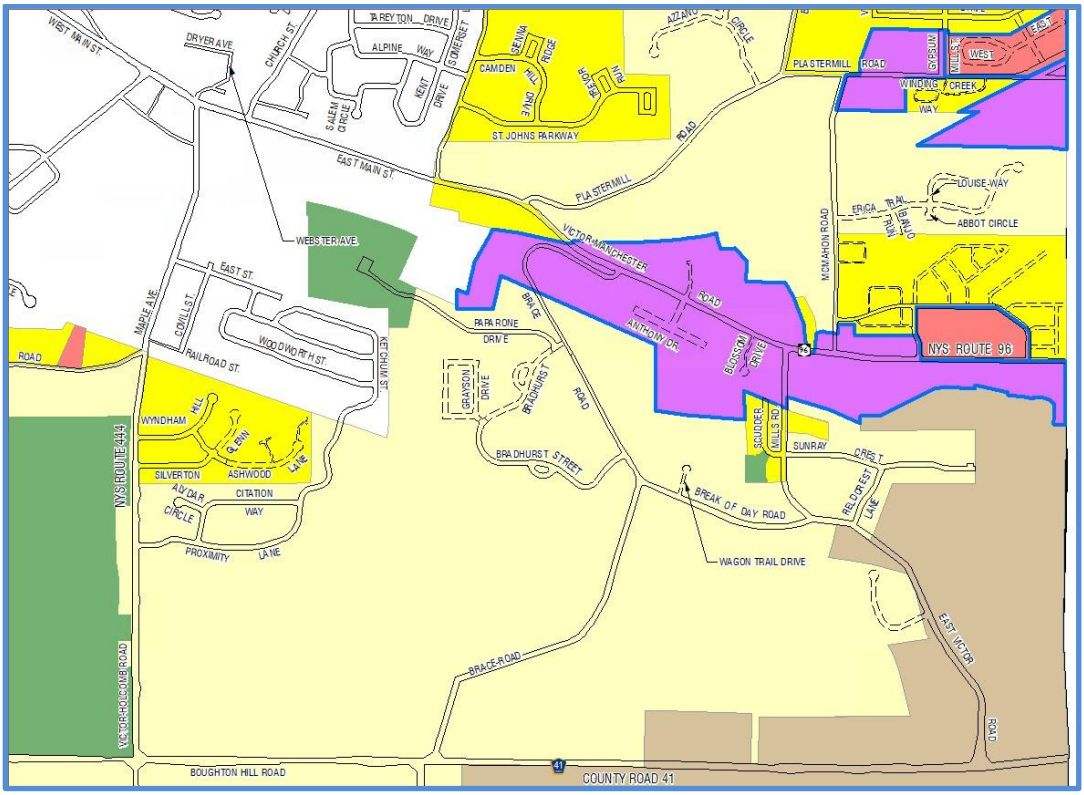
Present Density Overlays and Future Land Use Plan

Map 21 below illustrates the present configuration of residential density overlays within Area 6. It should be noted that much of the area described above and depicted below in Map 19 as being within the Sewer District is presently within an intermediate density overlay rather than highest density.

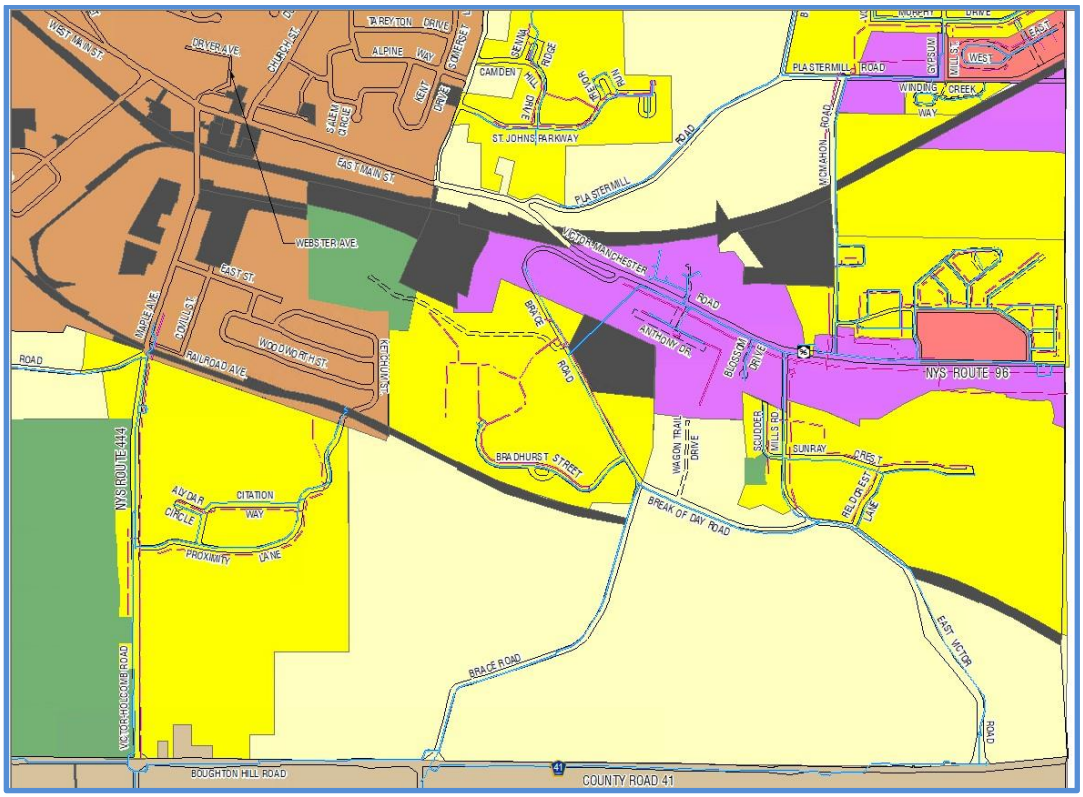
Map 22 depicts how the recommendations included in the Comprehensive Plan would change the Area 6 residential density overlays. All of the recommendations involve changes to higher density overlays: from lowest to intermediate, from intermediate to highest, and even from lowest to highest. Map 23 identified the Area 6 zones that the Comprehensive Plan recommendations would convert to a higher density most clearly (with dashed boundaries, pink with white for intermediate to highest, red with white for lowest to intermediate, and deep red with white for lowest to highest).



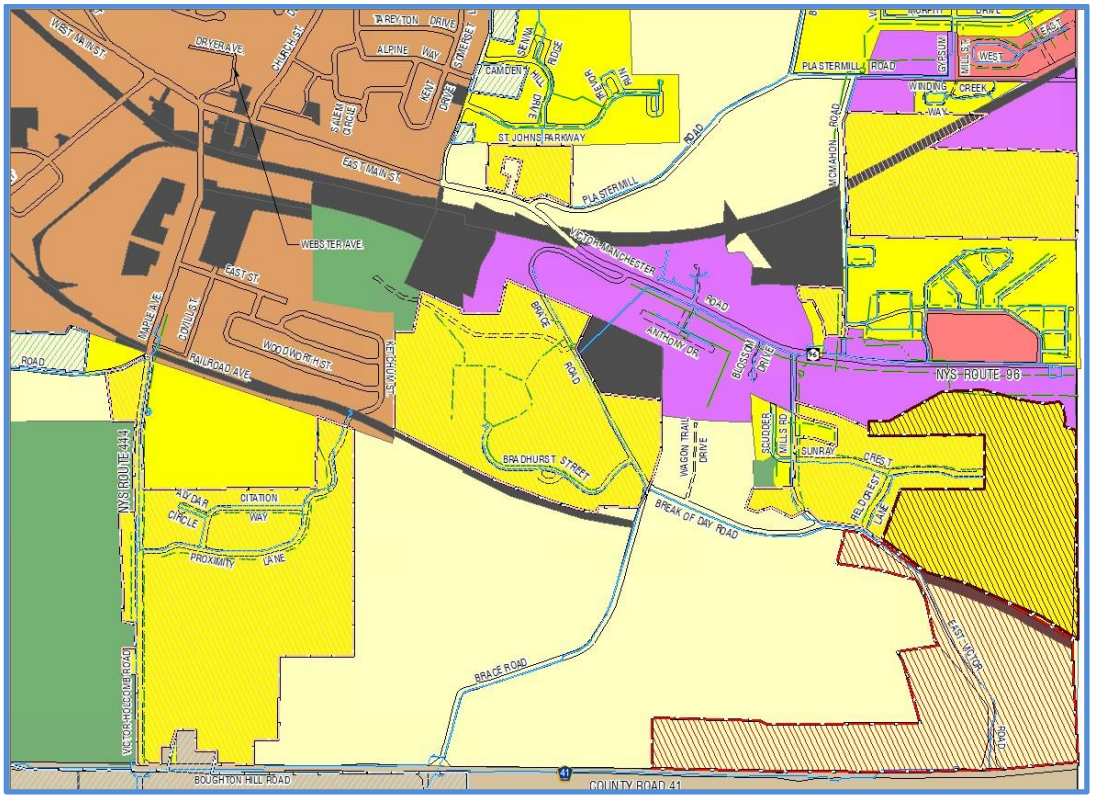
Map 20 – Potential Expansions Identified in the 2016 FVSS – Area 6



Map 21 – Town Present Density Overlays – Area 6



Map 22 – Recommended Future Land Use Plan – Area 6



Map 23 – Changes Required to Implement Future Land Use Plan – Area 6

Similar to the finding in Area 5, some of the changes to maximum density recommended in the Comprehensive Plan can be understood as an apparent intent to reconcile the density overlays with the district boundaries by designating all residential parcels within the district for the highest density. The only exception to this pattern involves a more recent addition to the district located immediately south of Break of Day Road and East Victor Road (identified in Map 19 with a blue arrow). However, unlike Area 5, the Comprehensive Plan recommendations already included in the highest density designation those Area 6 residential parcels subsequently identified in the FVSS as potential district expansions, so implementation of potential Area 6 expansions should not necessitate any other revision of the Comprehensive Plan overlay recommendations.

Pump Station Impacts

The FVSS did not identify any adverse pump station impacts associated with the potential district expansions identified in the FVSS and this supplemental plan has not recognized any additional potential expansions.

Other Factors and Conclusion

The modest Area 6 potential expansion of the Sewer District identified in the FVSS is located in a relatively well developed area near the Village, the Village Wastewater Treatment Plant, the Route 96 commercial corridor and multiple other parcels already within the district. The expansion, therefore, raises no issues relative to preservation of rural character or open space. However, the Comprehensive Plan recommendations regarding changes to the residential density overlays within Area 6 should be expanded to take into account a more recent addition to the district located immediately south of Break of Day Road and East Victor Road (identified in Map 19 with a blue arrow) by changing it from the present intermediate density designation to the highest density instead.

The unserved zone within Area 6 that is designated for intermediate density provides a useful transition zone between the adjacent highest density residential areas that are served by sanitary sewer and the unserved residential area south of CR41 in Area 7 that is designated for the lowest density and valued for its contribution to preserving rural character and open space. Should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential impacts to affected pump stations and trunk lines should be completed before any extension is approved.

Area 7 - East of Route 444 and south of CR 41

Area 7 (see Map 2 or Figure 11) is located in the southeastern corner of the Town, east of Route 444 and south of CR 41. The area is zoned exclusively for residential uses, much of it at the lowest density, and has been recognized for its extensive open spaces and rural character.

Executive Summary

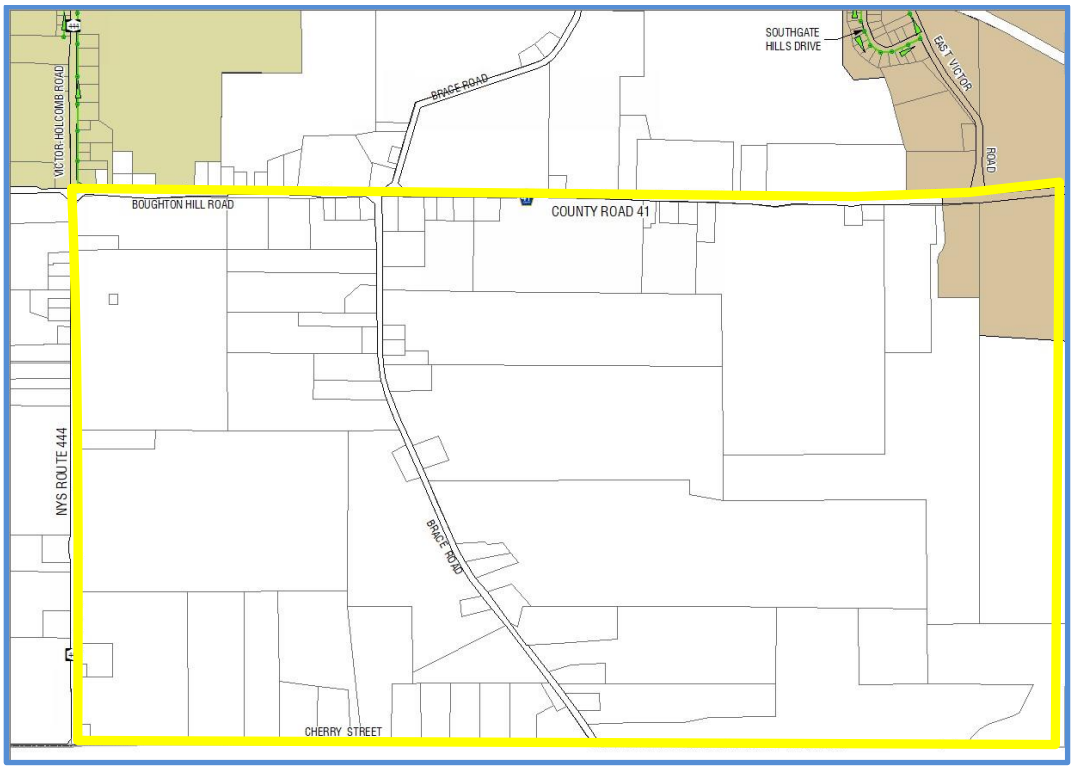
- All of the land within Area 7 is zoned for residential use and presently designated for either an intermediate or the lowest density (see Map 25).
- The only portion of Area 7 presently within the sewer district is a recent addition south of CR 41 and its intersection with East Victor Road (see Map 24). Wastewater collected in this area would flow

via gravity to existing sewers located within Area 6 to the north that discharge directly to the Farmington WWTP.

- The Auburn Project will have no impact upon Area 7.
- The Comprehensive Plan recommendations (see Maps 26 and 27) seem to have taken CR 41 as a boundary between areas where only the lowest density would be preferred and those where intermediate density would also be acceptable and therefore recommended changing all Area 7 land presently designated for an intermediate density to the lowest density instead.
- Requests for sewer district extensions within Area 7 should be discouraged, scrutinized very closely, and likely refused in virtually all instances. Should extenuating circumstances arise in which the need for an expansion into Area 7 is compelling then, at the very least, any approval should impose a condition ensuring that the maximum residential density within the affected and adjoining Area 7 zones would remain limited by the lowest residential density designation.

Sewer District Status

Map 24 depicts the present extent of the Sewer District within Area 7.



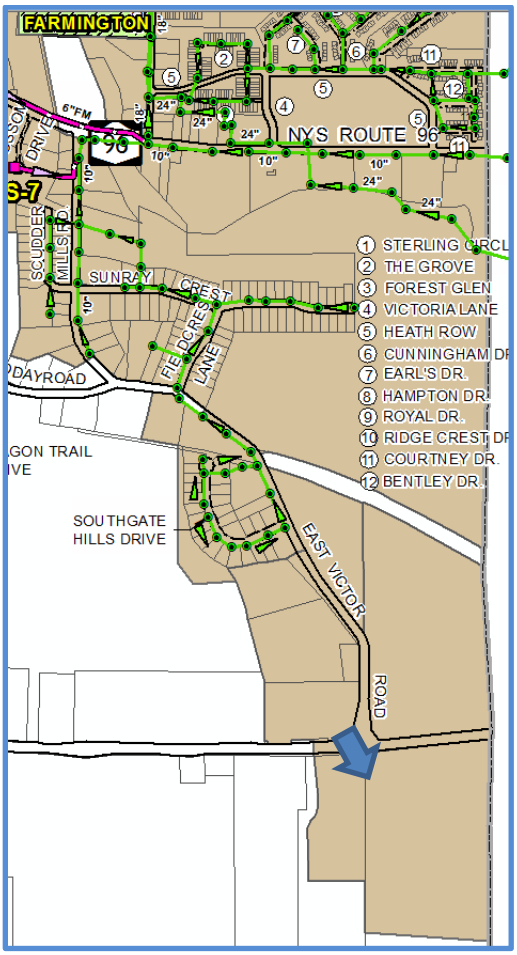
Map 24 – Area 7 Parcels Presently In the Sewer District

Until recently there were no Area 7 parcels included within the Sewer District. However, as can be seen above in Map 24, there are a few parcels in the extreme northeastern corner of Area 7 that are now within the district as the consequence of a recent 2019 expansion that would connect to the existing district in Area 6 located north of CR 41 on East Victor Road in Area 6. As of January, 2020 the proposed connection has not been made and project development has not commenced.

Present Reliance on Pump Stations

There are presently no pump stations, trunk lines or sewers located within Area 7 and no flows requiring conveyance via a pump station are presently collected within the area.

As stated above, a small extension to the sewer district located within Area 7 was approved in 2019 (see the blue arrow on Map 24-1, below). The extension is located in the northeastern corner of the area, immediately south of County Road 41 and the intersection with East Victor Road. The Map, Plan and Report supporting the extension indicates that no pump station is required and that flows collected from within the expansion will be conveyed by gravity sewers northerly along East Victor Road to a point at which they will discharge to the existing gravity sewers serving Southgate Hills Drive. From there these flows would pass through the Boca Park and Scudder Mills sewers, eventually turning east on Route 96 and discharging to the Farmington Route 96 trunk line gravity sewer where it enters the FWWTP.



Map 24-1 – Collection System – Area 7

Auburn Project Changes in this Area

The Auburn Project will have no impact upon Area 7. With the possible exception of the small Area 7 extension to the sewer district depicted above in Map 24-1, it will continue to be the case that there are

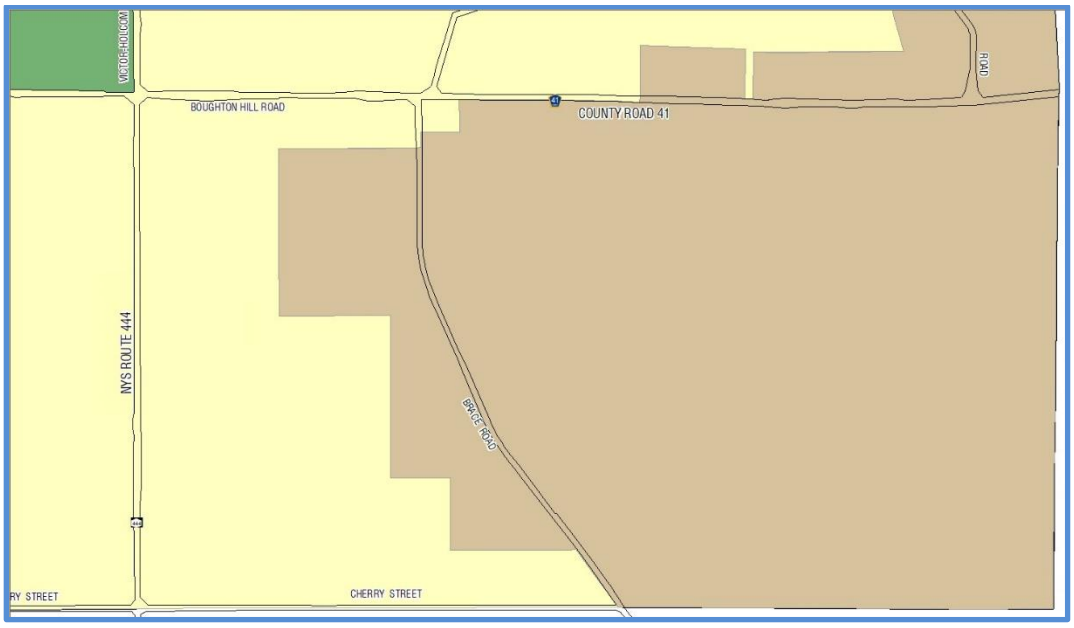
no pump stations, trunk lines or sewers located within Area 7 and no flows collected within the area requiring conveyance via a pump station. Should the small extension shown in Map 24-1 be developed, the collected wastewater would flow to the FWWTP via gravity sewers only.

Potential Expansions Identified in the 2016 FVSS

The FVSS did not identify any potential district expansions into Area 7, including the expansion recently approved in the northeastern corner of the area.

Present Density Overlays and Future Land Use Plan

The following Map 25 depicts the configuration of residential density overlays within Area 7 as they presently exist. As the map shows, to the east of Brace Road all but a single parcel at the corner of Brace Road and CR 41 is presently designated for the lowest residential density. To the west of Brace Road, the parcels without frontage on CR 41, Route 444 or Cherry Street are also designated for the lowest residential density at this time. Those Area 7 parcels located to the west of Brace Road having frontage on CR 41, Route 444 or Cherry Street are presently designated for an intermediate residential density.

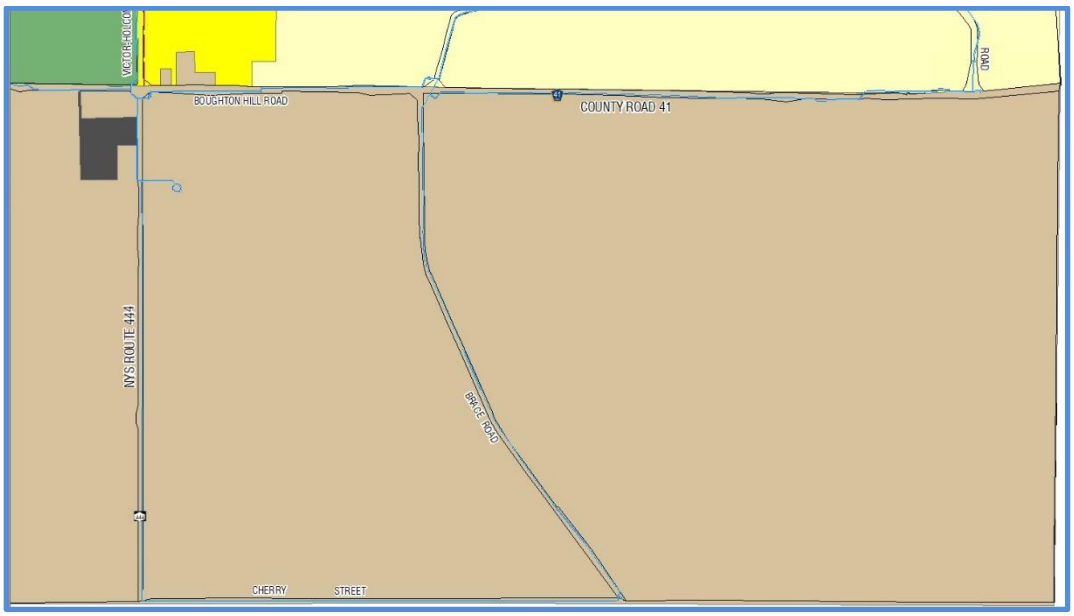


Map 25 – Town Present Density Overlays – Area 7

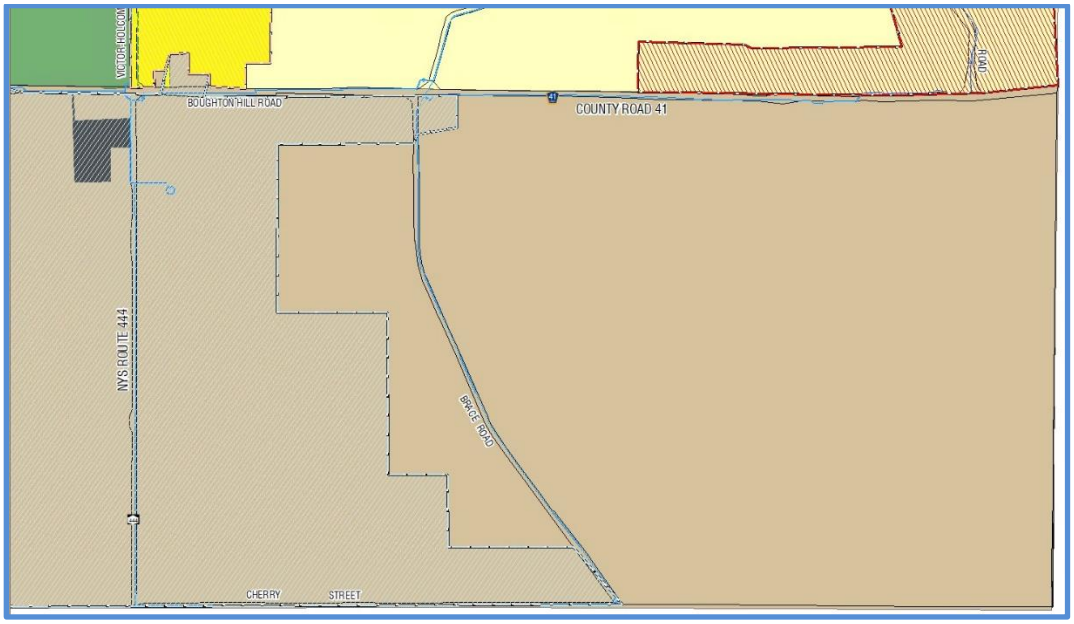
Map 26 illustrates how the Comprehensive Plan recommendations would revise the present configuration of residential density overlays in Area 7 such that all parcels within the area, regardless of road frontage, would be within an overlay designated for the lowest density. Map 27 depicts the Area 7 property now within an intermediate density overlay that the Comprehensive Plan would place instead within an overlay designated for the lowest density with a dashed boundary of blue and white.

Pump Station Impacts

No potential sewer district extensions were identified in the FVSS and none are identified in this supplemental plan. The only existing sewer district zone within this area was only recently approved and would discharge to the WWTP via gravity sewers only.



Map 26 – Recommended Future Land Use Plan – Area 7



Map 27 – Changes Required to Implement Future Land Use Plan – Area 7

Other Factors and Conclusion

The Comprehensive Plan recommendations seem to have taken CR 41 as a boundary between areas where only the lowest density would be preferred and those where intermediate density would also be

acceptable. For example, in Area 6 the Comprehensive Plan recommended that the zone immediately north of CR 41 that is presently within an overlay designating only the lowest density be changed to an intermediate residential density overlay. However, south of CR 41 within Area 7 the Comprehensive Plan recommendations would place property now within an overlay designated for intermediate density within one designated for only the lowest density instead. That being the case and given the known potential for sewer district extensions to induce higher density growth within rural areas, requests for sewer district extensions within Area 7 should be discouraged, scrutinized very closely, and likely refused in virtually all instances. Should circumstances arise in which the need for an expansion into Area 8 is compelling then, at the very least, any approval should impose a condition ensuring that the residential density within the affected area would remain limited by the lowest density designation.

Area 8 - West of Route 444 and south of CR 41

Area 8 (see Map 2 or Figure 11) is located in the southwestern corner of the Town, west of Route 444 and south of CR 41. The area includes parkland and zones designated exclusively for residential uses, much of it at the lowest density. Area 8, like Area 7, has been recognized for its extensive open spaces and rural character.

Executive Summary

- All of the land within Area 8 (see Map 28) is zoned for residential or recreational use and the residential land is presently designated for either an intermediate or the lowest density.
- None of Area 8 is within the sewer district and the FVSS did not identify any potential expansions into the area.
- The Auburn Project will have no impact upon Area 8.
- As with Area 7, the Comprehensive Plan recommendations (see Map 29) seem to have taken CR 41 as a boundary between areas where only the lowest density would be preferred and those where intermediate density would also be acceptable and therefore recommended changing all Area 8 land presently designated for an intermediate density to the lowest density instead.
- Both the Comprehensive Plan Green Infrastructure Priority Analysis (see Figure 8) and the Future Land Use Plan (see Map 29) identified Area 8 as one where all residential development would be restricted to the only the lowest density.
- Requests for sewer district extensions within Area 8 should be discouraged, scrutinized very closely, and most probably refused in virtually all instances. Should extenuating circumstances arise in which the need for an expansion into Area 8 is compelling then, at the very least, any approval should impose a condition ensuring that the maximum residential density within the affected and adjoining Area 8 zones would remain limited by the lowest residential density designation.

Sewer District Status

None of Area 8 is presently within the Sewer District.

Present Reliance on Pump Stations

There are no pump stations, trunk lines or sewers located within Area 8 and no flows requiring conveyance are collected within the area.

Auburn Project Changes in this Area

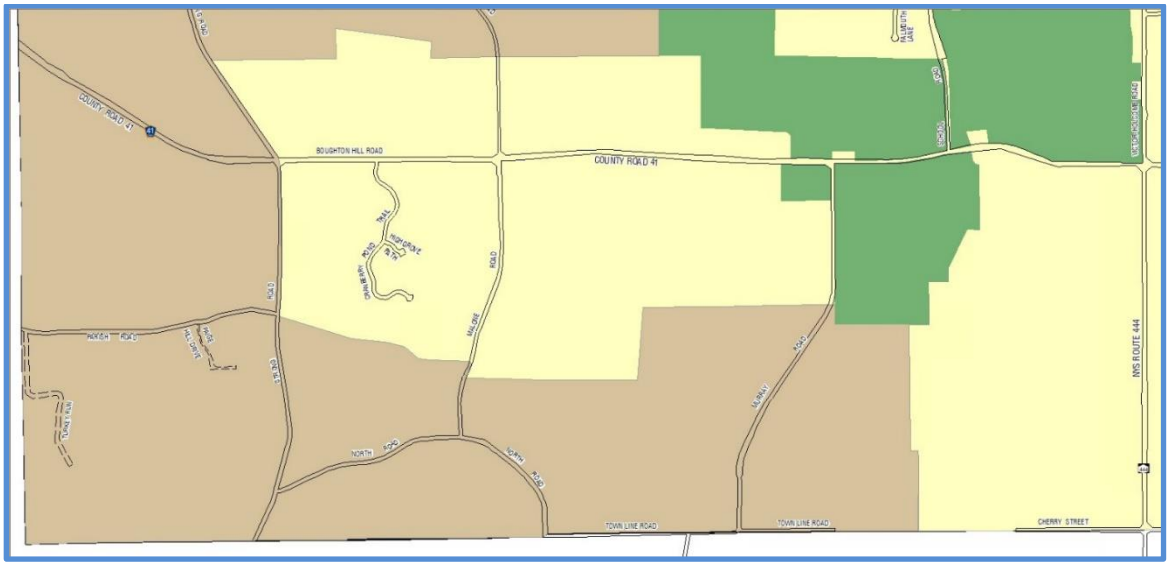
The Auburn Project will have no impact upon Area 8. It will continue to be the case that there are no pump stations, trunk lines or sewers located within Area 8 and no flows collected within the area requiring conveyance via a pump station.

Potential Expansions Identified in the 2016 FVSS

Neither the FVSS nor this supplemental plan has identified any potential district expansions in Area 8.

Present Density Overlays and Future Land Use Plan

As shown in the following Map 28, Area 8 is presently designated for residential use in both an intermediate density (shown in light yellow) and the lowest density (shown in beige). More specifically, the eastern one-fifth located closest to Route 444 and most of the northern zone located closest to Route 41 are presently designated for intermediate density, whereas all of the portion located east of Strong Road and most of southern zone located along the Town's southern boundary are designated for the lowest density.



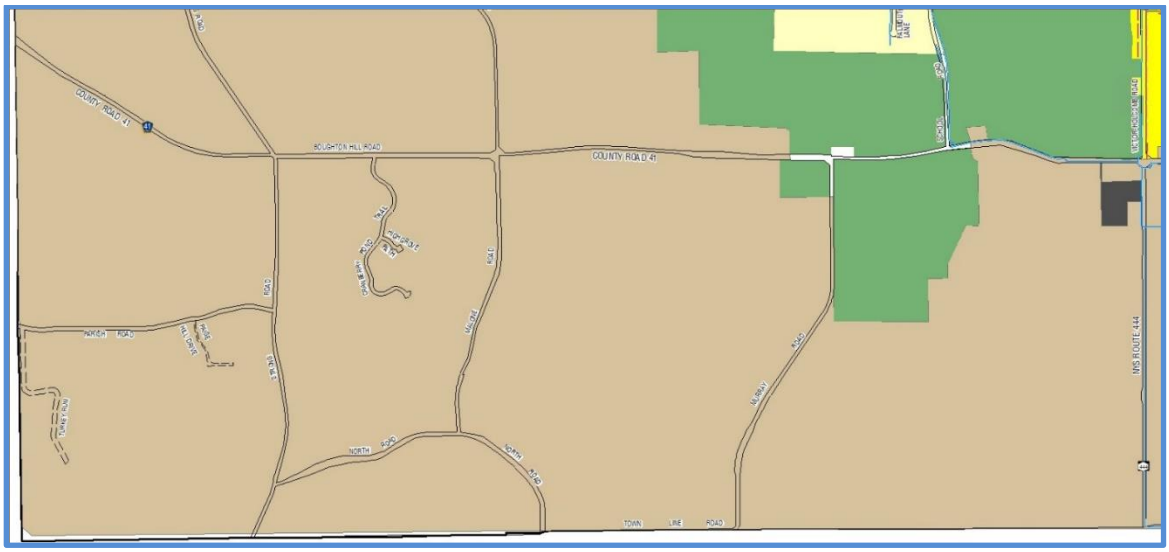
Map 28 – Town Present Density Overlays – Area 8

Furthermore, as illustrated in Figure 8, Area 8 was one of only three areas identified in the Comprehensive Plan's Green Infrastructure Priority Zone analysis as recommended for the lowest density (Area 9 and 12 are the other two areas that were similarly recommended).

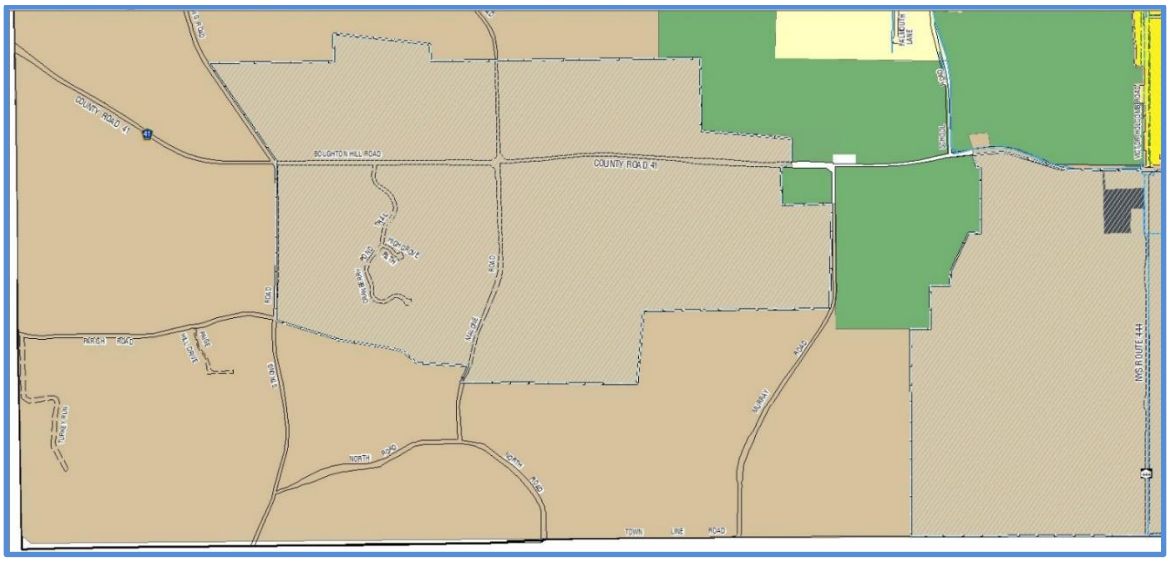
Maps 29 and 30 on the following page illustrate the Comprehensive Plan Future Land Use plan within Area 8. As a comparison of Maps 28 and 29 show, the Comprehensive Plan recommendations would change all of the Area 8 residential zones presently designated as being within an intermediate density overlay to being within an overlay of the lowest density instead.

Pump Station Impacts

None of Area 8 is presently within the sewer district and no potential expansions into the area were identified in either the FVSS or this supplemental plan.



Map 29 – Recommended Future Land Use Plan – Area 8



Map 30 – Changes Required to Implement Future Land Use Plan – Area 8

Other Factors and Conclusion

None of the area is within the sewer district and the FVSS did not identify any potential expansions into the area. Both the Comprehensive Plan Green Infrastructure Priority Analysis and the Future Land Use Plan identified Area 8 as one where all residential development would be restricted to the only the lowest density. Given the known potential for sewer district extensions to induce higher density growth within rural areas, requests for sewer district extensions within Area 8 should be discouraged, scrutinized very closely, and most probably refused in virtually all instances. Any approvals given under extenuating and compelling circumstances to extend sanitary sewers into the area should impose a condition ensuring that the maximum residential density within the affected and adjoining Area 8 zones would remain limited by the lowest residential density designation

Area 9 - South of Dryer Road, west of Route 444, southwest of Route 96 and north of CR 41

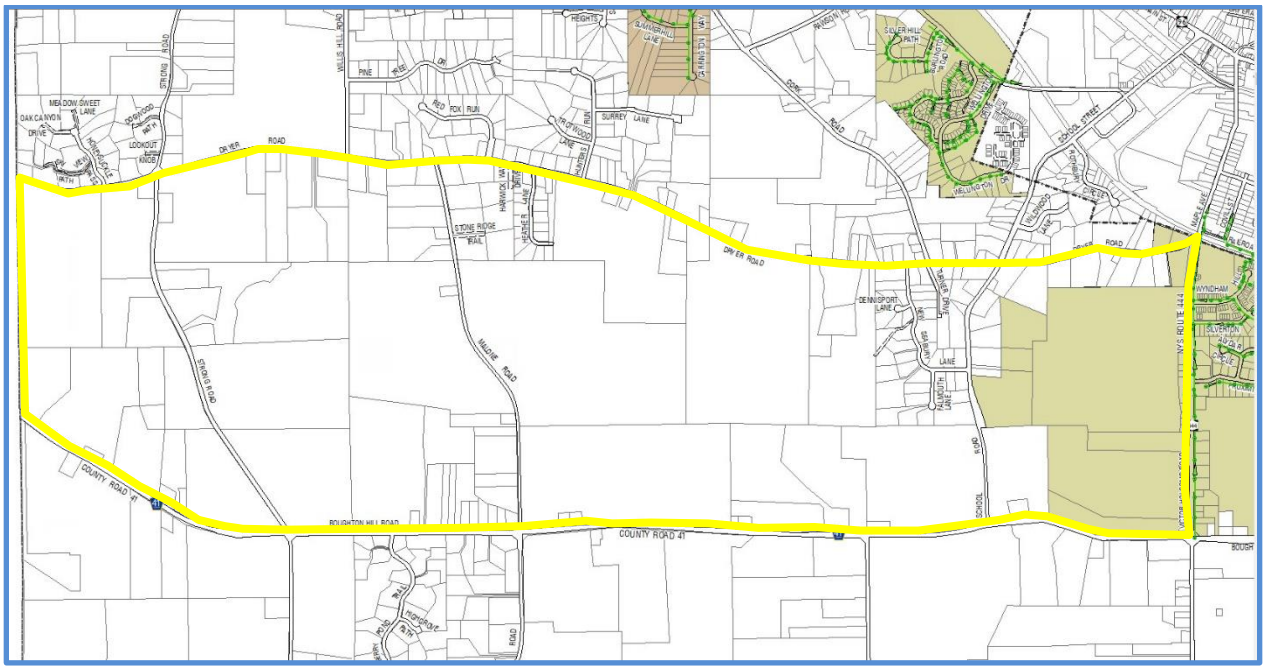
Area 9 (see Map 2 or Figure 11) is located along the western boundary of the Town, west of Route 444, north of CR 41 and south of Dryer Road. The area includes only parkland and zones designated exclusively for residential uses.

Executive Summary

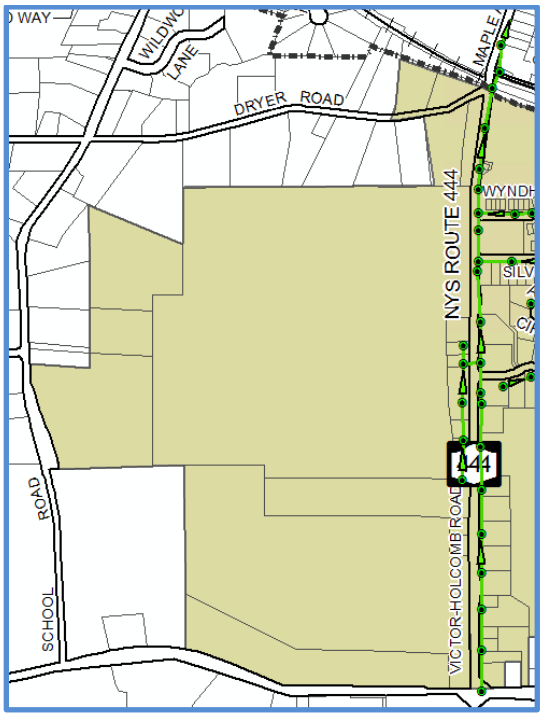
- All lands within Area 9 are zoned for residential or recreational use and the residential land is presently designated for either an intermediate or the lowest density (see Map 33, below).
- Much of Area 9 has been recognized for its rural character and open space resources.
- None of the area is within the sewer district. However, the FVSS did identify a potential expansion into the area south of Dryer Road in the vicinity of Malone Road (see Map 32, below).
- There will be no impacts to Area 9 as a consequence of the Auburn Project.
- Although the Comprehensive Plan recommendations (compare Map 33 to Map 34) would retain an intermediate density designation for those parcels fronting directly on Dryer Road, it would expand the extent of the lands designated for lowest density to include parcels south of Dryer Road located in the vicinity of Malone Road where the FVSS identified a potential sewer district expansion.
- The FVSS identification of potential expansions should be scaled back to avoid these zones that are recommended for a change to the lowest density designation (as depicted on Maps 34 and 35).
- Although the Comprehensive Plan recommendations would change the present lowest density designation of some parcels located around the intersection of Dryer and Strong Roads to an intermediate density instead (as depicted on Maps 34 and 35), no sanitary sewer expansion should be considered in this area given the areas value relative to rural character and open space resources. Additionally, this area will provide a useful transition between areas to the north served by sewer and designated for the highest density and those to the south designated for the lowest density. Accordingly, should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval.
- As much of Area 9 has been recognized for its rural character and open space resources, requests for sewer district extensions within Area 9 zones designated for the lowest density should be scrutinized closely and likely refused in all but the most extenuating circumstances.

Sewer District Status

As depicted in the following Map 31, the only Area 9 parcels presently within the sewer district are the eight parcels south of Dryer Road, north of Route 41 and west of Route 444 that constitute the Ganondagan State Historic Site ("Ganondagan") and one additional privately held parcel with frontage on the south side of Dryer Road (Tax Map No. 27.02-1-92.00). As shown by khaki colored highlight on the map (rather than light brown), the flows from all of these parcels are conveyed northerly along Route 444, into the Village (see Map 31-1), and ultimately to the Village Sewage Treatment Plant (rather than to the Farmington WWTP).



Map 31 – Area 9 Parcels Presently In the Sewer District



Map 31-1 – Collection System – Area 9

Present Reliance on Pump Stations

There are no pump stations or trunk line sewers located within Area 9. However, as Map 31-1 shows, properties bordering the segment of Route 444 located north of CR 41 are served by the gravity main located on that segment of Route 444 as are several adjoining properties located just to the west. These

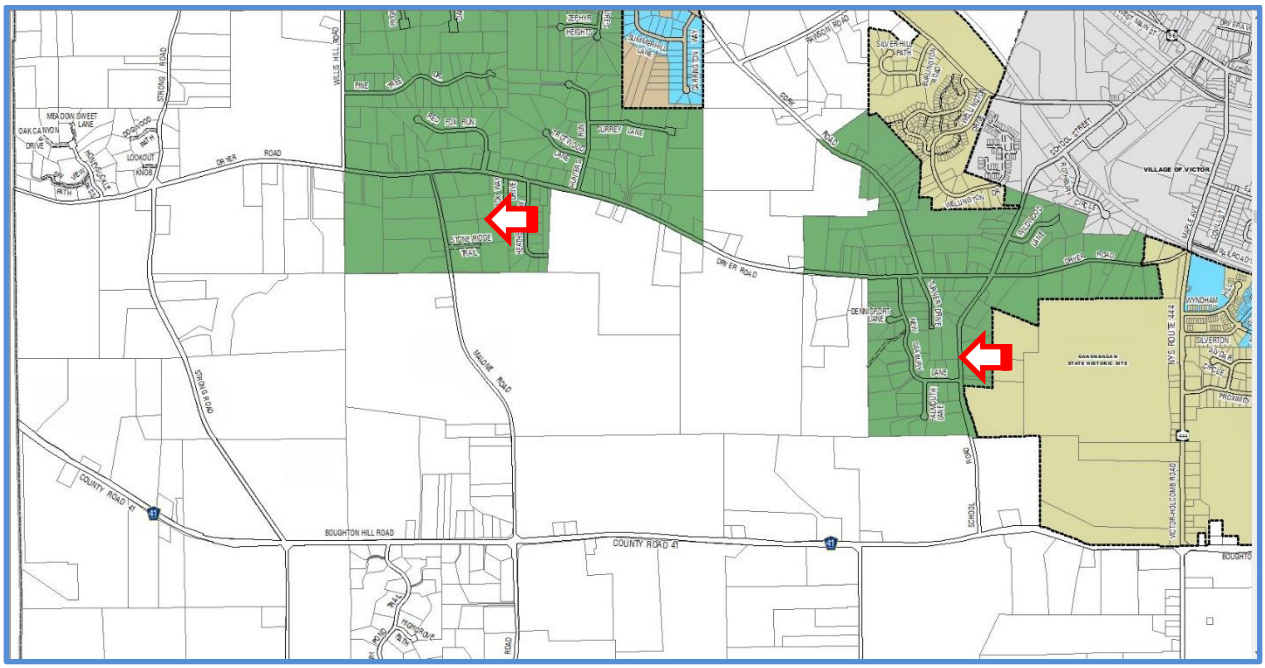
gravity sewers collect flows from these properties and convey them to the north where they are ultimately discharged to Village gravity sewers on Maple Avenue that then convey them to the Village WWTP (see Map 31-1). Other than these, no other properties within Area 9 are presently served by the Town's collection system, including other Area 9 subdivisions such as Heather Acres (Heather Lane) and Foxwood (New Seabury Lane, Dennisport Lane and Falmouth Lane).

Auburn Project Changes in this Area

There will be no impacts to Area 9 and its reliance on pump stations and other collection system infrastructure as a consequence of the Auburn Project. None of the Auburn Project improvements will be located within Area 9 and it will continue to be the case that Area 9 is free of any pump stations or trunk line sewers. Although the Auburn Project force main from PS 30 to the FWWTP passes quite close to Area 9, discharging wastewater to it would require its interruption and development of an additional pump station. The properties bordering the segment of Route 444 located north of CR 41 shown on Map 31-1 shows will continue to be served by the gravity main located on that segment of Route 444 as will be the several adjoining properties located just to the west.

Potential Expansions Identified in the 2016 FVSS

The FVSS identified two separate zones where the sewer district might potentially expand into Area 9 (see the dark green areas and red arrows south of Dryer Road depicted on Map 32 below).



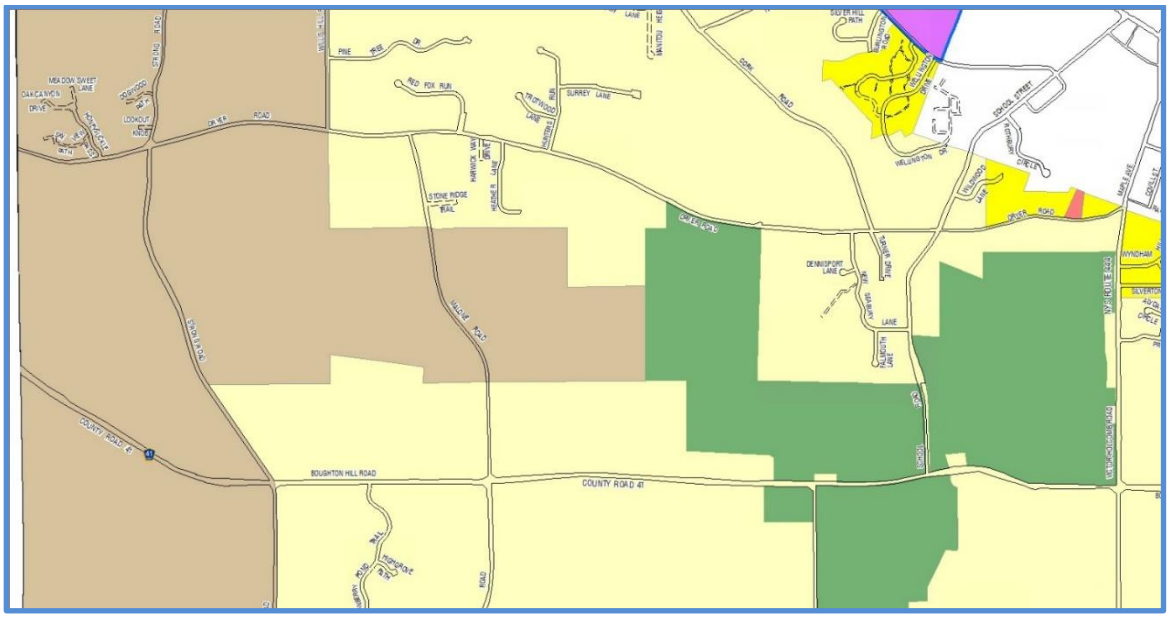
Map 32 – Potential Expansions Identified in the 2016 FVSS – Area 9

One of the two Area 9 expansions identified in the FVSS is a zone south of Dryer Road and immediately west and north of the existing service area that encompasses Ganondagan (see also foregoing Map 31-1). This zone includes parcels with frontage on the south side of Dryer Road as well as others fronting on School Road, Turner Drive, New Seabury Lane, Dennisport Lane and Falmouth Lane. The other potential Area 9 expansion identified in the FVSS is a zone bisected by Malone Road that includes

parcels with frontage on the south side of Dryer Road as well as others within about 1,000 feet of Dryer Road fronting on the west side of Malone Road and extending to the west almost to the intersection of Dryer and Hunters Run as well others either fronting on the east side of Malone Road or located east of Malone Road including parcels with frontage on Stone Ridge Trail, Harwick Way Drive and Heather Lane. This second zone is actually the southernmost reach of the most extensive potential expansion identified in the FVSS. That potential expansion also extends far enough to the north to include parcels with frontage on Route 251.

Present Density Overlays and Future Land Use Plan

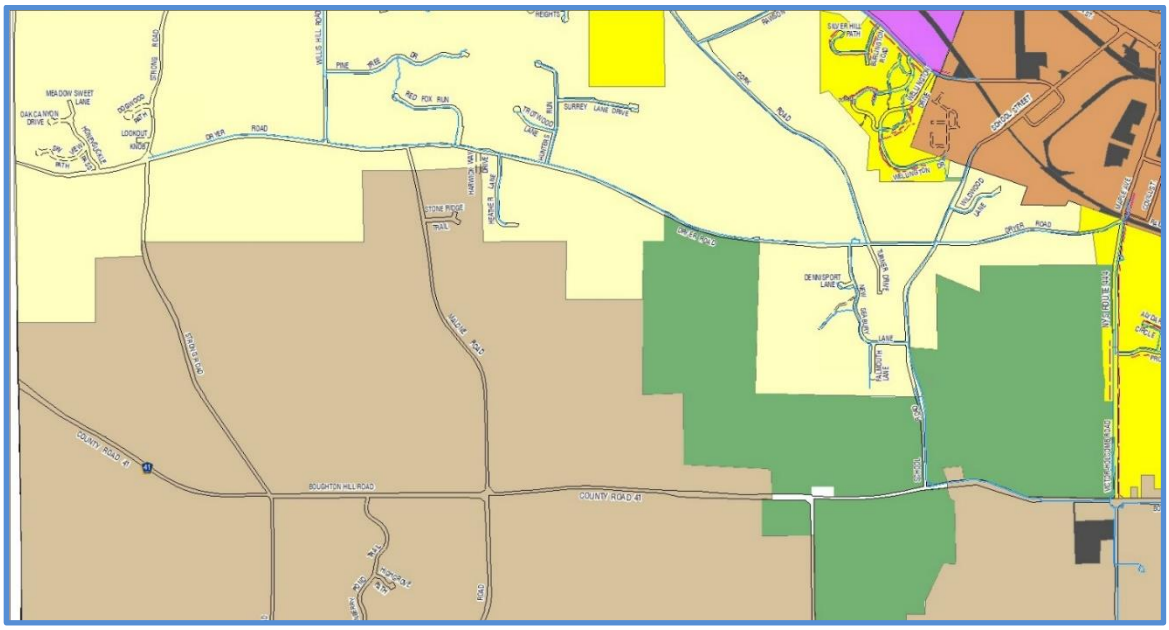
Like Area 8 that adjoins it to the south and as depicted in the following Map 33, Area 9 residential zones are presently designated for a mix of an intermediate and the lowest density. More specifically, all of the easternmost zone as well as most of those parcels fronting on either Dryer Road or CR 41 are presently designated for intermediate density, whereas all of the western portion located west of Strong Road and the parcels fronting on Dryer Road within 3,000 feet or so of Strong Road are designated for the lowest density.



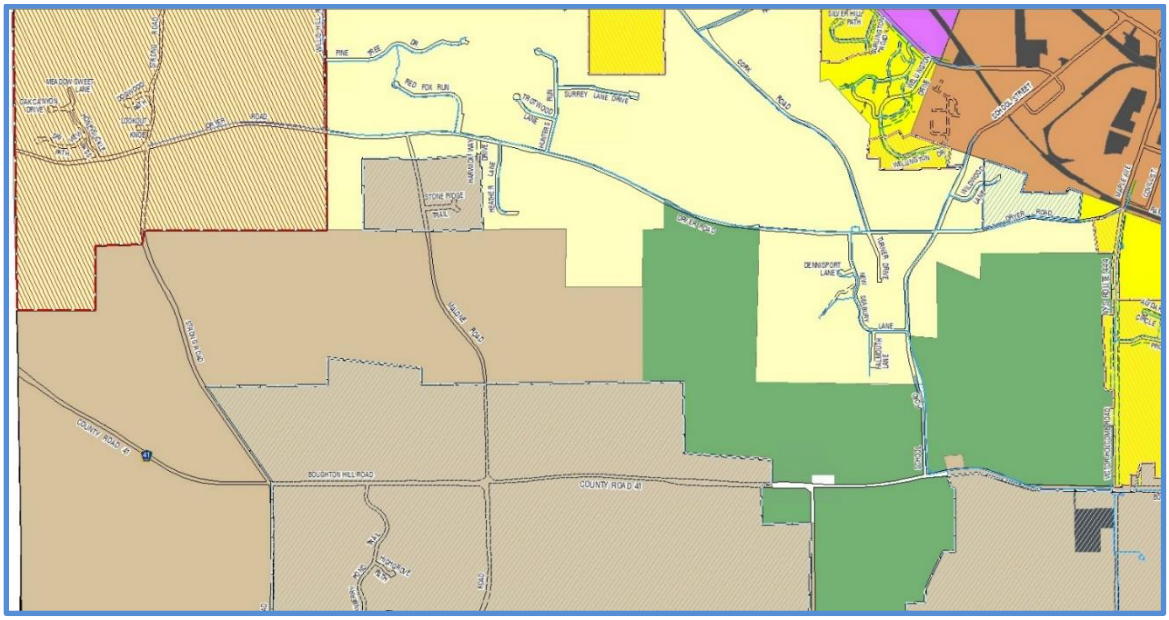
Map 33 – Town Present Density Overlays – Area 9

Also like Area 8 and as illustrated in Figure 8, the Comprehensive Plan's Green Infrastructure Priority Zone analysis recommended that all of Area 9 be designated for the lowest density instead. In contrast, and as depicted below in Map 34, although the Comprehensive Plan's Future Land Use Plan recommended that all of the southern two-thirds located more closely to CR 41 (Boughton Hill Road) would be designated for the lowest density it also recommended that the northern one-third or so located closest to Dryer Road would be designated for intermediate density. Map 34 identifies the changes to the present configuration of Area 9 density overlays (indicating zones where an intermediate density designation would be changed to the lowest density a blue and white boundary and indicating

zones where a lowest density would be changed to an intermediate density with a red and white boundary).



Map 34 – Recommended Future Land Use Plan – Area 9



Map 35 – Changes Required to Implement Future Land Use Plan – Area 9

Among the parcels in the vicinity of Malone Road that would be served by the potential expansion identified in the FVSS are some that would be changed to a lowest density designation by the Future Land Use Plan recommendation. The Future Land Use Plan would retain an intermediate density designation only for those parcels fronting directly on Dryer Road and would change the density

designation of those to the south to the lowest density. Finally, the Future Land Use Plan would change the present lowest density designation of some parcels located around the intersection of Dryer and Strong Roads to intermediate density instead. The FVSS identified no sanitary sewer expansion in this area, possibly to avoid areas presently designated for lowest density.

Pump Station Impacts

There are no pump stations or trunk line sewers located within Area 9. As Map 30-1 shows, properties bordering the segment of Route 444 located north of CR 41 are served by the gravity main located on that segment of Route 444 as are several adjoining properties located just to the west. These flows are ultimately discharged to Village gravity sewers on Maple Avenue that then convey them to the Village WWTP.

The FVSS did not identify any potential adverse pump station impacts from the two potential sewer district expansions identified in that study. Moreover, this supplemental plan would retain only one of the two Area 9 potential sewer district expansions identified in the FVSS.

Other Factors and Conclusion

Much of Area 9 has been recognized for its rural character and open space resources. Given the known potential for sewer district extensions to induce higher density growth within rural areas, requests for sewer district extensions within Area 9 zones designated for the lowest density should be scrutinized closely and likely refused in all but the most extenuating circumstances.

Although the Future Land Use Plan would retain an intermediate density designation for those parcels fronting directly on Dryer Road, it would change the density designation of parcels to the south to the lowest density. Some of these are among those that would be served by the potential expansion identified in the FVSS. The FVSS identification of potential expansions should be scaled back to avoid these zones that are recommended for a change to the lowest density designation.

Finally, the Future Land Use Plan would change the present lowest density designation of some parcels located around the intersection of Dryer and Strong Roads to an intermediate density instead. This area will provide a useful transition between areas to the north served by sewer and designated for the highest density and those to the south designated for the lowest density. Accordingly, should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval.

Area 10 - South of Route 251, southwest of Route 96, west of the Village, and north of Dryer Road

Area 10 (see Map 2 or Figure 11) is located along the western boundary of the Town, south of Route 251, southwest of Route 96, west of the Village and Route 444, and north of Dryer Road. The area is zoned mostly for residential uses but does include some limited zoning for commercial and/or industrial near the intersection of Route 251 with Route 96 (see Map 38, below, and Figure 2). Although the

western reaches are somewhat rural in nature, multiple residential subdivisions have been developed near Route 251 and within the area's more central zones.

Executive Summary

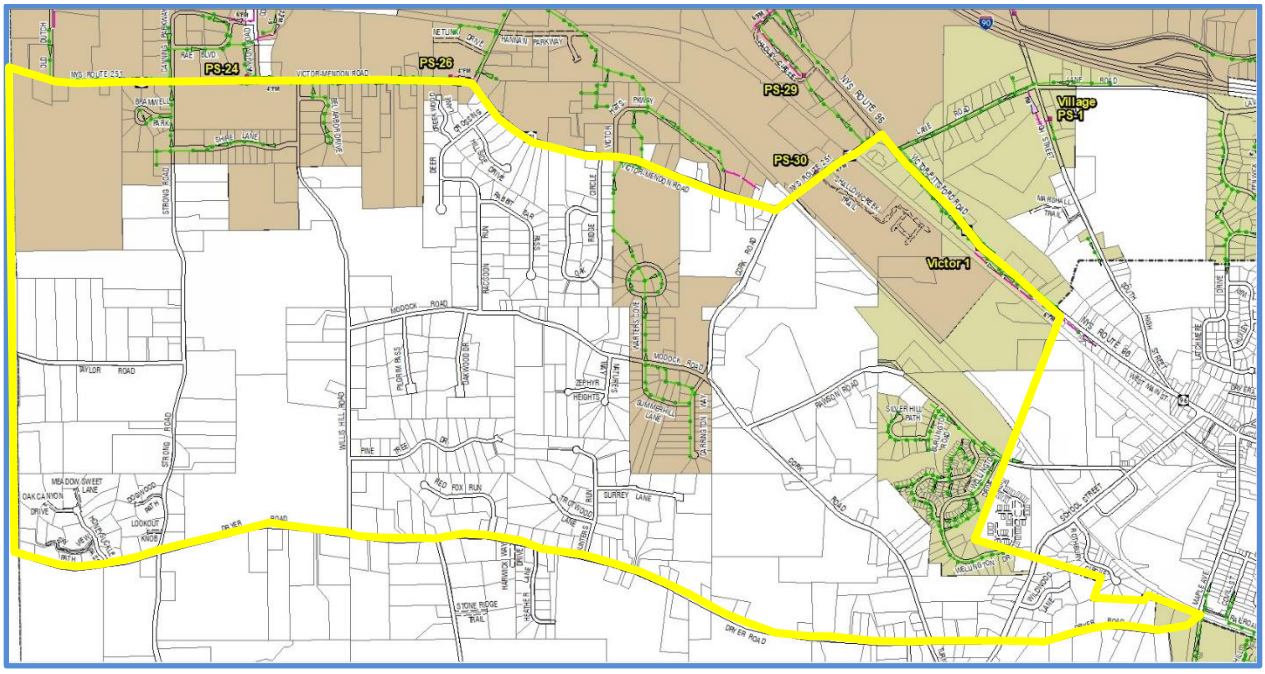
- Although Area 10 includes some non-residential lands near Route 96, most of the land within the area is zoned for residential use (see Map 38 below). Although two small residential areas that are both near the Village and presently within the sewer district are designated for the highest density, most residential land within the area is presently designated for either an intermediate or lowest density (also see Map 38).
- Some, but not all, of the Area 9 residential land located south of Route 251 is presently within the sewer district (see Map 36 below).
- The Auburn Project will have no effect upon the collection and conveyance of Area 10 wastewater flows presently discharged to the *Village WWTP*.
- Following completion of the Auburn Project, all Area 10 flows presently collected in Area 10 and conveyed by pump stations 30, 27, 24, and 26 will now converge at PS 30 and be conveyed instead by that station and its associated new force main directly to gravity sewers discharging to the FWWTP. That being so, these flows will no longer rely on the present connection between pump stations 28 and 32 or any trunk line segments downstream of PS 32 for conveyance to the WWTP.
- Regarding other potential effects of the Auburn Project, a segment of the new Trunk Line B force main developed by the project to convey flows from PS 30 to the FWWTP will be located within Area 10. However, the new PS 30 force main would provide no opportunities to serve Area 10 properties located near the force main without an interruption of the force main and construction of a new pump station.
- The Comprehensive Plan recommendations would change the density designation of residential land located south of Route 251 and presently within the sewer district (see Map 36, below) to the highest density (see Map 39, below).
- The Comprehensive Plan recommendations (see Map 39) would eliminate all lowest density designations within the area and change the density designation of all area lands presently outside the sewer district to an intermediate density instead. These recommendations include elimination of the present lowest density designation of the southwestern portion of Area 10, which designation apparently identified it as an area within which rural character and open space would be preferred- see Maps 38 and 39, below.
- The FVSS identified several potential expansions of the sanitary sewer district within the area, two of which are extensive (see Map 37, below). No additional potential expansions are identified in this supplemental plan.
- As the Comprehensive Plan recommendations did not include any Area 10 zones within a lowest density overlay, the potential sewer district expansions identified in the FVSS do not raise issues related to preservation of open space or rural character.
- The Comprehensive Plan recommendations indicate an apparent intent to designate all residential lands within the sewer district as being within a highest density overlay and all outside the district as being within an intermediate density overlay. Should the potential sewer district expansions

identified in the FVSS be implemented, the density designations within those expansions should be changed from an intermediate density to a highest density instead (Figure 13 reflects this change).

- As described in the foregoing bullets (also see Maps 38 and 39), the Comprehensive Plan recommended changing the present lowest density designation of a zone located around the western area boundary to an intermediate density instead. This zone adjoins one located along the northern area boundary where the Comprehensive Plan also recommended changing the present intermediate density designation of some parcels to the highest density instead (due to inclusion within the sewer district). This area located around the western area boundary that will now be designated for intermediate density will provide a useful transition between areas to the north served by sewer and designated for the highest density and those to the south designated for the lowest density. Accordingly, should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval.

Sewer District Status

As illustrated below in Map 36A, the sewer district in Area 10 is presently limited primarily to the zone immediately south of the eastern segment of Route 251, to the zone accessed from Modock Road that surrounds Waters Cove, Aimy Lane and Manitou Heights, and to the zone located immediately west of the railroad and southeast of where it crosses Route 251.



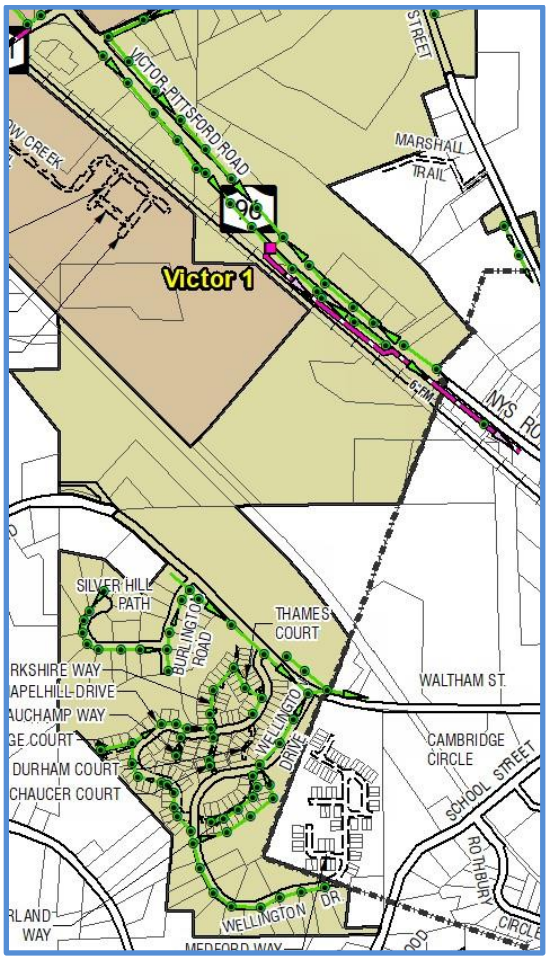
Map 36A – Area 10 Parcels Presently In the Sewer District

Present Reliance on Pump Stations

The only pump station actually located within Area 10 is a station located just west of Route 96 and identified as "Victor 1" on Figure 1 and on Map 36-1 below. In addition, PS 24, PS 26 (see Map 36-4) and PS 30 (see Maps 36-2 and 36-3) are located just north of the Area 10 northern boundary (Route 251).

Together, the gravity sewers, pump stations, and force mains presently located within the adjacent Area 10 and adjacent Area 11 represent one of the two most extensive and complex segments of the Town's wastewater collection system (the other would be the segments present within Area 3). It is important to note that all of the wastewater flows presently collected by pump stations located within the adjacent Area 11 (pump stations 22, 23, 24, 25, 26, 27, 28, 29, and 30) are ultimately collected by PS 28 which presently conveys them to the east across Route 96, Area 2, and the Thruway to Area 3 where Trunk Line B then further conveys them to Trunk Line A and, ultimately, on to the FWWTP.

Unlike the pump stations referenced in the foregoing paragraph, the "Victor 1" pump station located just west of Route 96 discharges to gravity sewers within the Village that ultimately discharge to the Village treatment plant. As the following Map 36-1 shows, some Area 10 properties located between the railroad right-of-way and Route 96 are served by gravity sewers in place along this segment of Route 96. These flows are collected by the Victor 1 pump station which discharges them to Village gravity sewers to the southeast which ultimately convey them to the Village WWTP.

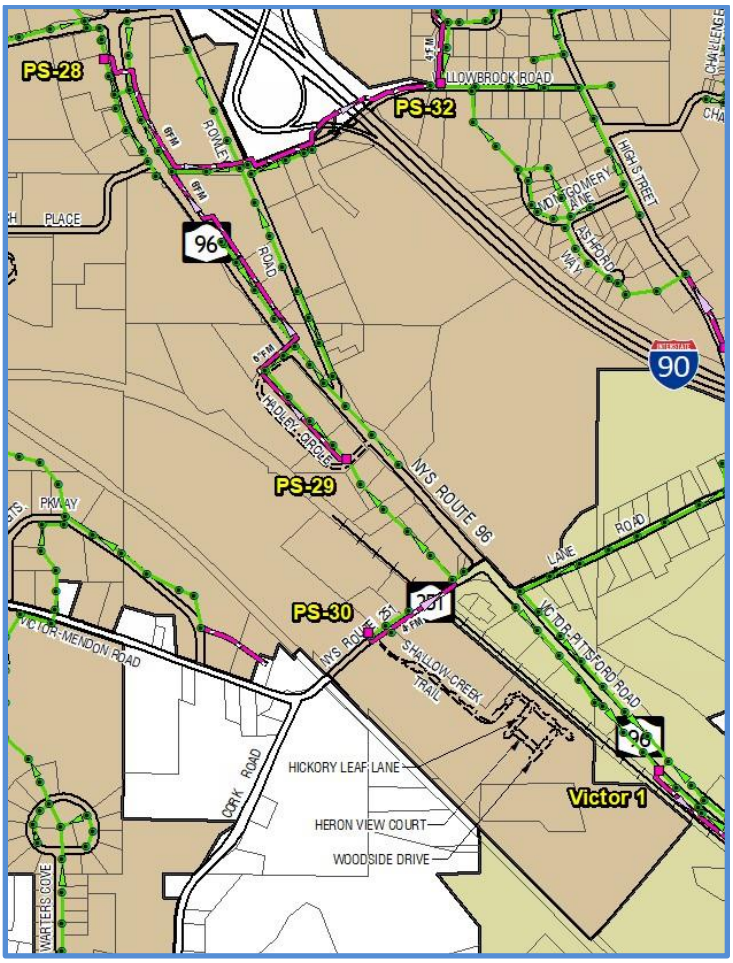


Map 36-1 – Collection System – Area 10

The foregoing Map 36-1 also depicts the gravity sewers presently within the Drumlins subdivision located further to the south, around the southwestern corner of the Village. These gravity sewers

collect subdivision flows and discharge them to Village gravity sewers near where Rawson Road enters the Village. The Village gravity sewers then convey these subdivision flows further to the Village WWTP.

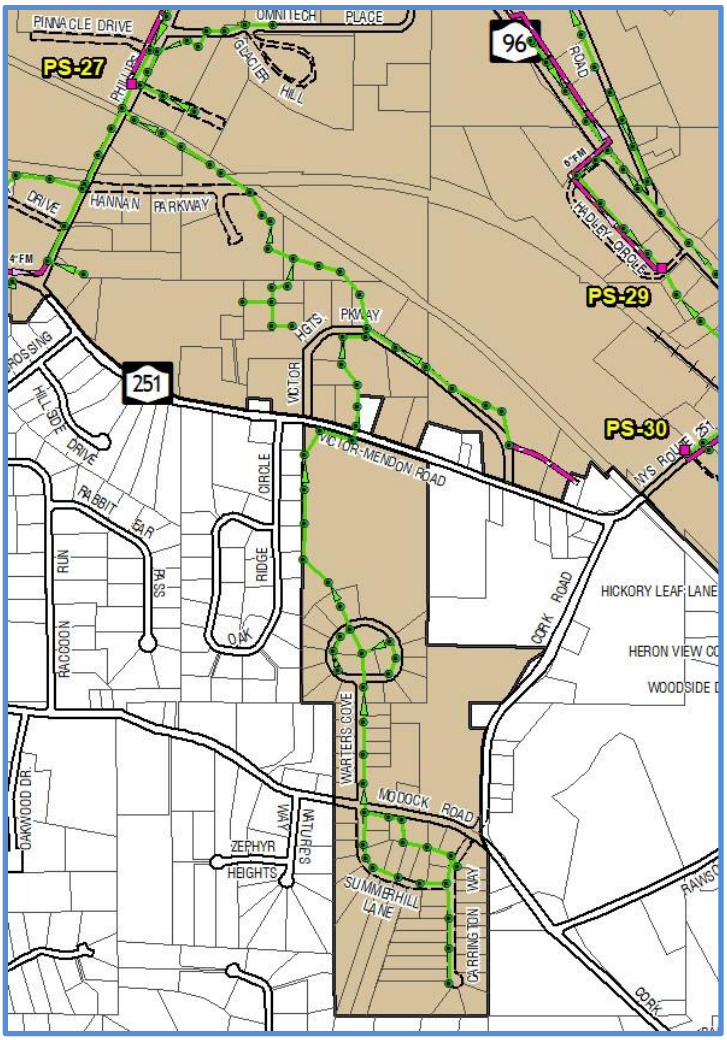
Although no sewers are now present, properties within the Town located north of Rawson Road across from the Drumlins but south of the railroad right-of-way are also within the Sewer District. As Map 36-2 shows, these would presumably be served by the same gravity sewers conveying flows to the Village WWTP via Village PS 1. However, as Map 36-2 also shows, flows from the nearby properties also located south of the railroad right-of-way but closer to Route 251 (Shallow Creek Trail) would instead be collected by PS 30 which is located immediately across Route 251 and via which these flows would, at present, ultimately reach pump stations 29 and 28, at which point they would then enter Trunk Line B and be conveyed to the east across both Route 96 and the Thruway.



Map 36-2 – Collection System – Area 10

Map 36-3 depicts the gravity sewers serving the Area 10 subdivision bisected by Modock Road and known as Auburn Hills. As the map shows, flows within Auburn Hills are collected via gravity sewers. These flows are conveyed by gravity further to the north across Route 251 and into Area 11 before being discharged to Trunk Line B PS 27. PS 27 conveys these flows to PS 28 by which they are conveyed across

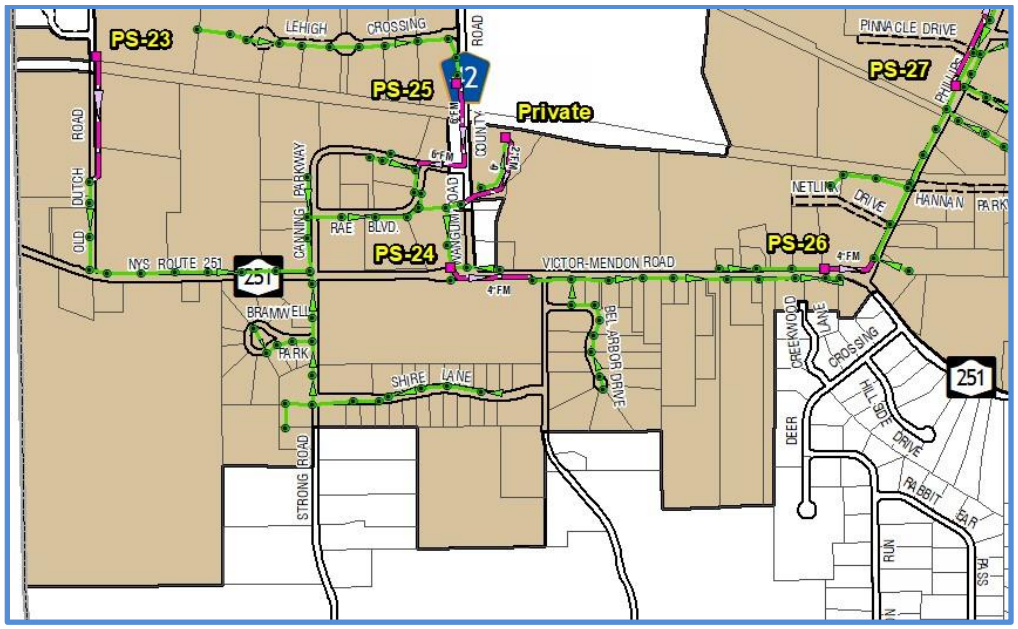
both Route 96 and the Thruway and into Area 3 where they ultimately join the Trunk Line A flow to the FWWTP.



Map 36-3 – Collection System – Area 10

In the northwestern quadrant of Area 10 (see Map 36-4), segments of Route 251, the northern segment of Strong Road and several subdivisions located immediately south of Route 251 that encompass Bramwell Park, Shire Lane, and Bel Arbor Drive are served by gravity sewers that discharge in turn, some via PS 24, to gravity sewers located further east on Route 251 by which they are then conveyed by PS 26 and gravity sewers on Phillips Road before being discharged to Trunk Line B PS 27. As with other flows reaching PS 27, that pump station then conveys these flows to PS 28 by which they are conveyed across both Route 96 and the Thruway and into Area 3 where they ultimately join the Trunk Line A flow to the FWWTP.

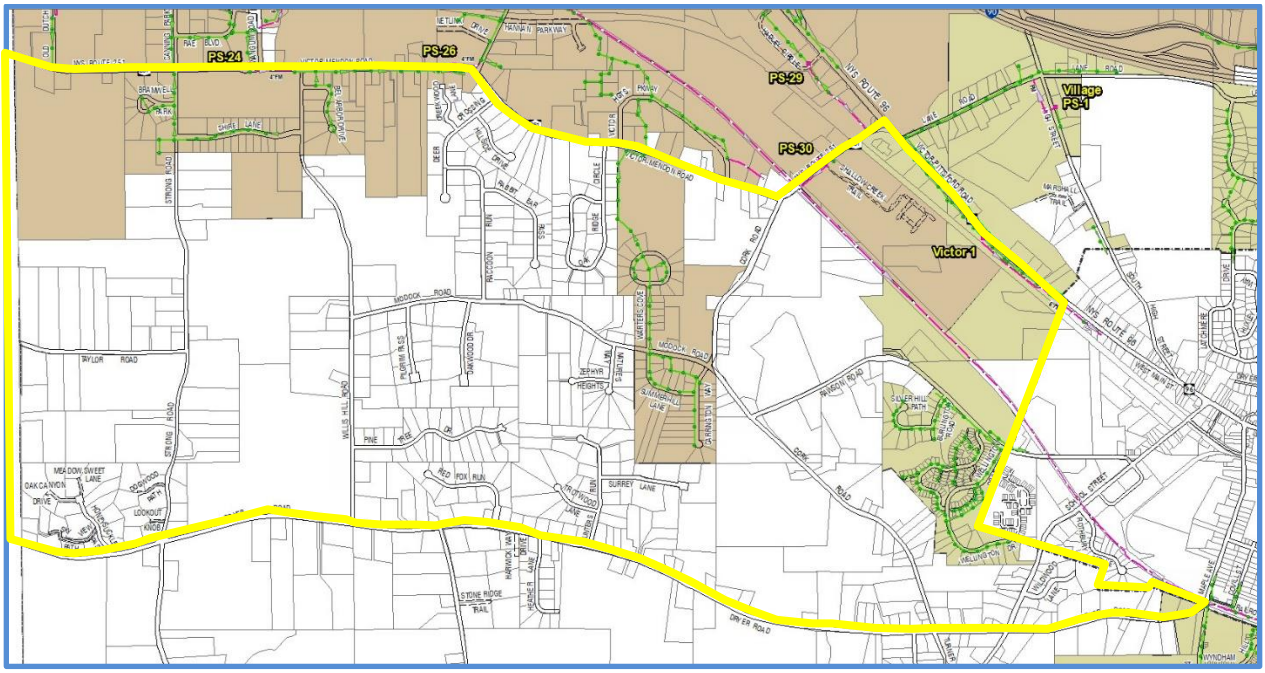
Other Area 10 subdivisions such as Greenwood, Hillside View, Lakeview Heights, Turner Subdivision, Evergreen Meadows, High Valley and Hiawatha Hills and not presently served by sanitary sewers.



Map 36-4 – Collection System – Area 10

Auburn Project Changes in this Area

A segment of the new Trunk Line B force main developed by the Auburn Project to convey flows from PS 30 to the FWWTP will be located within this area, ultimately discharging to existing gravity sewers presently in place just south of the treatment plant (see Map 36B, below). However, the new force main would provide no opportunities to serve properties near the new PS 30 force main without an interruption of the force main and construction of a new pump station.



Map 36B – Area 10 Parcels In the Sewer District After the Auburn Project

As described in the foregoing section, the only pump station located within Area 10 discharges to Village sewers and the Village WWTP. The Auburn Project will have no effect upon the collection and conveyance of these and other Area 10 wastewater flows presently discharged to the *Village* WWTP (see foregoing Map 36-1).

With the exception of Area 10 flows conveyed to the Village WWTP (see foregoing Map 36-1), at present all other flows collected within Area 10 ultimately reach one of four Area 11 pump stations, namely, PS 30 (Shallow Creek Trail, see foregoing Map 36-2), PS 27 (Auburn Hills, see foregoing Map 36-3), PS 24 (the northern segment of Strong Road, Shire Lane and Bramwell Park, see foregoing Map 36-4), and/or PS 26 (the south side of Route 251 and Bel Arbor Drive, see foregoing Map 36-4). Following completion of the Auburn Project, all of these Area 10 flows now conveyed by pump stations 30, 27, 24, and 26 will converge at PS 30 and be conveyed by that station and its associated new force main directly to gravity sewers discharging to the FWWTP. That being so, these flows will no longer rely on the present connection between pump stations 28 and 32 or any trunk line segments downstream of PS 32 for conveyance to the WWTP. The effect can be seen by comparing the two charts that follow (Chart 2A and 2B), the first depicting the route Area 10 wastewater flows must presently take to reach the FWWTP and the second depicting the route those same flows will take after completion of the Auburn Project.

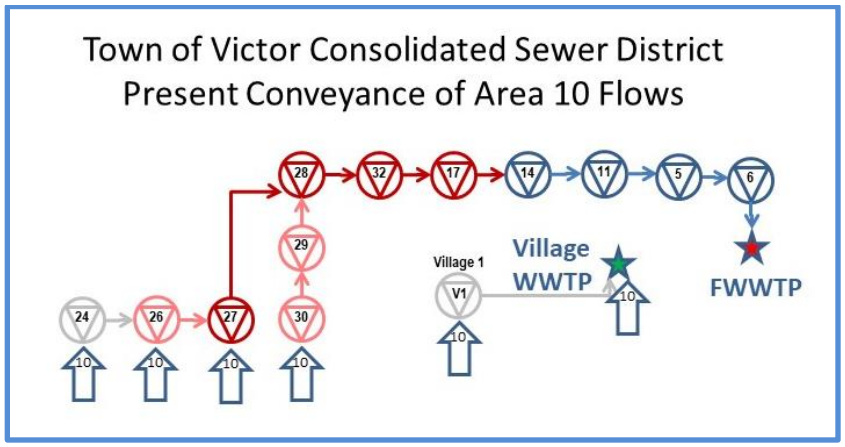


Chart 2A – Area 10 Wastewater Flow to the FWWTP Presently

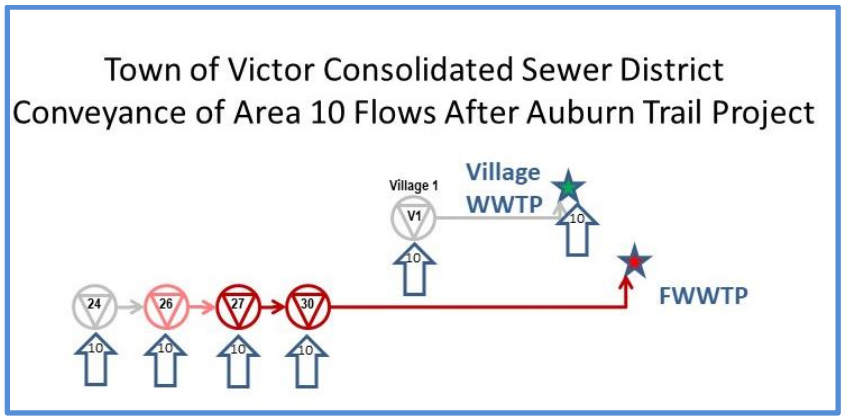
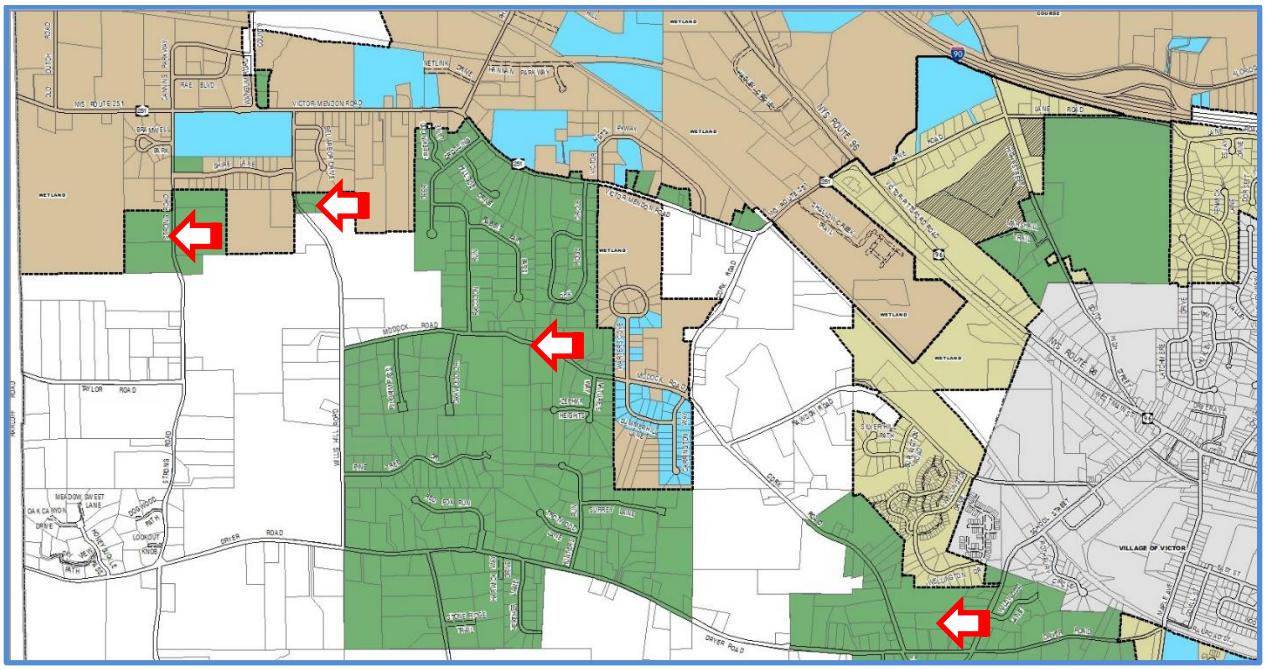


Chart 2B – Area 10 Wastewater Flow to the FWWTP After the Auburn Trail Project

Potential Expansions Identified in the 2016 FVSS

Map 37 depicts four potential Area 10 expansions identified in the FVSS. These are indicated on the map by dark green shading and red arrows.



Map 37 – Potential Expansions Identified in the 2016 FVSS – Area 10

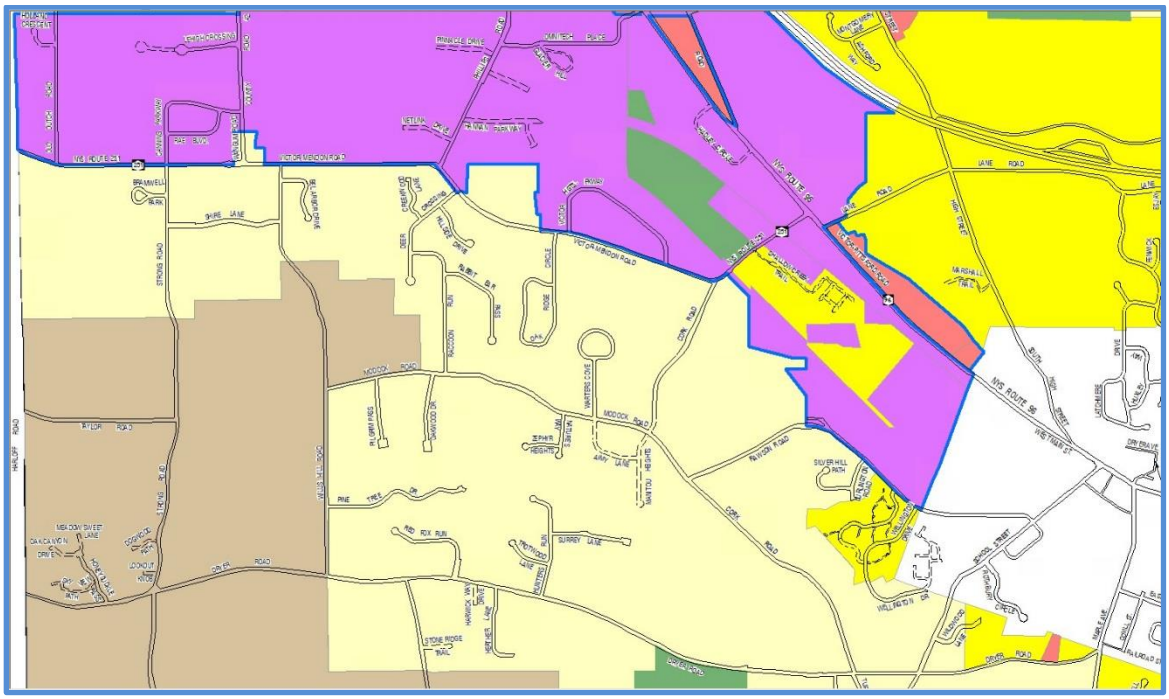
As the foregoing Map 37 shows, the FVSS identified an extensive potential expansion within Area 10 extending from the northern area boundary at Route 251 to the southern boundary, and beyond, at Dryer Road. The FVSS also identified three additional potential expansions in the area, including once comprised of seven parcels fronting on both sides of Strong Road immediately south of the existing district boundary, another consisting of two parcels accessed from Willis Hill Road located immediately south of the Bel Arbor Drive cul-de-sac, and a third zone of multiple parcels accessed via Cork Road, Dryer Road and School Road bounded to the north and east by the Village and by the existing subdivision service areas of Wellington Drive and Thames Court.

Present Density Overlays and Future Land Use Plan

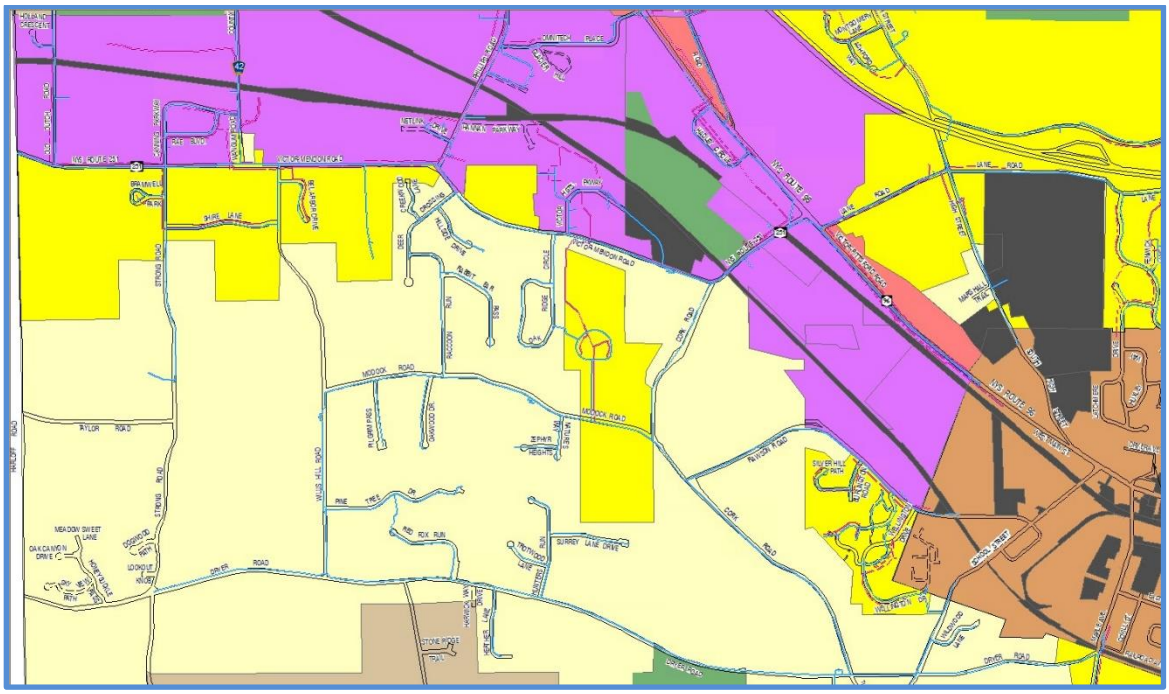
As depicted on the following Map 38, most of the residential zones in Area 10 are presently within overlays designated for either the lowest or intermediate densities. In general, it is only the southwest corner of Area 10 that is designated for the lowest densities. The northern, central, southeastern zones within the area are generally designated instead for intermediate densities. There is also a small residential zone within Area 10 located immediately south of the Village and north of Dryer Road, between School Road and Route 444, which is presently designated within an overlay allowing the highest density. This last, while not presently within the Sewer District, is included within one of the Area 10 potential district expansions identified in the FVSS.

As shown in the following Maps 38 and 39, the Comprehensive Plan recommendations would change the designation of all of the area parcels presently within an overlay for the lowest density as being within an intermediate density overlay instead (see the red and white boundary in Map 40 below). In addition, the recommendations would convert all of those zones south of Route 251 and west of Cork Road that are presently within an intermediate density overlay as being instead within an overlay allowing the highest density. Similarly the recommendations would designate those residential parcels located near Burlington Road and Wellington Drive that are presently within the sewer district but only within an intermediate density overlay as being instead within an overlay allowing the highest density (see the pink and white boundaries in Map 40). Finally, the Comprehensive Plan recommendations would redesignate the zone located south of the Village, east of School Road and north of Dryer Road that is presently within an overlay allowing the highest density despite being outside the sewer district as being within an intermediate density overlay instead (see the blue and white boundary in Map 40).

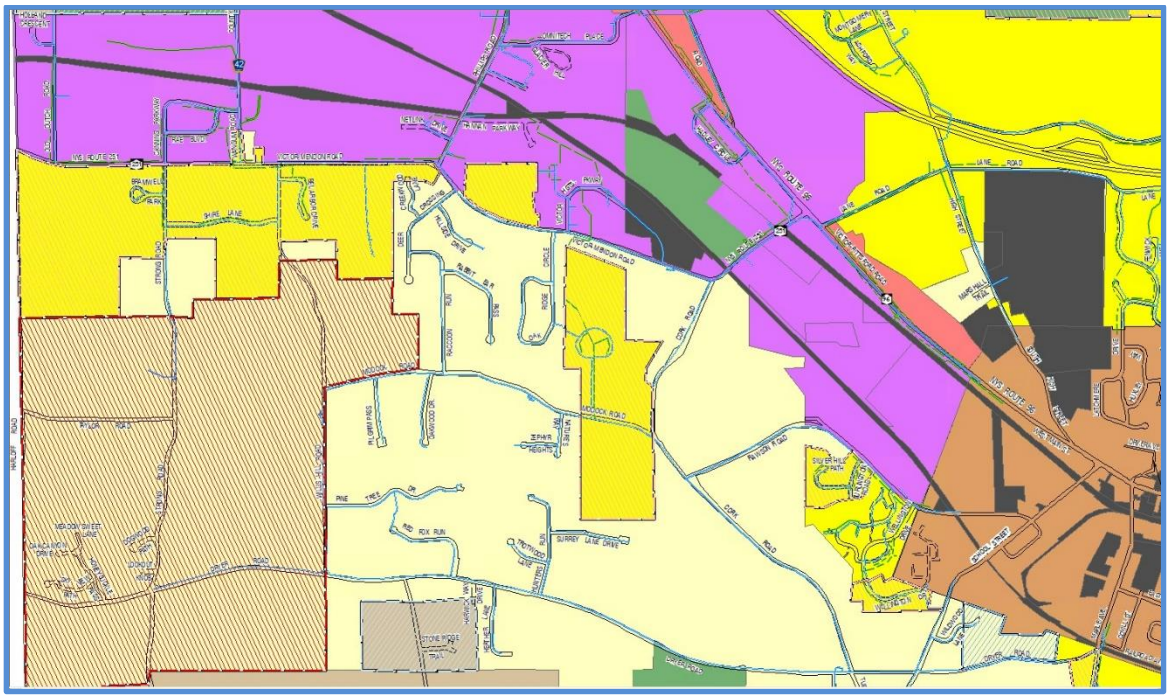
In general, with the exception of the first change that would affect the area presently within the lowest density overlay, the foregoing changes recommended in the Comprehensive Plan all appear to be reconciling the configuration of the density overlays with that of the present sewer district boundaries by assigning zones within the sewer district to an overlay allowing the highest density and all those presently outside the district to an intermediate density overlay. It should be noted that these recommendations preceded the FVSS identification of potential Area 10 district expansions and therefore do not take them into account.



Map 38 – Town Present Density Overlays – Area 10



Map 39 – Recommended Future Land Use Plan – Area 10



Map 40 – Changes Required to Implement Future Land Use Plan – Area 10

Pump Station Impacts

The FVSS did not identify any adverse pump station impacts associated with the potential sewer district expansions identified in the FVSS and this supplemental plan has not identified any additional potential expansions of the district within Area 10 that might lead to such impacts.

Other Factors and Conclusion

The Comprehensive Plan Future Land Use Plan appeared to have reversed the overlay designation of the southwestern portion of Area 10 that would have recognized it as an area within which rural character and open space would be preferred. As the Future Land Use Plan included no Area 10 zones within a lowest density overlay, the potential sewer district expansions identified in the FVSS do not raise issues related to preservation of open space or rural character. In addition, the Future Land Use Plan within this area indicates an apparent intent to designate all those zones within the sewer district as being within a highest density overlay and all outside the district as being within an intermediate density overlay. That being the case, should the identified potential district expansions be implemented, the Future Land Use Plan recommended designation of highest density overlays should be expanded to include those parcels included within the sewer district as part of the district expansion (Figure 13 reflects these changes).

Finally, (see foregoing Maps 38 and 39), the Comprehensive Plan recommended changing the present lowest density designation of a zone located around the western area boundary to an intermediate density instead. This zone adjoins one located along the northern area boundary where the Comprehensive Plan also recommended changing the present intermediate density designation of some parcels to the highest density instead (due to its inclusion within the sewer district). This area located around the western area boundary that will now be designated for intermediate density will provide a useful transition between areas to the north served by sewer and designated for the highest density and those to the south designated for the lowest density. Accordingly, should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval.

Area 11 - South of I-90, west of Route 96 and north of Route 251

Area 11 (see Map 2 or Figure 11) is located along the western boundary of the Town, north of Route 251, south of the Thruway and west of Route 96. Much of Area 11 is zoned for commercial and/or industrial uses (see Map 43). Zoning for residential uses is limited to the northwestern quadrant of the area which also includes a zone of parkland.

Executive Summary

- Much of Area 11 is zoned for non-residential use (see Map 43, below, and Figure 2). Only lands within the area's northwestern quadrant are zoned for residential use and these are presently all designated for an intermediate density.
- Most of the area land zoned for non-residential use is presently within the sewer district and most of the land zoned for residential use is presently outside the district (see Map 41 and Map 43, below). There are two exceptions: a residential area north of and bordering Route 251 located between Phillips Road and Victor Heights Parkway that is within the district and a non-residential area located north of the Lehigh Trail and immediately east of Lehigh Crossing is presently outside the district.

- The Auburn Project will have significant impacts upon how wastewater within Area 11 is collected and ultimately conveyed to the FWWTP. The project will reconfigure the flow of wastewater between pump stations 27, 28, 29, and 30 and will provide a new force main via which PS 30 will discharge directly to gravity sewers discharging to the FWTTP. However, many initial segments of the collection system will be unaffected and will remain as they are presently, including the network comprised of pump stations 23, 24, 25, 26, and, to a lesser degree, 27. Charts 3A, 3B, and 3C, which follow in the section entitled "Auburn Project Changes In This Area", describe the changes schematically and are accompanied by more detailed narrative explanations.
- The FVSS identified six potential expansions of the sewer district within the area, one of which would be extensive (see Map 42, below). It is important to note that this extensive expansion identified in the FVSS would include many residential parcels that the Comprehensive Plan recommendations (see Maps 43 and 44) would change from the present intermediate density overlay designation to an overlay limiting residential development to only the lowest density instead. Accordingly, this supplemental plan strongly recommends that the extensive potential district expansion identified in the FSVV within these residential areas be abandoned with the possible exception of some very limited expansion that would affect only lands zoned for non-residential use (Figure 12 reflects this recommendation).
- Given the Comprehensive Plan recommendation that residential land in the northwestern quadrant of Area 11 be designated for the lowest density, requests for district extensions within these Area 11 residential zones should be discouraged, scrutinized very closely, and likely refused in virtually all instances. This is particularly important given the immediate adjacency of these residential areas that the Comprehensive Plan would designate for only the lowest density to the adjoining non-residential areas where sanitary sewer is present. Although in areas other than Area 11 a residential zone designated for intermediate density typically provides some transition between areas with sewer and those designated for the lowest density, no such transition zone is present in this instance (see Map 44). This enhances the potential for sewer extensions to negatively impact adjoining residential areas valued for their contributions to rural character and open space preservation.

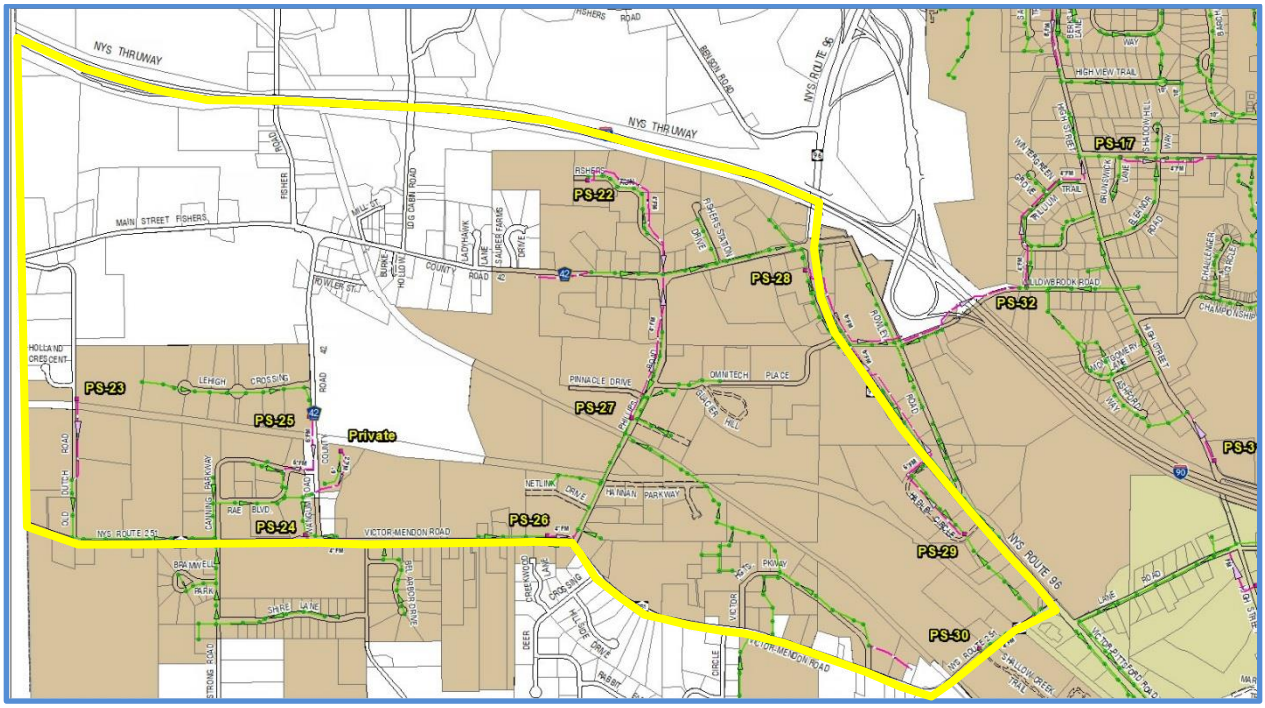
Sewer District Status

As depicted in Map 41A on the following page, the zone presently outside the sewer district is primarily within the northwestern quadrant of Area 11 and consists mostly of residential parcels located outside the district.

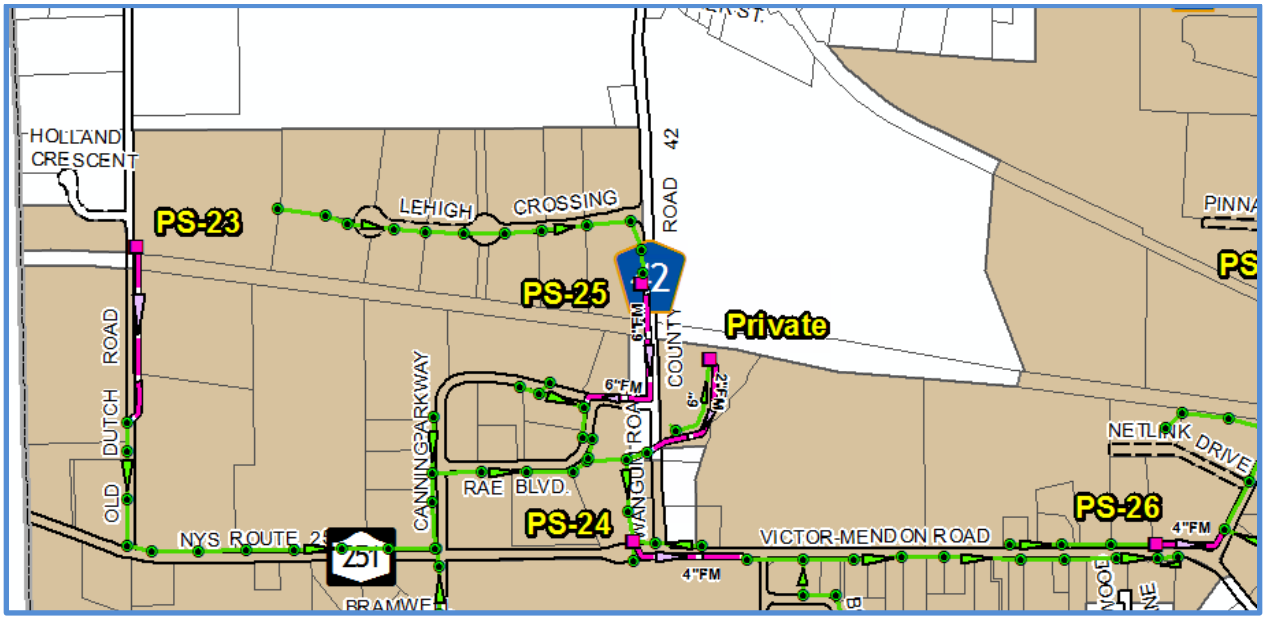
Present Reliance on Pump Stations

The Area 11 collection system, as presently configured, is both extensive and complex. Regarding pump stations, nine (see the foregoing Map 1A, Chart 1A and Map 41A), including two presently serving as the first two segments of Trunk Line B (Trunk Line B pump stations 27 and 28), three others identified in the FVSS as key (pump stations 26, 29 and 30) and four others (pump stations 22, 23, 24, 25) are located within the area. At the same time, the present conveyance of wastewater flows collected within Area 11 is also somewhat straightforward in two regards. First, unlike within the adjoining Area 10, none of the flows collected within Area 11 are conveyed to the Village WWTP. Second, not only are all of the

flows collected within Area 11 conveyed to the FWWTP, all of these flows are presently conveyed first to PS 28 which then conveys them across Route 96, Area 2, and the Thruway, to Trunk Line B PS 32 located in Area 3. From there these flows are presently conveyed through the downstream segments of Trunk Line B and then to the FWWTP via Trunk Line A (see the foregoing Map 1A, Chart 1A and Map 41A which follows).



Map 41A – Area 11 Parcels Presently In the Sewer District

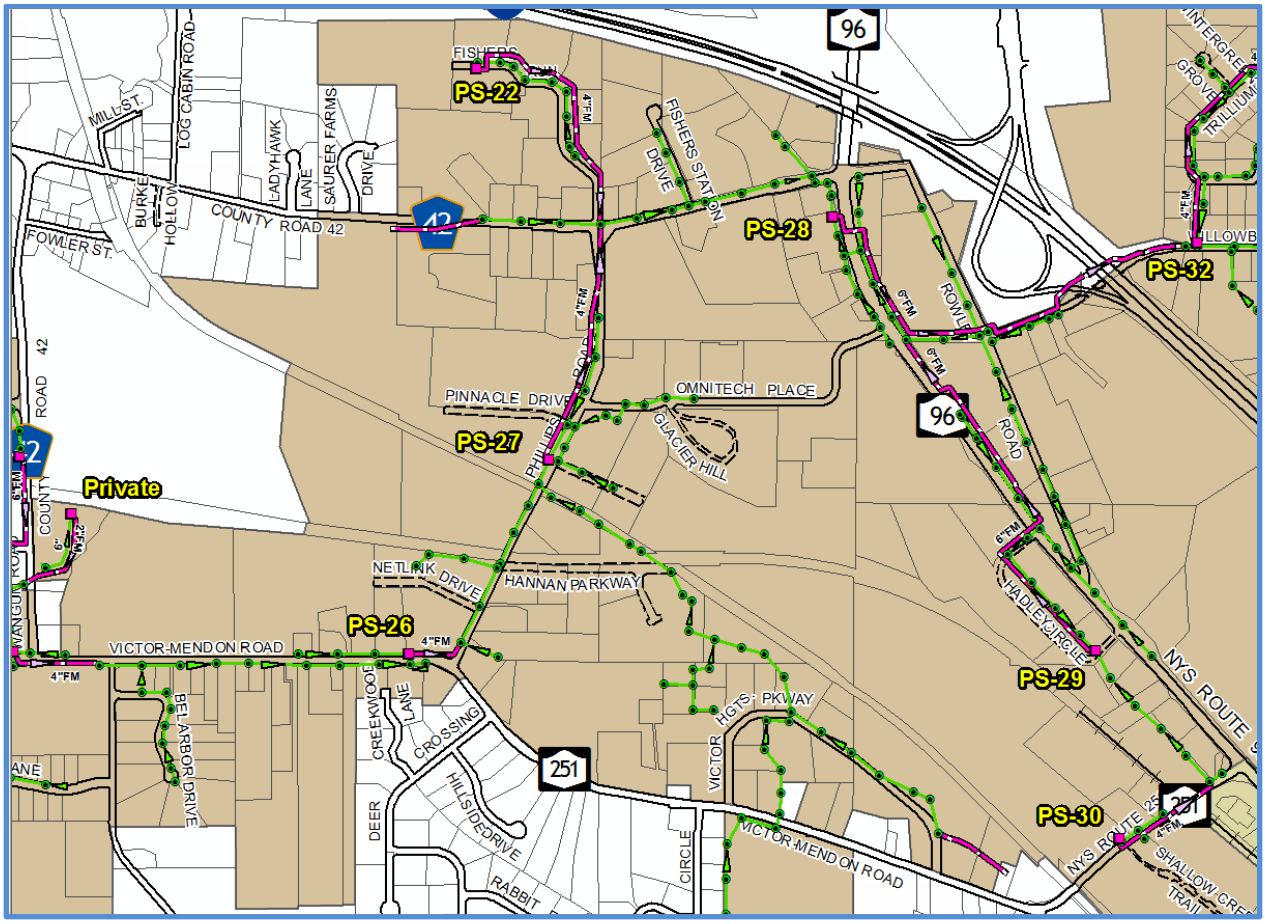


Map 41-1 – Collection System – Area 11

As depicted above in Map 41-1, PS 26, identified as a key station in the FVSS, accepts flows from all served Area 11 properties located to the west of the Route 251 intersection with Phillips Road. These include flows collected and conveyed by PS 23 (Old Dutch Road), PS 25 (Lehigh Crossing and northerly segments of County Road 42), PS 24 (Canning Parkway, Rae Blvd. and the southerly segments of County Road 42), and the gravity sewers located on Route 251 to the west of PS 26. As described in the foregoing analysis of Area 10, PS 24 and PS 26 also accept flows collected south of Route 251.

Area 11 wastewater flows discharged to PS 26 are conveyed by that station and downstream gravity sewers on Phillips Road to Trunk Line B PS 27 (see Map 41-2A below). PS 27 also accepts flows originating to the southeastern portion of Area 11 on Victor Heights Parkway (the Auburn Hills flows described in the foregoing Area 11 analysis are included in these). These enter the gravity sewer on Phillips Road just south of the pump station. The Phillips Road gravity sewer located north of Trunk Line B PS 27 also conveys flows from that segment of Phillips Road, from Pinnacle Drive, and from Omnitech Place to the pump station.

To the north, gravity sewers on County Road 42 collect flows from Trunk Line B PS 27, flows from more easterly segments of County Road 42, flows from Fishers Run (conveyed first by PS 22), and from Fishers Station Drive, to Trunk Line B PS 28.



Map 41-2A – Collection System – Area 11

Trunk Line PS 28 also receives flows from the south including from nearby gravity sewers located on the west side of Route 96, from gravity sewers located on the east side of Route 96 in Area 2 which include Area 2 flows from Route 96, Rowley Road and Willowbrook Road, from PS 29 (Hadley Circle and Route 251), and from PS 30 (Route 251 and Area 10's Shallow Creek Trail). At present, Trunk Line PS 28 then conveys all of these Area 11 flows, as well as those collected to the south within Area 10, across Route 96, Area 2, and the Thruway, to Trunk Line B PS 32.

Auburn Project Changes in this Area

Although the Auburn Project will have significant impacts upon how wastewater is collected and conveyed within Area 11, many segments of the collection system will remain as they are presently.

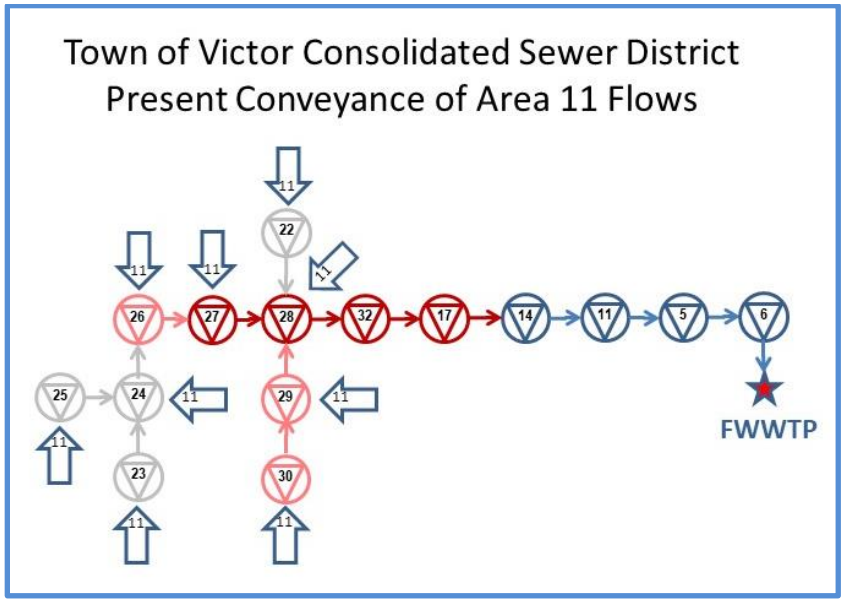


Chart 3A – Area 11 Present Wastewater Flow to the FWWTP

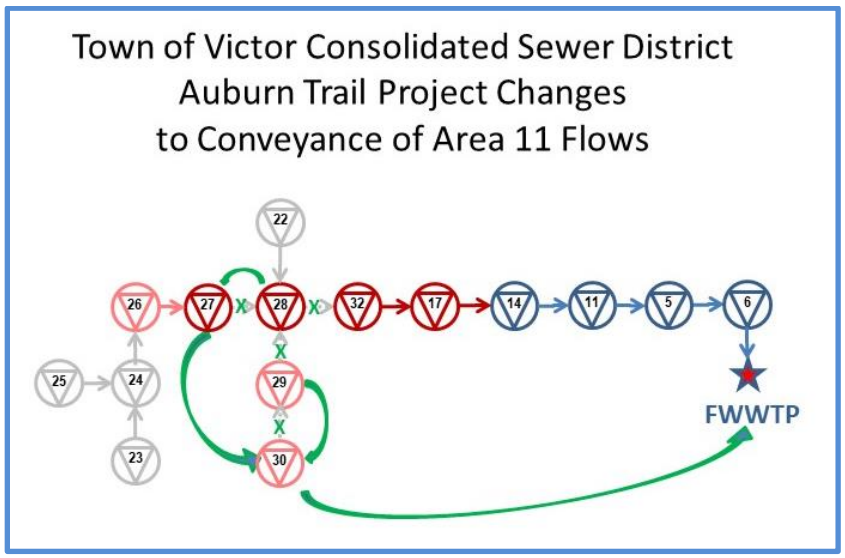


Chart 3B– Auburn Project Changes to Conveyance of Area 11 Flows

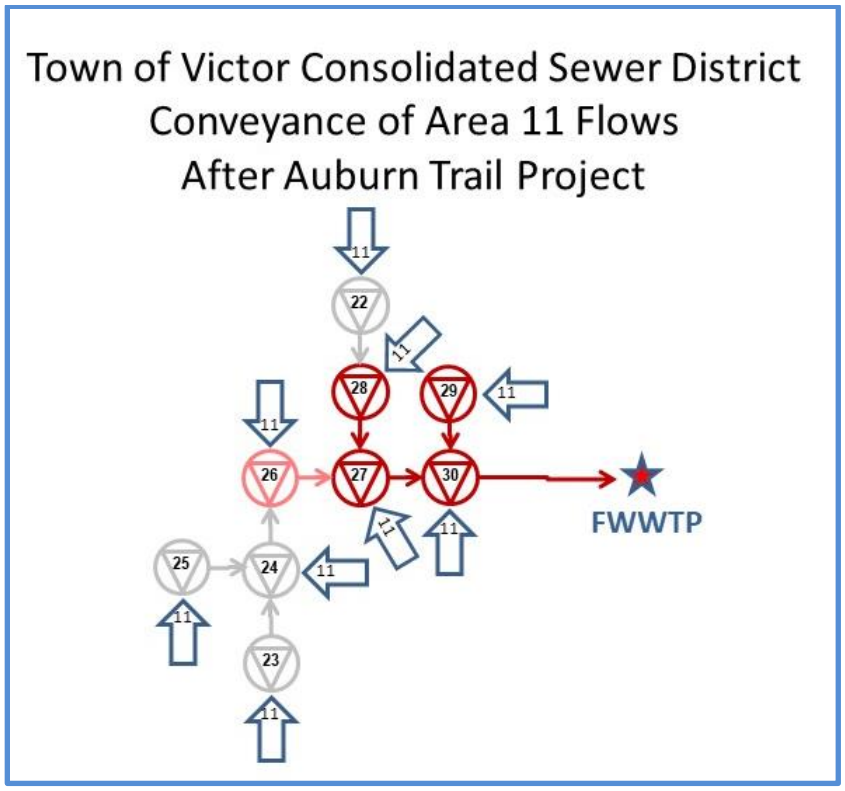


Chart 3C – Area 11 Wastewater Flow to the FWWTP After the Auburn Project

A review of foregoing Charts 3A, 3B, and 3C, which follow, helps to visualize the Auburn project changes within Area 11 schematically.

With a single exception, the cluster of gravity sewers, pump stations and force mains upstream of PS 28 will remain unchanged including PS 22, the sewers discharging to PS 22 and the PS 22 force main (see foregoing Map 41-2A). With a single different, but related, exception, the cluster of gravity sewers, pump stations and force mains upstream of PS 27 will also remain unchanged. This includes pump stations 23, 25, 24, 26 and 27 (see foregoing Maps 41-1A and 41-2A).

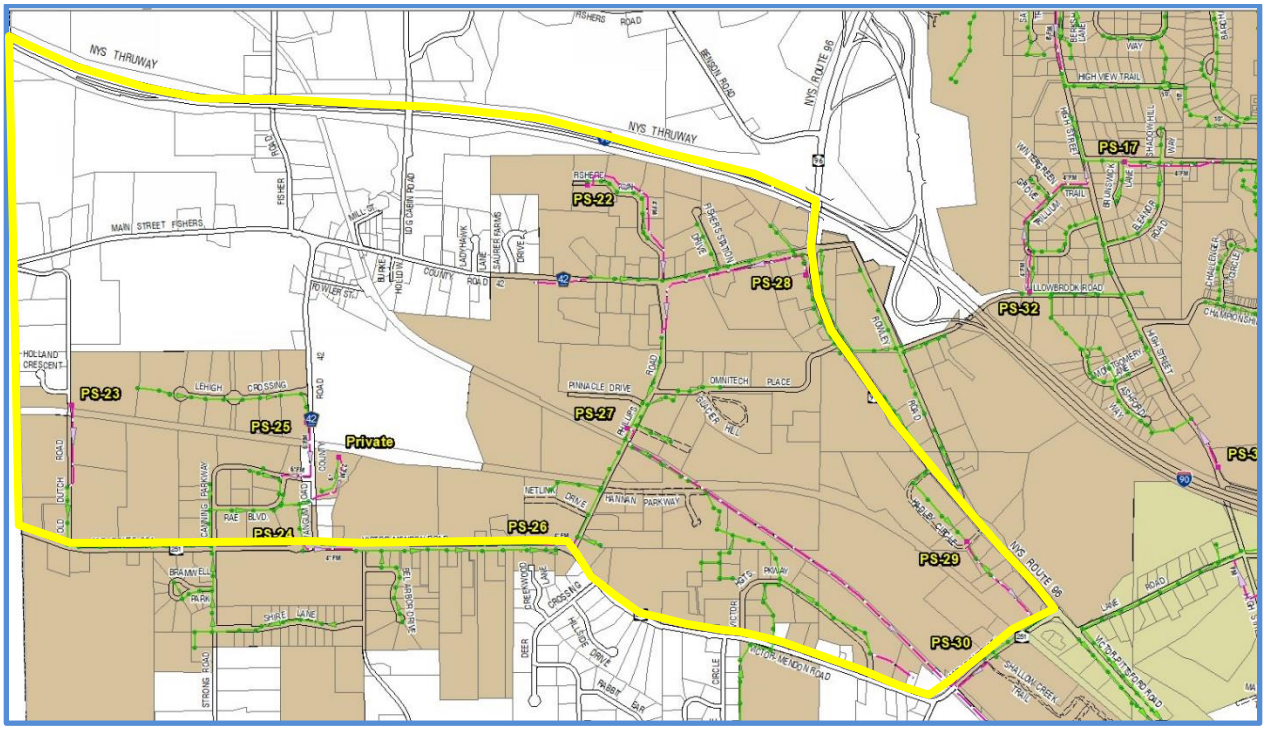
The two related exceptions referenced in the foregoing paragraph involve the flow between PS 27 and PS 28, which will be reversed. In other words, whereas flows discharged to PS 27 are now conveyed by that pump station to gravity sewers discharging to PS 28 (see foregoing Map 41-2A), that will no longer be the case and flows discharged to PS 28 will now be conveyed by that pump station to PS 27 (see Map 41-2B below) rather than to PS 32 as is now the case. The PS 27 force main which presently discharges to gravity sewers flowing to PS 28 will now discharge directly to PS 30 instead.

In a similar fashion, the present flow between pump stations 30, 29 and 28 will also be reversed. Whereas the PS 30 force main presently discharges to gravity sewers discharging to PS 29, the project will develop a new PS 29 force main that will discharge to gravity sewers discharging to PS 30. And, as indicated above, whereas flows collected by PS 30 are presently conveyed to PS 28 via PS 29 and the

intervening force mains and gravity sewers, flows collected by PS 28 will now be conveyed to PS 30 via PS 27 and the intervening force mains and gravity sewers.

Finally, none of the Area 11 pump stations, force mains or gravity sewers will convey collected waste water to Area 3 PS 32 and, ultimately, to Trunk Line A as they do now. Instead, the Auburn Project will construct a new PS 30 force main which will convey all wastewaters collected within Area 11 (as well as some collected in Area 10) south of the Village to discharge directly to gravity sewers located just south of the FWWTP which will convey them the remaining distance to the treatment plant.

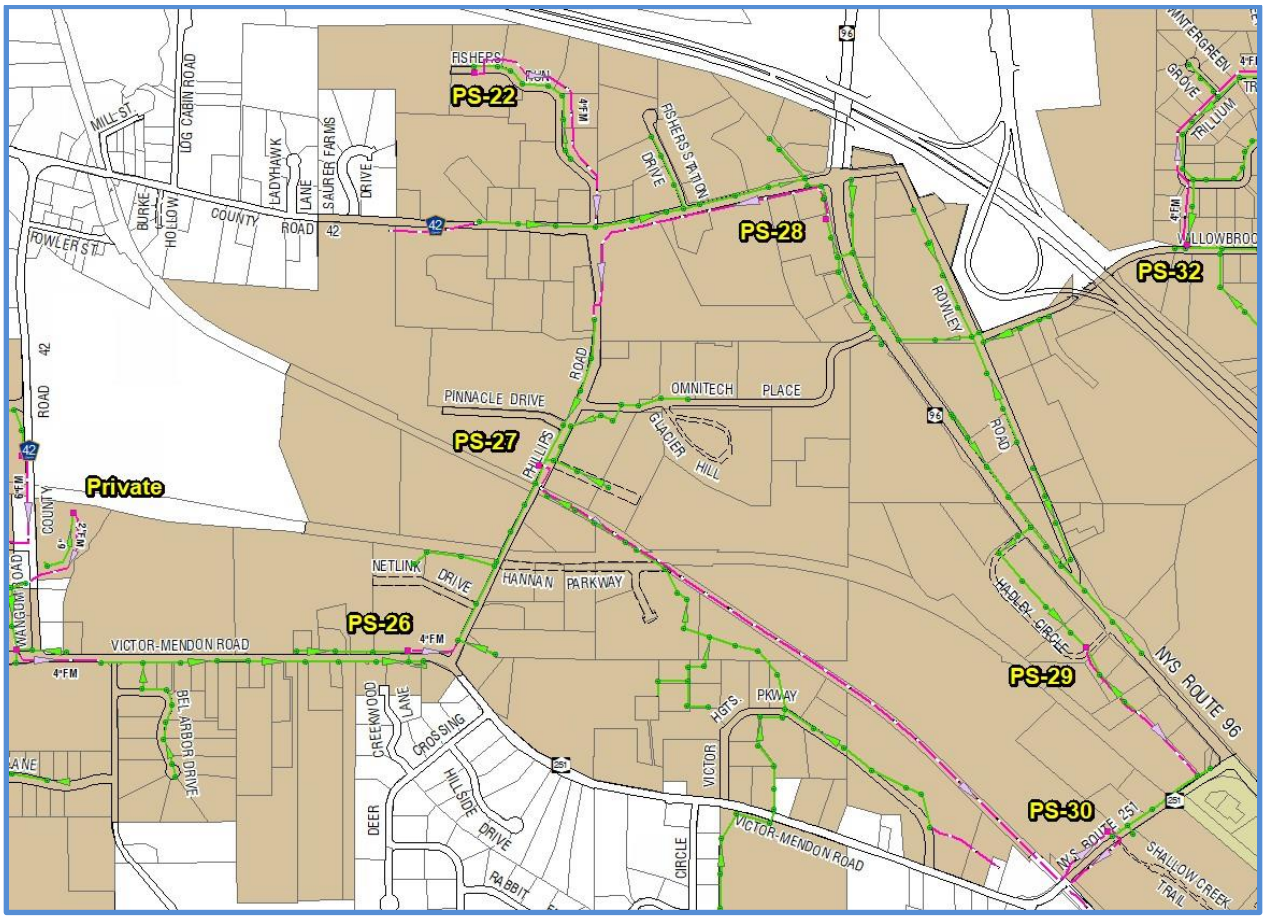
A segment of the new Trunk Line B force main developed by the Auburn Project to convey flows from PS 30 to the Farmington WWTP will be located within this Area, ultimately discharging to existing gravity sewers presently in place just south of the WWTP (see Map 41B below). However, the new force main would provide no opportunities to serve nearby properties in the absence of an interruption of the force main and construction of a new pump station.



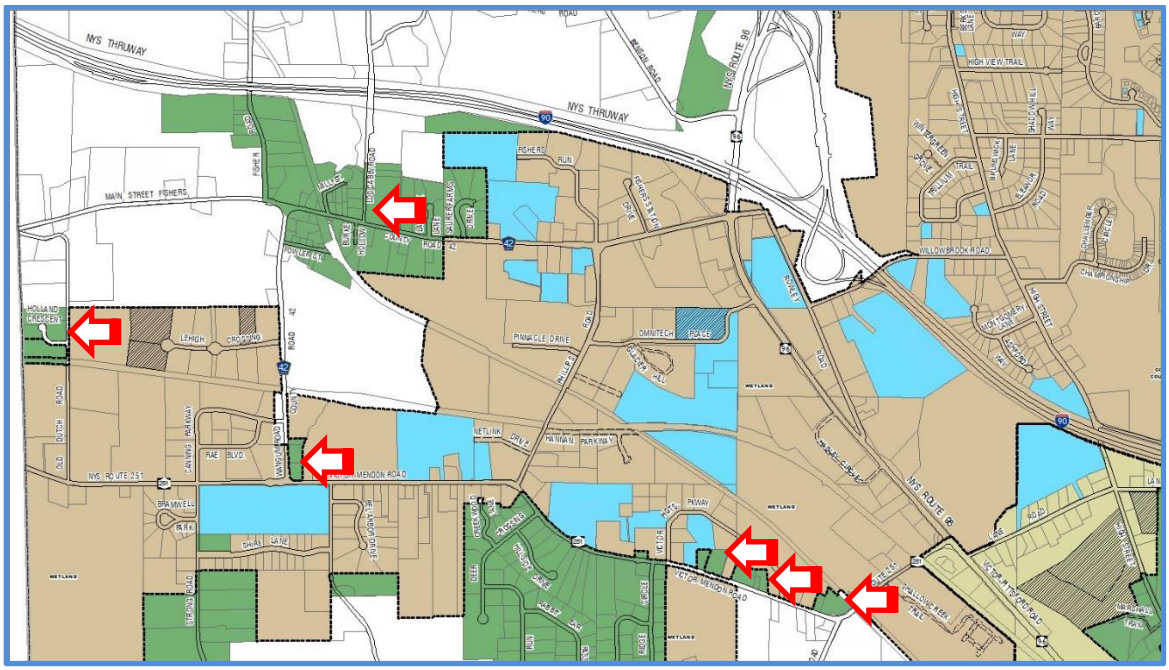
Map 41B – Area 11 Parcels Presently In the Sewer District After the Auburn Project

Potential Expansions Identified in the 2016 FVSS

As depicted in the following Map 42, the FVSS identified one relatively extensive potential expansion of the sewer district and five much smaller potential expansions. With only two exceptions located just west of the end of Fishers Run (the rear of Tax Map No. 6.00-1-58.11 and the adjacent parcel Tax Map No. 6.00-1-46.00), only parcels zoned for residential use would be brought into the district by the more extensive Area 11 potential expansion. All of the five smaller expansions would add only parcels zoned for commercial or light industrial use to the district.



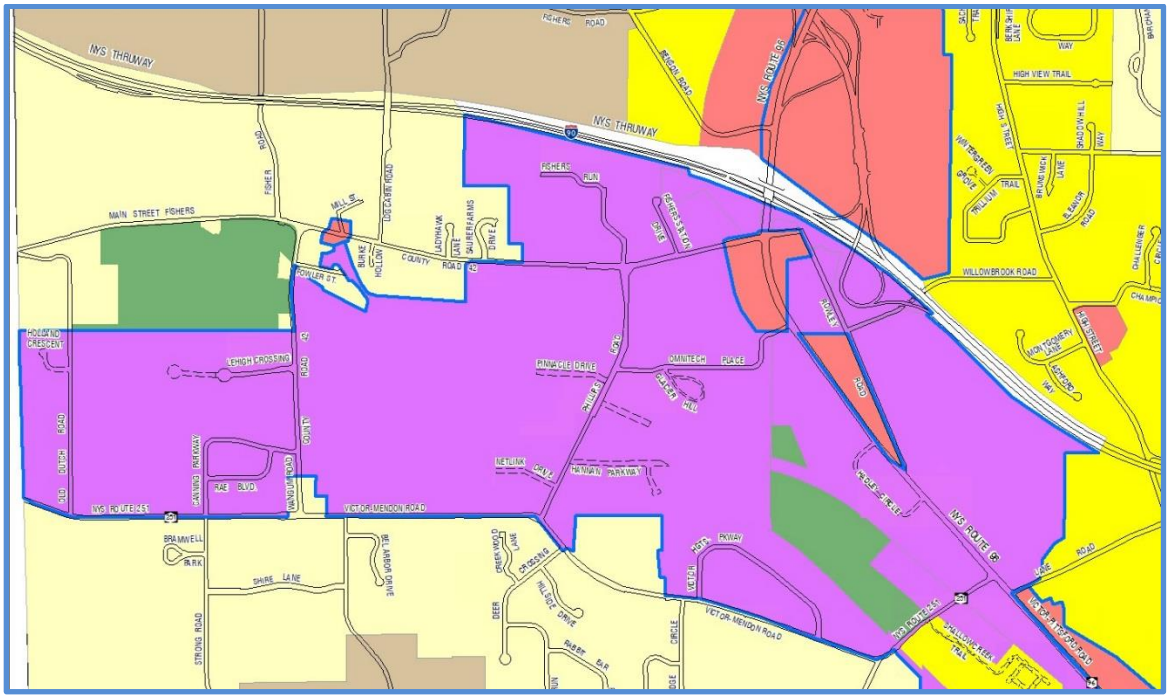
Map 41-2B – Collection System – Area 11 After the Auburn Project



Map 42 – Potential Expansions Identified in the 2016 FVSS – Area 11

Present Density Overlays and Future Land Use Plan

Zoning for residential uses is limited to the northwestern quadrant of the area (see Map 43). All of the residential parcels located within Area 11 are presently designated as being within an intermediate density overlay. Although the overlap is not exact, the extent of the intermediate density overlay coincides fairly closely with Area 11 zones that are outside the present boundaries of the sewer district.



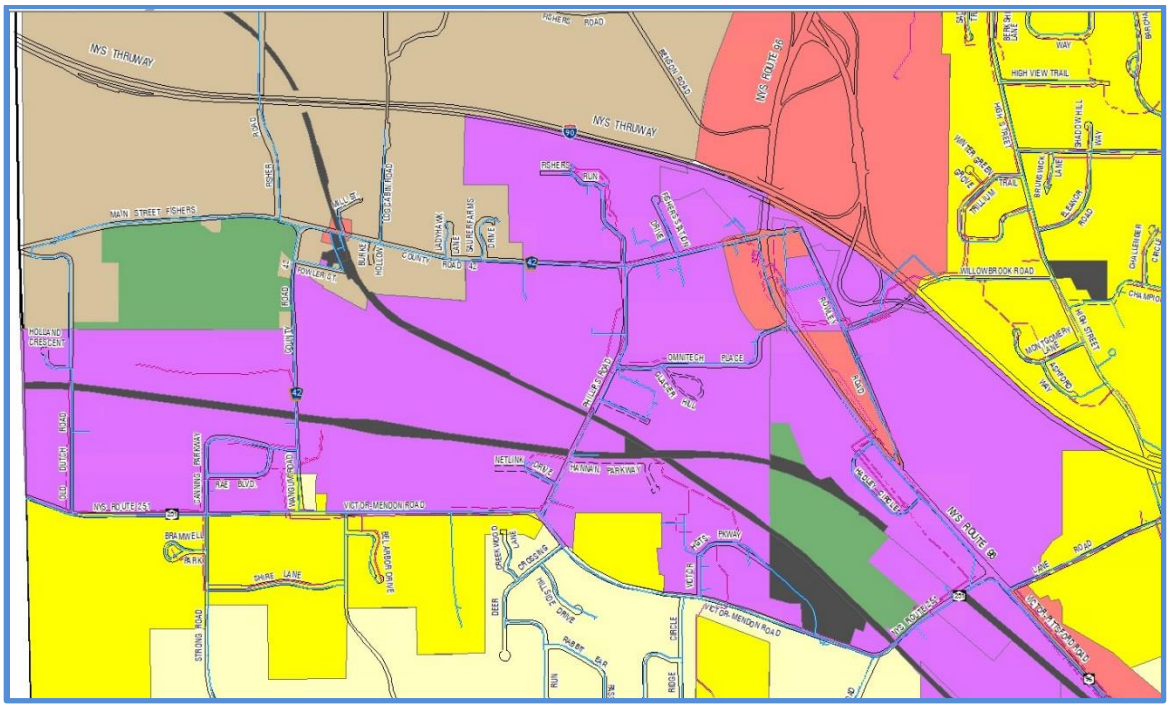
Map 43 – Town Present Density Overlays – Area 11

As the following Maps 44 and 45 illustrate, the Comprehensive Plan recommendations would change the density overlay designation of all residential zones within Area 11 from their present intermediate density designation to a lowest density designation instead.

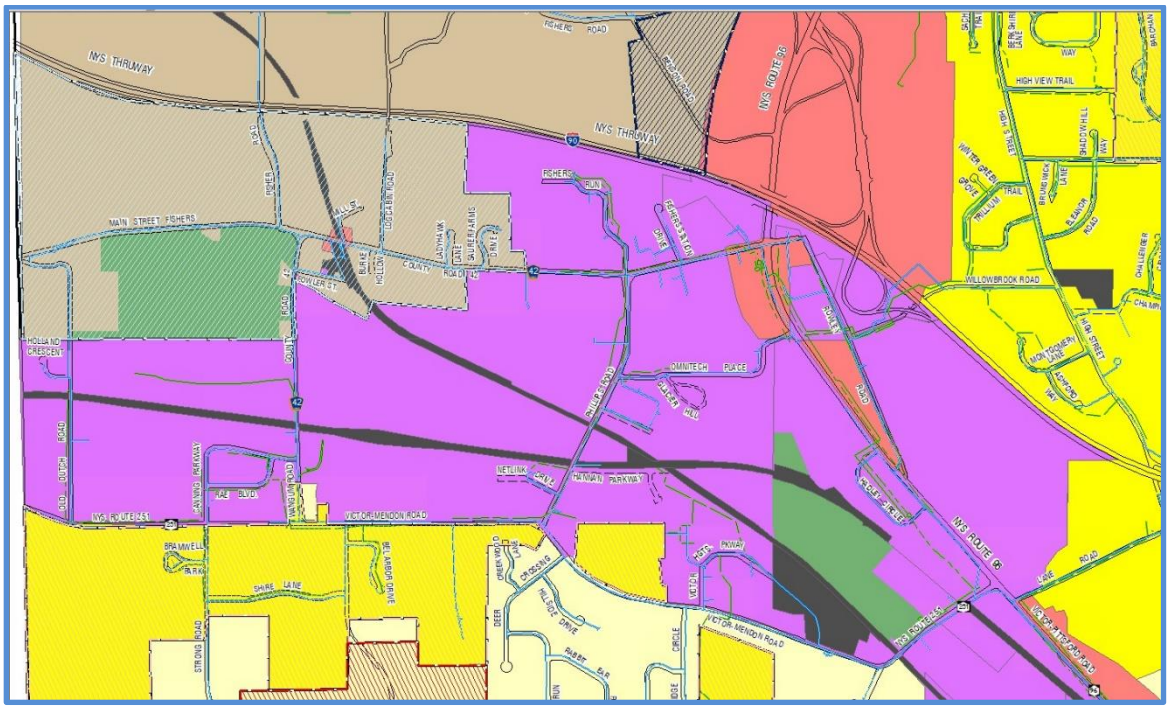
However, as described above and depicted on foregoing Map 42 the extensive potential sewer expansion identified in the FVSS would within the Sewer District many of the parcels that the Comprehensive Plan recommendations would change from a density overlay designation of intermediate density to a lowest density designation instead. As stated in the section entitled "Introduction and Background", the FVSS did acknowledge the three-tiered system of density overlays then in effect and purposely avoided identifying any potential expansions with areas designated as being within a lowest residential density overlay.

Pump Station Impacts

The FVSS did not identify any adverse pump station impacts associated with the multiple Area 11 potential sewer district expansions identified in that study. This supplemental plan does not identify any additional expansions and, in fact, strongly recommends abandonment of the largest potential Area 11 expansion identified in the FVSS.



Map 44 – Recommended Future Land Use Plan – Area 11



Map 45 – Changes Required to Implement Future Land Use Plan – Area 11

Other Factors and Conclusion

The extensive potential sewer district expansion in Area 11 identified by the FVSS is almost exclusively comprised of residential parcels that the Comprehensive Plan recommendations would change from the

present intermediate density overlay designation to an overlay limiting residential development to only the lowest density instead. As the FVSS purposely avoided identifying any potential expansions with areas designated as being within a lowest residential density overlay and given the potential for given the known potential for sewer district extensions to induce higher density growth within rural areas where lower densities would be preferred, the extensive potential district expansion identified in the FSVV in this area should be abandoned. Furthermore, requests for district extensions within Area 11 residential zones should be discouraged, scrutinized very closely, and likely refused in virtually all instances. This is particularly important given the immediate adjacency of these residential areas that the Comprehensive Plan would designate for only the lowest density and the adjoining non-residential areas where sanitary sewer is present. Although in areas other than Area 11 an intervening residential zone designated for intermediate density typically provides some transition between areas with sewer and those designated for the lowest density, no such transition zone is present in this instance (see Map 44). This enhances the potential for sewer extensions to negatively impact adjoining residential areas valued for their contributions to rural character and open space preservation.

Area 12 – Southwest of I-490, north of I-90, and east of the Route 96 segment that is immediately south of the I-490 terminus

Area 12 (see Map 2 or Figure 11) is located in the extreme northwestern corner of the Town, north of I-90 and west of both Route 96 and I-490. The area is zoned primarily for residential use although it also includes parkland and a limited commercial corridor adjacent to Route 96. The Zoning Code designates much of area as being within the Town's only Limited Development District (see Figure 2) and the Comprehensive Plan recognized this area as one of only three with the highest Green Infrastructure priority (see Figure 8).

Executive Summary

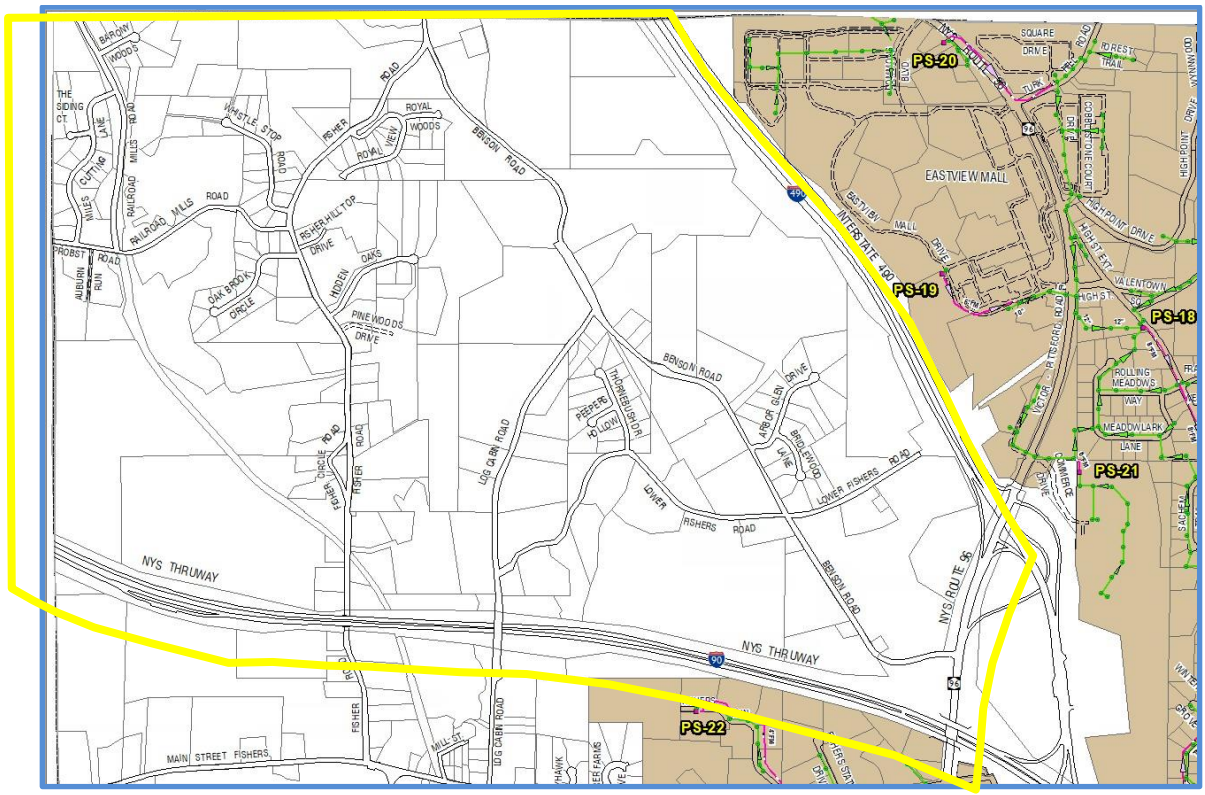
- With the exception of a single area bordering Route 96, all of the land within Area 12 is zoned for residential use (see Map 48, below) and, with a single exception, all is presently designated for the lowest density. The single exception is residential land in the vicinity of Lower Fishers and Benson roads (see Map 48 and Figure 2).
- The Comprehensive Plan recognized this area as one of only three with the highest Green Infrastructure priority (see Figure 8) and the Zoning Code designates much of Area 12 as being within the Town's only Limited Development District (see Figure 2).
- None of Area 12 is presently within the sewer district (see Map 46, below).
- The Auburn Project will reduce the number of pump stations that *would* be involved in conveying any Area 12 flows collected near the southern boundary of Area 2 (i.e., near PS 22) to the Farmington WWTP (to "only" four rather than the present number of eight). However, collecting wastewater within this area and discharging them to either PS 22 or, alternatively, to PS 19, for conveyance to the Farmington WWTP would still require a crossing of either the Thruway (PS 22) or, possibly, of I-490 (PS 19).
- The FVSS identified only one potential sewer district expansion in this area (see Map 47, below). That expansion is located within the area bordering Route 96 presently zoned for non-residential

use. This expansion does not raise any issues related to preservation of rural character or open space.

- The Comprehensive Plan recommended (see Maps 48, 49 and 50) that the residential land in the vicinity of Lower Fishers and Benson roads that is presently designated for the highest density be designated instead for the lowest density.
- Given the value of the area relative to rural character and open space preservation as well as its zoning designation as a zone for limited development , requests for district extensions within Area 12 residential zones should be discouraged, scrutinized very closely, and likely refused in virtually all instances.

Sewer District Status

As illustrated below in Map 46, none of Area 12 is presently within the Sewer District.



Map 46 – Area 12 Parcels Presently In the Sewer District

Present Reliance on Pump Stations

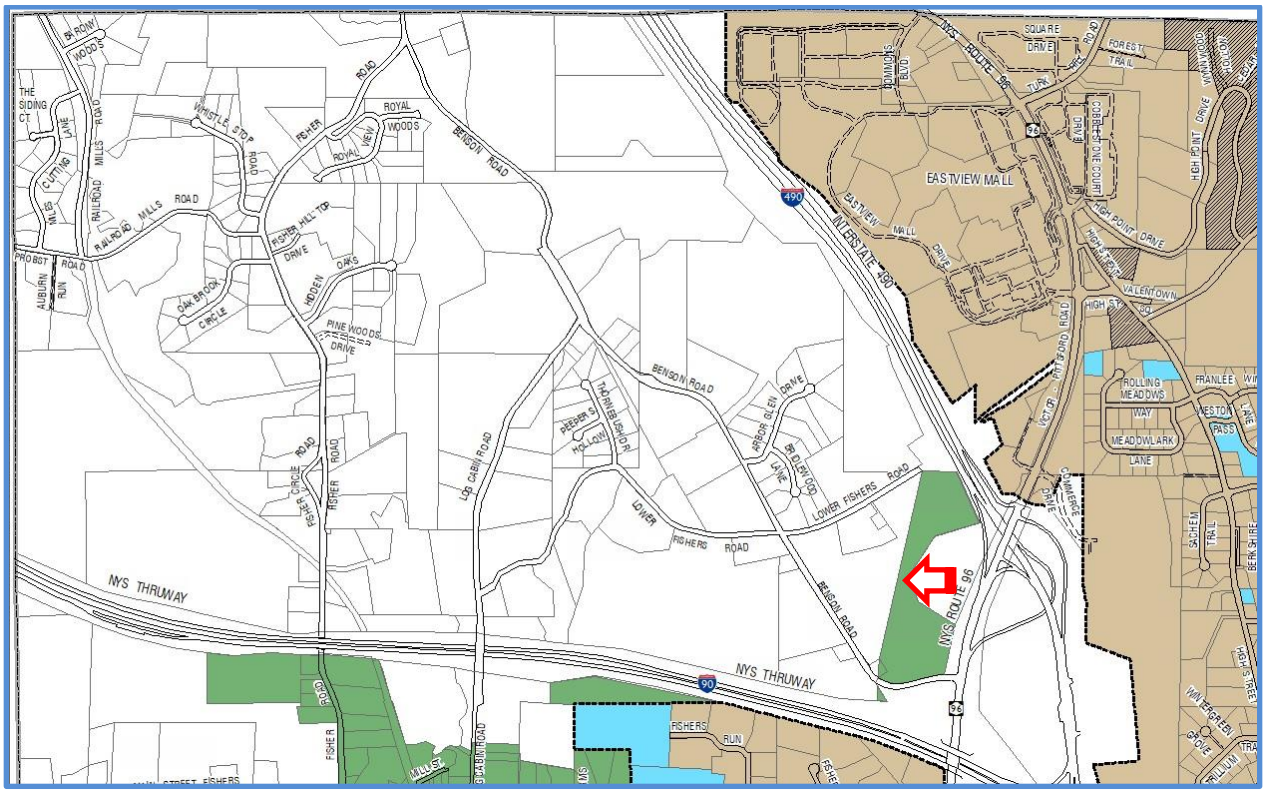
As none of Area 12 is presently served by sanitary sewers, there is no reliance on pump stations. Additionally, it should be noted that extending sanitary sewer into this area would presently rely on a crossing of the Thruway, I-490 or Route 96 and conveyance of flows through multiple pump stations (see Map 46 in relation to both Map 1A and Chart 1A).

Auburn Project Changes in this Area

The final sentence in the preceding paragraph notes that extending sanitary sewer into this area would necessarily rely on a crossing of the Thruway, I-490 or Route 96 and conveyance of flows through multiple pump stations. Although the Auburn Project will reduce the number of pump stations that would be involved in conveying flows collected near the southern boundary of Area 2 (i.e., near PS 22) to the Farmington WWTP (to "only" four rather than the present number of eight), the statement remains true. Collecting wastewater within this area and conveying them to either PS 22 or, alternatively, to PS 19, for conveyance to the Farmington WWTP would still require a crossing of either the Thruway (PS 22) or, possibly, of I-490 (PS 19).

Potential Expansions Identified in the 2016 FVSS

As depicted in the following Map 47, the FVSS identified only one potential Sewer District expansion within Area 12 (indicated in dark green shading and by a red arrow). The potential expansion is entirely within the limited commercial corridor that parallels Route 96 to the west. No Area 12 residential parcels would be affected by the potential expansion.

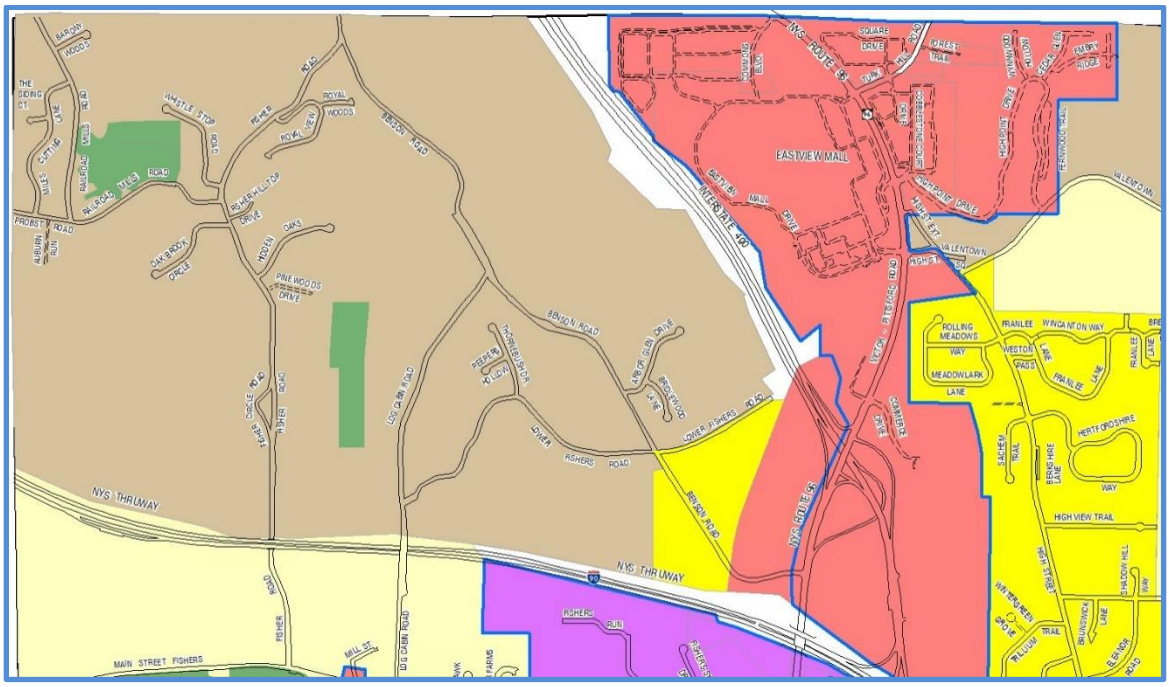


Map 47 – Potential Expansions Identified in the 2016 FVSS – Area 12

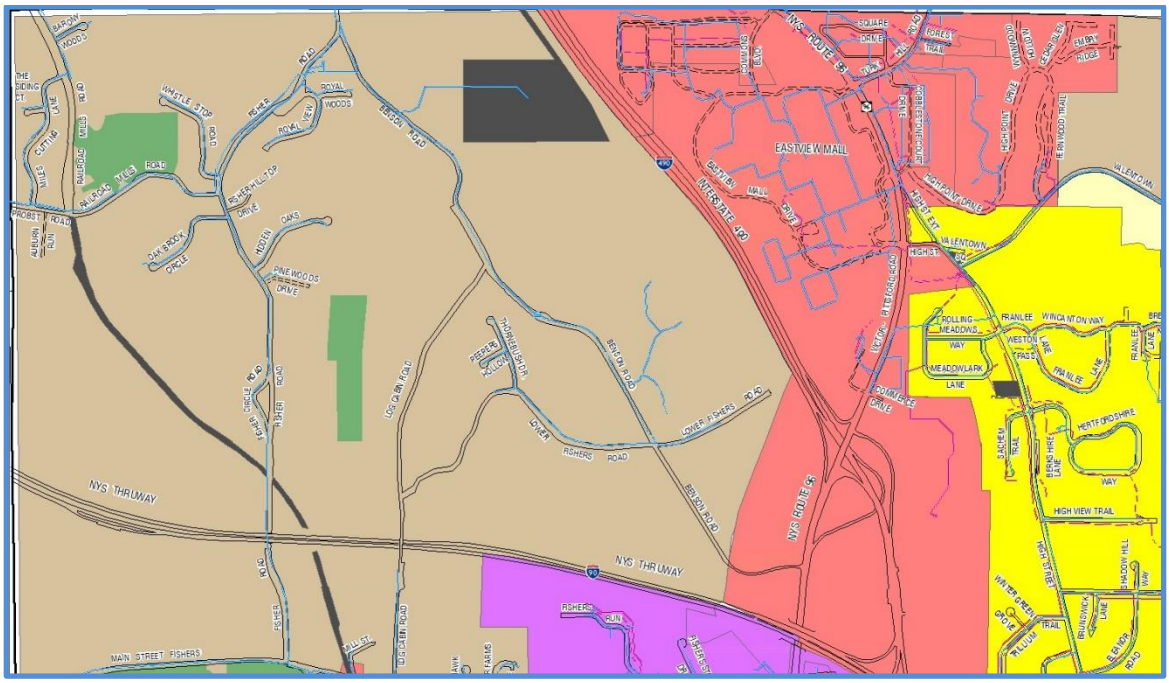
Present Density Overlays and Future Land Use Plan

As depicted in the following Map 48, and with the exception of a small zone bisected by Benson Road, all of the residential zones within Area 12 are presently designated as being within an overlay limiting residential development to the lowest density. The exception is a small zone bordered by the Thruway to the south, by Lower Fisher Road to the north, and by the Route 96 commercial corridor to the east

that is presently designated as being within an overlay permitting residential development at the highest density.



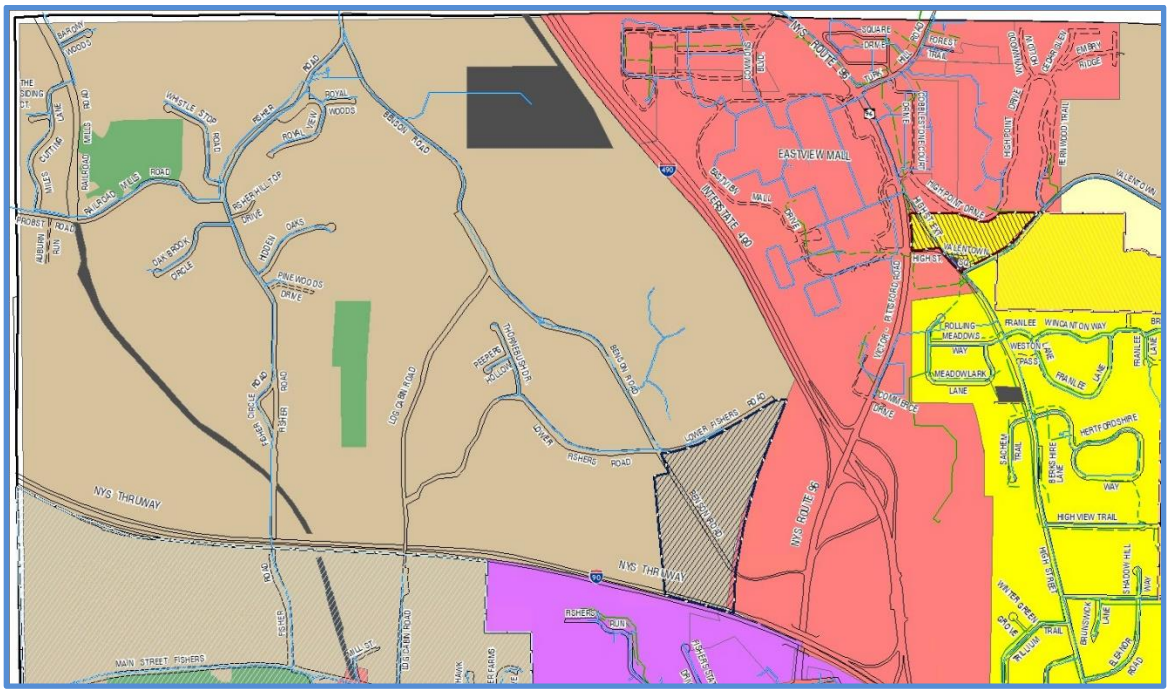
Map 48 – Town Present Density Overlays – Area 12



Map 49 – Recommended Future Land Use Plan – Area 12

As the preceding Maps 48 and 49 illustrate, the Comprehensive Plan recommendations would change the overlay designation of the Area 12 residential zone now designated as being within a highest density

overlay to being within a lowest density overlay instead (the zone is delineated in Map 50 below by a dark blue and white boundary).



Map 50 – Changes Required to Implement Future Land Use Plan – Area 12

Pump Station Impacts

The FVSS did not identify any adverse pump station impacts associated with the single potential district expansion identified in that study and this supplemental plan has not identified any additional potential expansions. It should be noted nonetheless that extending sanitary sewer further into this area would likely necessitate the conveyance of flows through multiple pump stations (see Map 46 in relation to both Map 1 and Chart 1).

Other Factors and Conclusion

Given the Zoning Code designation of much of Area 12 as being within the Town's only Limited Development District (see Figure 2), the Comprehensive Plan's recognition of this area as one of only three with the highest Green Infrastructure priority (see Figure 8), the Comprehensive Plan Future Land Use Plan's recommendation that all residentially zoned property in this area be within an overlay limiting development to the lowest density, and the known potential for sewer district extensions to induce higher density growth within rural areas where lower densities would be preferred, requests for district extensions within Area 12 residential zones should be discouraged, scrutinized very closely, and likely refused in virtually all instances.

SUMMARY OF SIGNIFICANT FINDINGS AND RECOMMENDATIONS

General Findings Relevant to Residential Densities and District Expansion

The 2015 Comprehensive Plan appears to have been implementing the following general policy relative to designating the maximum development density for residential areas (see Figure 9 in relation to Figures 7, 8 and 10):

- Residential areas highly valued for their contribution to preservation of rural character and/or open space should be designated for the lowest development density.
- Residential areas less important for their contribution to preservation of rural character and/or open space and with no sanitary sewer service should be designated for an intermediate development density. It should be noted that these areas also provide a useful transition between the foregoing lowest density areas and those designated for either non-commercial use or higher density residential development.
- Residential areas with little direct impact upon preservation of rural character and/or open space and served by sanitary sewer should be designated for the highest residential development density.

Both the FVSS and this supplemental plan recognize the value of providing sanitary sewer service to non-residential uses.

Furthermore, both the FVSS and this supplemental plan recognize that residential areas with little direct impact upon preservation of rural character and/or open space that are not served by sanitary sewer are good candidates for sewer district expansion provided they are sufficiently near segments of the existing collection with adequate capacity and are feasible from both an engineering and a fiscal perspective.

In most instances where this supplemental plan makes a recommendation relative to district expansion that is different from that presented in the FVSS, the underlying reason has been recommendations included in the Comprehensive Plan that were not taken into account in the FVSS. Similarly, in instances where this supplemental plan makes a recommendation relative to development density designations that is different from that presented in the Comprehensive Plan, the underlying reason has been potential sewer district expansions identified in the FVSS that were not taken into account in the Comprehensive Plan.

This supplemental plan has taken a very strict approach relative to protecting residential areas highly valued for their contribution to preservation of rural character and/or open space and therefore designated for the lowest development density from the potential impacts of a sewer expansion within the area. In general, this approach has been expressed as: “requests for district extensions within Area X residential zones should be discouraged, scrutinized very closely, and likely refused in virtually all instances”.

This supplemental plan has taken a somewhat softer approach to the protection of residential areas less important for their contribution to preservation of rural character and/or open space that are designated for an intermediate development density. However, this supplemental plan has also recognized the value provided by many such areas when serving as a transition zone between the foregoing high-value lowest density areas and those designated for either non-commercial use or higher density residential development . Accordingly, this approach has generally been expressed as: "should extenuating circumstances arise in which an extension within this transition zone is being considered, its transition value should be taken into account and a technical review of potential pump station impacts should be completed before any approval".

Area-Specific Conclusions

Table 3 provides a summary of whether (in each area) this supplemental plan has incorporated recommendations different from those presented in either the 2016 FVSS or the 2015 Comprehensive Plan as well as some additional related information.

SUMMARY OF MODIFIED POTENTIAL EXPANSIONS, OVERLAYS & SEWER SERVICE BY AREA

Area	Modified Sewer District		Modified Density Overlays		Density Overlays Served with Implementation as Modified		
	Potential Expansion Identified	Modified from 2016 FVSS	Overlay Changes Proposed	Modified From 2015 Future Land Use Plan	Highest	Intermediate	Lowest
1	No	No	NA[1]	NA[1]	NA[2]	NA[2]	NA[2]
2	Yes	No	None	No	All	NA[2]	NA[2]
3	Possibly[3]	Possibly	Yes	No	All	Possibly	None
4	No	No	Yes	No	All	NA[2]	None
5	Yes	Possibly	Yes	Yes	All	None	NA[2]
6	Yes	No	Yes	Yes	All	None	None
7	No	No	Yes	No	NA[2]	NA[2]	None
8	No	No	Yes	No	NA[2]	NA[2]	None
9	Yes	Yes	Yes	No?	NA[2]	Some	None
10	Yes	Possibly	Yes	No	All	?	NA[2]
11	Yes	Yes	Yes	No	NA[2]	NA[2]	None
12	Yes	No	Yes	No	NA[2]	NA[2]	None

Notes: [1] There are no residential density overlays in the area.

[2] There would be no residential density overlays of the indicated level in the area.

[3] Changes proposed in the 2015 Town Comprehensive Plan to increase or decrease density.

[4] Future overlays not served even if expansions identified in 2016 FVSS were adopted.

[5] Future lowest density overlays served if expansions identified in 2016 FVSS were adopted.

Table 3

For a more complete description of area-specific conclusions the reader is directed to the individual sections focused upon each of the twelve analyzed areas and the narratives presented under the multiple descriptive sub-headings. For readers interested in an overview, each section focused on a particular area begins with an executive summary of the findings and recommendations relative to that area. The conclusions and recommendations presented relative to each of the twelve analyzed areas have also been incorporated into the 2020 Modified Sewer Master Plan Map and 2020 Modified Future Land Use Map appended as Figures 12 and 13 and described immediately below.

2020 Modified Sewer Master Plan Map (Figure 12)

An updated map has been produced (see Figure 12) to replace that originally provided in the FVSS as Figure 5. The updated map is consistent with the 2015 Comprehensive Plan Future Land Use Plan recommendations regarding changes to the configuration of residential density overlays throughout the Town. The original map published in the 2016 FVSS only took into account the configuration of residential density overlays as it existed in 2016 and not as the Comprehensive Plan would change it. The updated map also reflects extensions to the Sewer District that have been implemented since the original map was published with the FVSS in 2016. This map should be considered the final recommendation presented in this supplemental plan regarding potential expansions of the sewer district.

2020 Modified Future Land Use Plan Map (Figure 13)

Updates to the original Future Land Use Plan (Figure 9) and associated map (Figure 10) depicting changes necessary to implement the Future Land Use Plan that were originally presented in the 2015 Comprehensive Plan have also been produced (see Figures 13 and 14). The updated maps take into account recent extensions as well as potential expansions of the Sewer District identified in the updated 2019 Sewer Master Plan map. The maps originally presented in the 2015 Comprehensive Plan took into account only the boundaries of the Sewer District as they existed in 2015 and reflected neither extensions to the district implemented since or potential expansions identified in either the FVSS or this supplement to it. This map should be considered the final recommendation presented in this supplemental plan regarding changes to the existing system of residential density overlays.

General Findings Relevant to System Operation and Support for the District

System Administration

As described above under the foregoing heading “Background”, most of the wastewater collected within the Town’s Consolidated Sewer District (the ”District”) is conveyed to the Farmington WWTP via a network comprised of 28 public pump stations (pump stations 5 – 32), their associated force mains, multiple intervening District gravity sewers, and a short segment of Farmington gravity sewer. The remainder is conveyed to the Village of Victor WWTP via three additional public pump stations located within the District (Victor 1, Village PS-1, and Village PS-2), their associated force mains, District gravity sewers, and short segments of the Village collection system. See appended Figure 1A for a map of the District system as it presently exists and Figure 1B for a corresponding map of how the system will be

following completion of the Auburn Project now underway (for detail regarding the Auburn Project, see the summary presented under the foregoing heading “Background”).

With the exception of a very few private pump stations and final segments of Farmington trunk lines entering their treatment plant, all of the pump stations, force mains and gravity sewers located within the District are public assets owned by the District, a Special Improvement District formally established and managed by the Town of Victor Town Board. Somewhat atypically, the Town has very minimal involvement in the day-to-day operation and maintenance of the District collection system assets. Instead, the District pump stations, force mains and gravity sewers employed to convey wastewater to the Farmington WWTP are operated and maintained by the Town of Farmington pursuant to an inter-municipal agreement between the two towns. The Town of Victor also has a comparable agreement with the Village of Victor relative to the operation and maintenance of the District pump stations, force mains and gravity sewers employed to convey wastewater to the Village WWTP. As a consequence, the Town of Victor has no sewer or public works department or appointed staff responsible for managing, operating or maintaining the District system.

Presently, when the need arises for administrative coordination, communication, or decision-making that involves the District but is beyond the scope of the duties delegated to either Farmington or the Village, the responsibility falls, by default, to the Town Supervisor. Although the need is relatively infrequent, it can include instances such as the following:

- Initial coordination with either Farmington or the Village (and their engineering consultants) relative to specific (and frequently unanticipated) failures, repairs or other needs;
- Coordination with either Farmington or the Village (and their engineering consultants) and the Town Planning Board (or Town Board) relative to new connections being proposed, the availability of excess capacity to accommodate such connections, and the extent as well as the fairness of any impact mitigation requirements suggested by consultants for imposition;
- Coordination with the Town Board and Town Engineers relative to collection system improvement projects to be undertaken by the District in the future, including their scope, bidding, and schedule; and,
- Serving as an initial key point of contact during the construction of District collection system improvement projects including attendance at periodic construction meetings, status reports to the Town Board, and coordination with both contractors and the Town Engineer relative to progress, schedule, pay applications, requested contract change orders, or related issues arising during construction.

Recommendation. Relative to the foregoing duties, although the Town typically involves and relies upon Farmington, the Village, their engineers, and the Town Engineers in many such instances, there are instances where one or more of these parties may have conflicting roles or interests and where direct participation and decision-making by a party responsible only to the Town is valuable, if not essential. Although the Town Supervisor has been available to fill this role in the past, this plan suggests that the Town improve the present arrangement by also appointing a member of the Town staff to work closely with (and report directly to) the Town Supervisor in responding to the needs summarized above. In

other municipalities with a public works or sewer department, the scope of duties being suggested here would typically be provided by a department or division head. In Victor, the suggested scope of duties for the recommended appointment would necessarily exclude those duties being provided directly by Farmington and the Village.

District Support

Hydraulic Capacity. Each element of a sanitary wastewater collection and treatment system has a finite hydraulic capacity. This is true of pump stations, force mains, gravity sewers and wastewater treatment plants. In addition to hydraulic capacity, treatment plants are also constrained by other types of finite capacity related to the treatment process employed and the physical, chemical and/or biological makeup of the waste stream – these non-hydraulic treatment plant constraints are not considered in the discussion that follows.

As illustrated below in Chart 4, the finite hydraulic capacity of individual pump stations, force mains, gravity sewers and treatment plants can be conceptualized as consisting of the following components:

A. The hydraulic capacity necessary to accommodate the average flow rates anticipated from connected tributary (or upstream) elements of the collection system;
B. The additional hydraulic capacity necessary to accommodate the additional volume by which periodic peak flow rates from connected tributary elements of the collection system are expected to exceed the anticipated average flow rates;
C. The additional hydraulic capacity held in reserve as a prudent contingency to provide a safety factor and/or level of redundancy necessary to accommodate unforeseen events or circumstances within tributary elements of the collection system; and,
D. The additional "excess" hydraulic capacity available to accommodate the needs of users that could be connected upstream in the future. This "excess" includes the increments by which any new connection would necessarily increase all three of the foregoing components (in other words, average flow, peak flow and contingency reserve requirements).

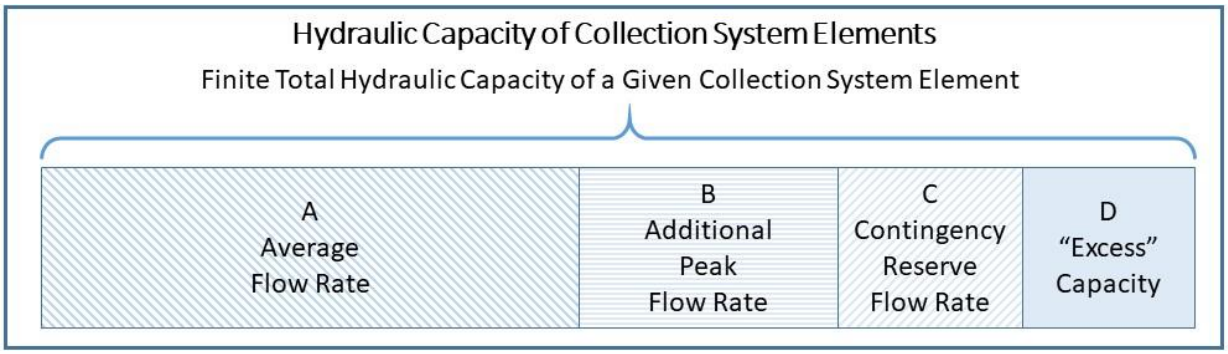


Chart 4 – Hydraulic Capacity

Consumption of Excess Capacity. Elements of the wastewater collection and treatment system are typically designed and constructed with hydraulic capacity exceeding the need prevailing at the time (i.e., thereby increasing element D in the foregoing list). However, especially in a growing community like Victor, this "excess" capacity is gradually consumed over time by new connections. Eventually, the

excess capacity available within a given segment of the system may be reduced to a level insufficient to accommodate a new connection.

District Revenue Streams. Multiple revenue streams are generated within the Town's Consolidated Sewer District. These include Sewer Rents, Connection Fees, an annual Capital Recovery Charge property tax, and Impact Mitigation contributions required of developers. These revenue sources and associated system needs are illustrated below in Table 4 and described in more detail in the paragraphs that follow.

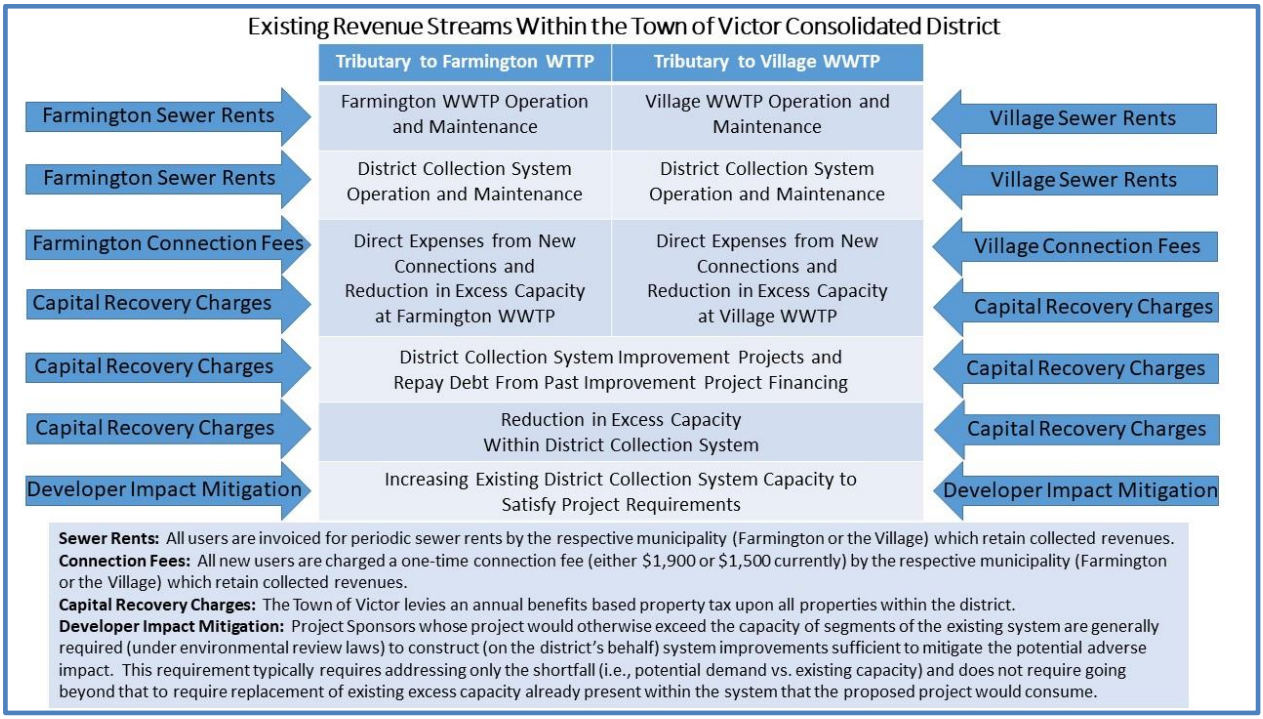


Table 4 –Town of Victor Consolidated District Revenue Streams

Sewer Rents. At present, the Town of Victor Code requires users provided sewer service within the District to pay sewer rents. The code provisions distinguish users whose wastewater is conveyed to the Farmington WWTP from those whose wastewater is conveyed instead to the Village WWTP. By agreement, both the Town of Farmington and the Village of Victor bill for and collect sewer rents directly from Town of Victor District users connected to their WWTP. These rent revenues are retained by the respective municipalities, presumably to support their treatment plants and segments of their collection systems burdened by wastewater collected within the Town of Victor. However, relative to expenses supported by the sewer rents retained by Farmington and the Village, it is important to note that the municipalities also operate and maintain (by contract) those segments of the Town's Consolidated Sewer District collection system that are tributary to their respective treatment plants. Finally, the responsibility of Farmington and the Village to operate and maintain the District collection system does not oblige them to fund the replacement or reconstruction of assets comprising the Town's collection system – the District retains that responsibility.

Connection Fees. At present, the Town of Victor Code requires users establishing a new connection to the District collection system to pay a one-time "connection fee". As with the foregoing sewer rents, the one-time connection fees are paid directly to and retained by the either the Town of Farmington or the Village of Victor as the case may be. The one-time fee is presently $1,900 for those users whose wastewater would be conveyed to the Farmington treatment plant and $1,500 for those whose wastewater would be conveyed to the Village treatment plant. Regarding the topic of "excess capacity", it would be reasonable to assume that both Farmington and the Village rely on the retained one-time connection fees to offset, at least in part and in addition to more immediate and direct costs (e.g., inspection), the consumption by a new connection of *treatment plant* excess capacity that would otherwise remain available. At the same time, the agreements between the Town, Farmington and the Village also contemplate the District sharing in the cost of any capital improvements found necessary by either Farmington or the Village to expand their treatment plant capacity.

Although new connections also consume excess pump station, force main and/or gravity sewer capacity that would otherwise remain available within the District collection system, there is, at present, no corresponding connection fee imposed, collected, or retained by the Town of Victor or the District to compensate for the loss of excess capacity within the collection system.

Capital Recovery Charge. As indicated in foregoing Table 3, the District collects an annual benefits-based Capital Recovery Charge. Collection of the Capital Recovery Charge is authorized by the Victor Town Code (see Town of Victor Code Chapter 162 Sewers, Part 5 Capital Charges, Article XXVIII Capital Costs for Victor Consolidated Sewer District, Section 162-177 Capital Recovery Charge):

> *"Charges for capital improvements of the Victor Consolidated Sewer District, including, but not limited to, debt payments for the establishment of the District and infrastructure, will be billed and known as the "capital recovery charge." The capital recovery charge will be assessed to the owner of each parcel of real property within the District. The capital recovery charge will be computed on a "benefit basis" in accord with a formula approved by the Town Board."*

The amount of the benefits-based Capital Recovery Charge is presently determined by a three-part formula that includes water consumption, acreage, and property use. In the most recent year $720,000 was collected from approximately 3,500 parcels. Although the charges assessed properties presently connected to the system are generally higher, all properties within the district, including those that are vacant, are assessed some annual charge.

The account balance generated by the Capital Recovery Charge is utilized to support the following District expenses:

- Engineering and other professional or consulting fees incurred on behalf of the District;
- Debt service remaining from past financing of projects making improvements to the District collection system;
- Cost of other capital improvements to the District collection system, including those completed by either Farmington or the Village at a cost exceeding a threshold amount; and,

- By agreement and presumably subject to some negotiation, a share of costs incurred by either Farmington or the Village to increase the capacity of their respective treatment plants.

Although the Capital Recovery Charge account balance is available to support capital improvement projects necessary to increase District collection system capacity, at present there is no formal capital reserve established to support the costs of such projects that may be undertaken in the future. Accordingly, there is no capital reserve established specifically for the purpose of funding the periodic replacement of excess collection system capacity that has been consumed by new connections.

To reiterate, the District has neither a capital reserve dedicated to the replacement of excess collection system capacity consumed by new connections nor a pool of collected connection fees available to offset the cost of replacing excess collection system capacity consumed by new connections. The District's cost to restore or replace excess capacity is borne instead by property owners using or benefited by the system via the annual Capital Recovery Charge assessment or, to a lesser degree, by developers required to make Impact Mitigation contributions. These two outcomes are reviewed in the sections that follow.

Developer Impact Mitigation Contributions. Unless the means to further increase collection system capacity are readily available, the absence of excess capacity sufficient to accommodate a proposed new connection may be recognized as a potential *environmental* impact. In the case of proposals for non-residential development and/or development of multiple residential units, such recognition frequently leads to a municipal requirement for the project sponsor to make improvements (or contribute the equivalent cost) needed to provide the "missing" excess capacity (referenced as "Developer Impact Mitigation" in the foregoing Table 3).

The recognition and response to a potential *environmental* impact associated with a proposed new connection frequently allocates a financial burden to developers based primarily upon the timing and sequence of their proposal rather than upon how much excess capacity their project would actually consume. The result is sometimes criticized as a "last man in" scenario as no such burden is typically imposed upon project sponsors whose project would consume, but not exceed, available excess capacity. This is because, despite the presence of an obvious *fiscal* impact, the consumption of excess capacity presently existing within the system (in other words, where the available excess capacity is sufficient to accommodate the new connection) is generally not recognized as having a potential *environmental* impact. Finally, the typical practice frequently exacerbates the disproportionate financial impact upon sponsors whose project requires more than the available excess capacity by also seeking requirements for them to make or fund "upsized" improvements that would provide additional excess capacity for future connections requested by others in addition to the more limited capacity necessary to satisfy only the needs of their proposed project.

In recent years, a pattern similar to that described above has emerged in Victor relative to the need for public transportation system improvements, particularly within the Route 96 corridor. In that instance, a recently adopted plan recommends establishment of Transportation Improvement District to allocate the financial burden more equitably among developers and other beneficiaries of such improvements. With respect to the more equitable allocation of financial burdens incurred in the Victor District to

maintain sufficient excess collection system capacity, a district already exists. To avoid the "last man in" scenarios resulting from the recognition of potential *environmental* impacts, the District would need only to implement plan for funding the restoration or replacement of excess capacity in a financially equitable manner.

Disproportionate Allocation of Financial Cost to Restore or Replace Lost Excess Capacity. At present, aside from the Impact Mitigation contributions required from developers, the cost to restore or replace excess District collection system capacity consumed by new connections is ultimately imposed upon District property owners via the Capital Recovery Charge. However, this annual charge can allocate the financial burden disproportionately amongst District properties depending upon when a project to develop excess capacity enabling new connections is undertaken, whether it is financed (which spreads the associated cost over multiple future years), and the timing of a given new connection.

The disproportionate manner in which the Capital Recovery Charge may allocate the costs to restore or replace excess collection system capacity can be illustrated in many different scenarios including the following hypothetical. Consider two owners of comparable properties within the District developing their property and making new connections. The first, "Good Timing", connects just as the bond used to finance a past project that created the capacity on which his connection(s) will rely is retired. The other, "Poor Timing", connects just as a project creating the capacity on which his connection(s) will rely is completed and payments on a bond used to finance that project are about to commence. Poor Timing will, over the ensuing years and until such time as the new bond is retired, support a share of the project cost paid to create the capacity on which his or her new connection(s) will rely through his or her share of the annual Capital Recovery Charge. Similarly, Good Timing (or the preceding owners) will have supported a share of the project cost paid to create the capacity on which his or her new connection(s) will rely through his or her share of the Capital Recovery Charge over the preceding term of the now-retired bond that was used to finance that past project. However, when comparing the two, Good Timing will have benefitted from having supported his or her share at the reduced benefit rate applied to unconnected vacant properties whereas Poor Timing, when compared to Good Timing, will be disadvantaged by having to support his or her share at the higher benefit rate applied to developed and connected properties.

An internet search quickly reveals that multiple communities have recognized, and wrestled with, the general challenge of equitably recouping investments made to develop excess capacity. Stated most simply, the basic problem is that the opportunity for new connections to make use of excess capacity that has been developed and maintained by higher assessments imposed upon developed and connected properties over past years leads to a situation in which the costs of excess capacity are not always borne by the properties or owners that end up using and benefitting from it. Two representative references taken from the internet follow.

1. Noting the challenge, from *The Environmental Finance Blog, University of North Carolina, School of Government, Environmental Finance Center*, http://efc.web.unc.edu/2016/07/28/unused-capital-capacity-two-cities/ (retrieved January 2020):

"Under this arrangement, individual members do not need to take ownership over excess capacity, instead paying only for the water services they use in a given year. However, these systems may still operate with excess capacity, and the cost of that capacity is passed along implicitly in the fees charged to utilities. Under this structure, the costs of excess capacity are not always borne by the members that end up using it."

2. Responding to the challenge, from the King County, WA website under Home > Services > Environment > Wastewater services > Capacity charge, https://www.kingcounty.gov/services/environment/wastewater/capacity-charge.aspx (retrieved January 2020):

"Since 1990, King County has levied a capacity charge on structures with new connections to the sanitary sewer system. This charge is paid in addition to the monthly sewer bill assessed by the local sewer district.

The capacity charge:

- *Helps King County cover the costs of sewer improvements.*
- *Supports expansion projects needed to serve new growth.*
- *Does not exceed the cost of capital facilities necessary to serve new connections to the sewer system.*

Newly connecting customers are directly billed by King County for the capacity charge.

Elected officials, sewer utility representatives and jurisdiction officials were all involved in King County's decision to implement a capacity charge to ensure that "growth pays for growth"."

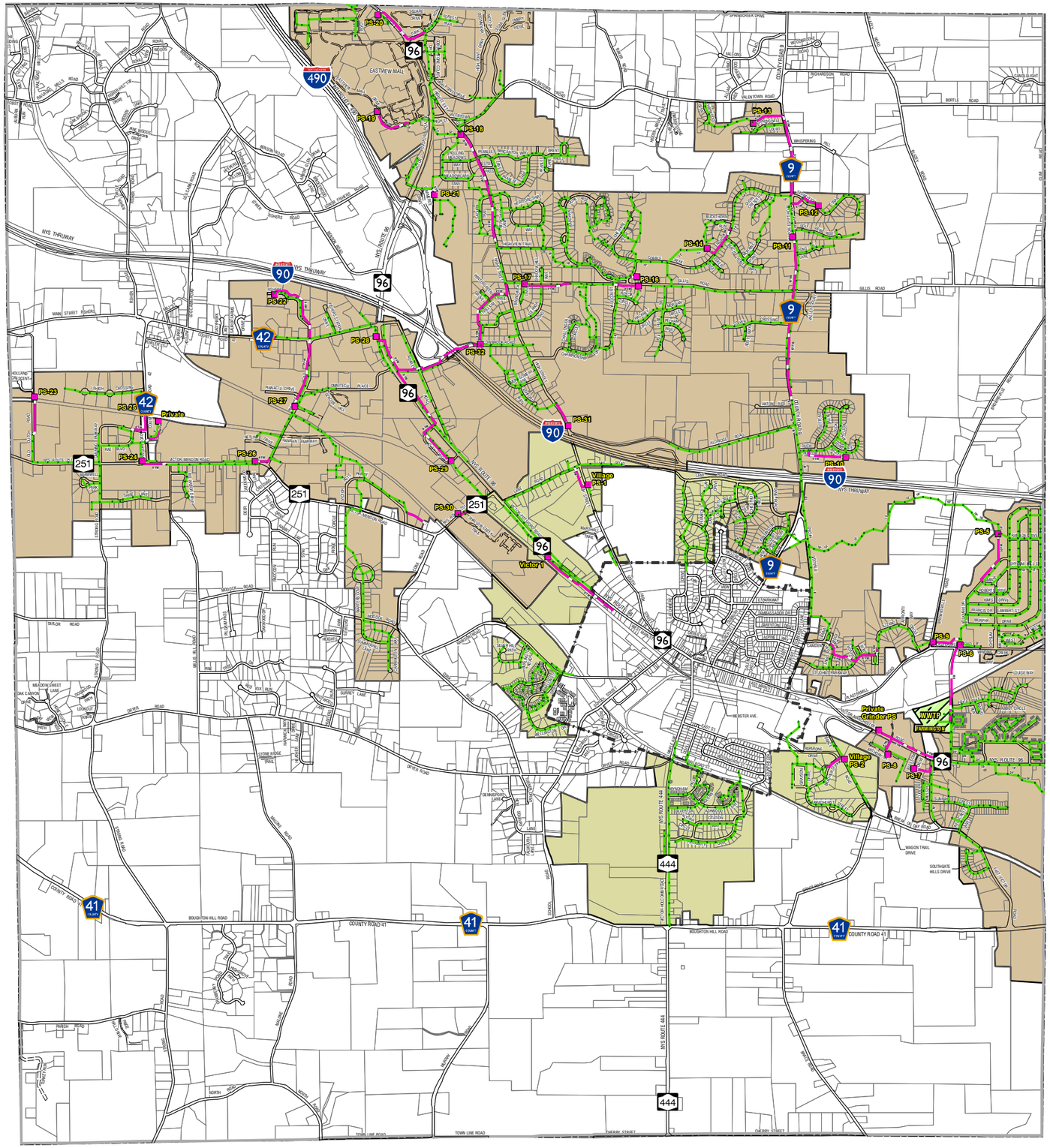
Recommendations. In conclusion, this plan makes two recommendations regarding new connections and the related financial support required to replace or restore sufficient excess capacity. It should be emphasized that these recommendations do not involve proposed District extensions and concern only connections at properties already included within the District:

- The first recommendation concerns avoiding the "last man in" scenario in which developers are required to make a contribution to mitigate a potential *environmental* impact as a consequence of their need for more collection system capacity than is presently available. As stated above, such Impact Mitigation contributions allocate the costs of new connections based primarily upon the sequence and timing of new connection requests rather than upon the degree to which they would consume excess capacity that would otherwise remain available. To avoid encountering such "last man in" scenarios, the District should consider establishing and implementing a plan for development and maintenance of sufficient excess capacity to meet the needs of future new connections within the District (rather than wait for a deficiency to be recognized during the review of a proposed project).

  Funding such a plan would ideally include establishment of a capital reserve dedicated to maintaining collection system capacity sufficient to accommodate future connections from

properties within the District. The funds held in such a reserve could be derived from additional levies similar to the present Capital Recovery Charge. However, the second recommendation described immediately below suggests other charges that would help to avoid some of the disproportionate aspects of the Capital Recovery Charge described in the hypothetical presented above (i.e., the "Good Timing vs. Poor Timing" hypothetical). Regardless of the funding source, establishment of a plan and capital reserve focused on maintaining sufficient excess capacity within the District collection system should avoid the recognition of potential environmental impacts from connections proposed within the District as well any associated "last man in" scenarios.

- As indicated above, many approaches taken by municipalities to fund sewer district improvements can result in a disproportionate allocation of costs to restore or replace excess collection system capacity. As the illustrated above in the "Good Timing vs. Poor Timing" hypothetical, the Capital Recovery Charge now in place in Victor is no exception. The goal of more equitable approaches is to avoid "the costs of excess capacity not being borne by the properties that end up using it". To that end, this second recommendation is that the District consider imposing that (in addition to any Capital Recovery Charge) a one-time connection fee to be retained by the District to compensate for the loss of excess collection system capacity resulting from new connections. Such a connection fee should be scaled according to a reasonable estimate of the hydraulic capacity being consumed rather than upon the number of physical connections being made. The code already incorporates schedules quantifying anticipated hydraulic demand in terms of "Equivalent Dwelling Units" (EDUs) and it is suggested that any such connection fee be implemented as a multiple of the number of EDUs being connected. This should help to allocate the real costs of new connections more equitably and, as the term was used in the above excerpts taken from the internet, ensure that "growth pays for growth".



Path: J:\Victor, Town of_208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 1A - Present Sewer District Infrastructure and Boundaries.mxd

TOWN OF VICTOR NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Sewer Pump Station
- Forcemain Sewer
- Gravity Sewer
- 2019 Tax Parcels
- Farmington STP
- To Farmington STP
- To Village of Victor STP

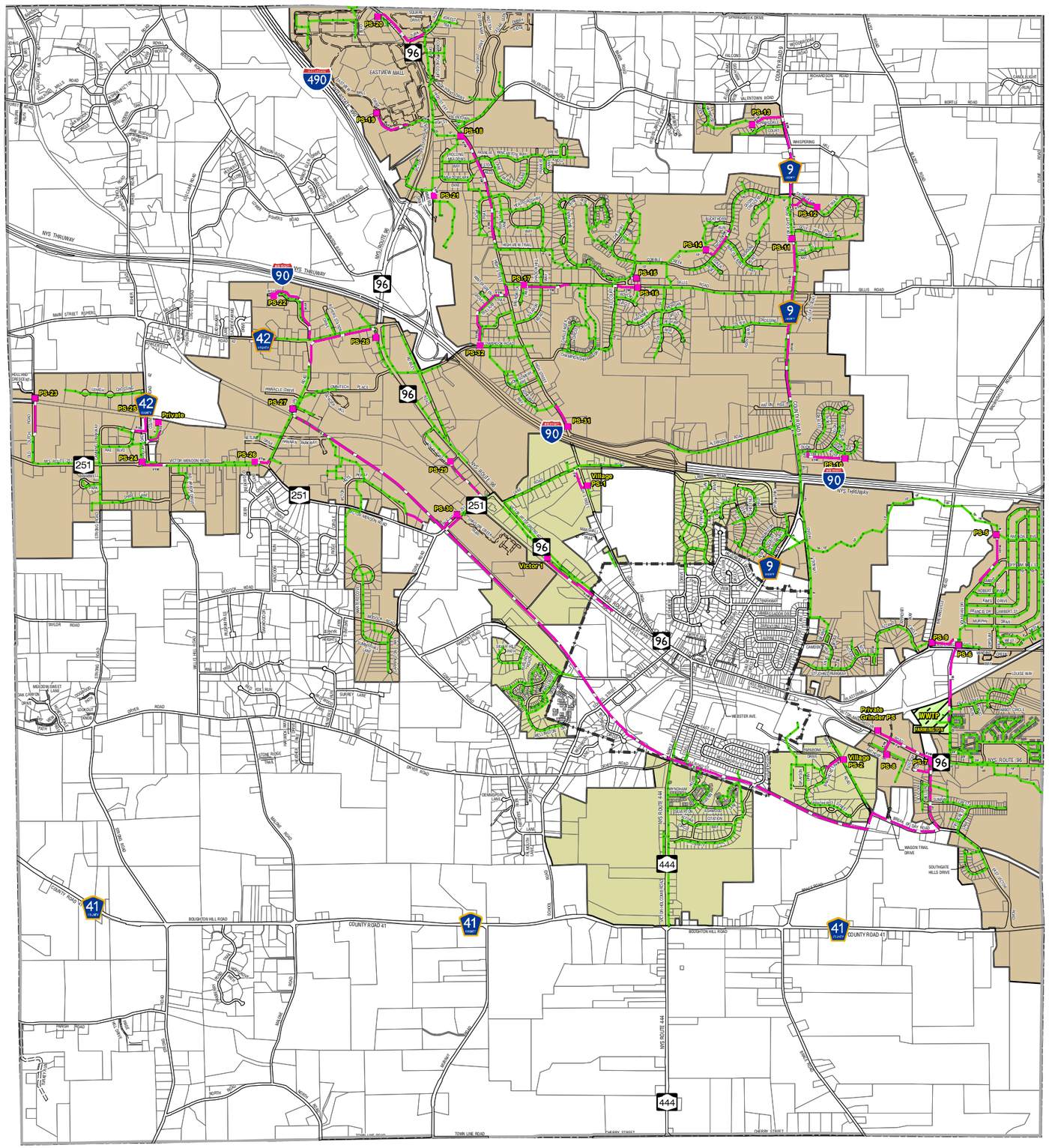
DRAFT

Sanitary Sewer Master Plan

Present Sewer District Infrastructure and District Boundaries

LaBella Project: 208375.358
Date: September 22, 2019

Figure 1-A



TOWN OF VICTOR NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Sewer Pump Station
- Forcemain Sewer
- Gravity Sewer
- 2019 Tax Parcels
- Farmington STP
- To Farmington STP
- To Village of Victor STP

DRAFT

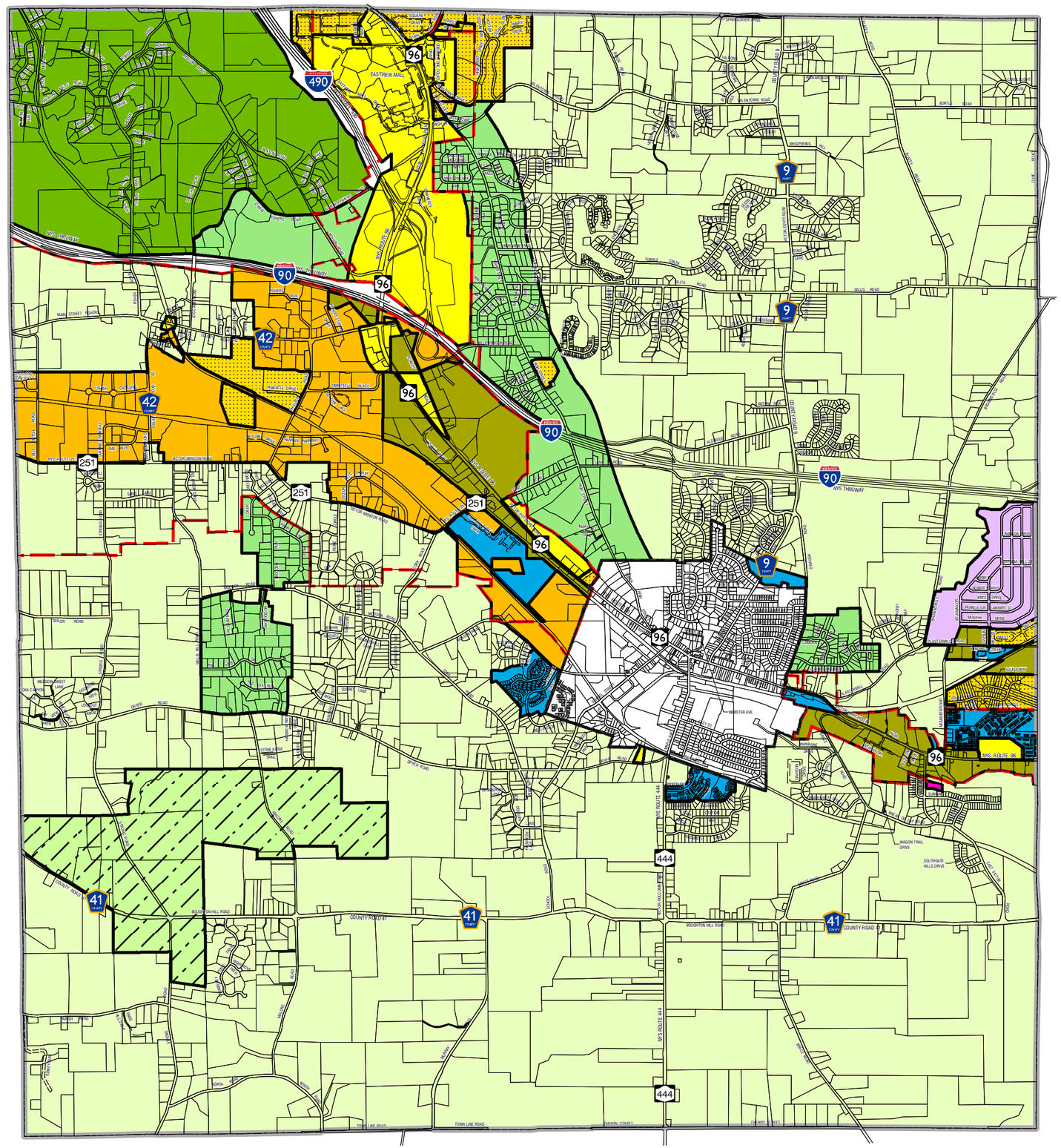
Sanitary Sewer Master Plan

2020 Sewer District Infrastructure and District Boundaries

LaBella Project: 208375.358
Date: December 17, 2019

Figure 1-B

Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 1B - 2020 Sewer District Infrastructure and Boundaries_CapitalImprovements.mxd



Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 2 - Present Zoning.mxd

TOWN OF VICTOR
NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

Overlay District

- ROUTE 96/251 OVERLAY DISTRICT

Zoning District

- COMMERCIAL
- COMMERCIAL - LIGHT INDUSTRIAL
- LIGHT INDUSTRAIL
- LIMITED DEVELOPMENT DISTRICT
- MOBILE HOME
- MULTIPLE DWELLING
- PLANNED DEVELOPMENT DISTRICT
- RESIDENTIAL - 1
- RESIDENTIAL - 2
- RESIDENTIAL - 3
- SENIOR CITIZEN

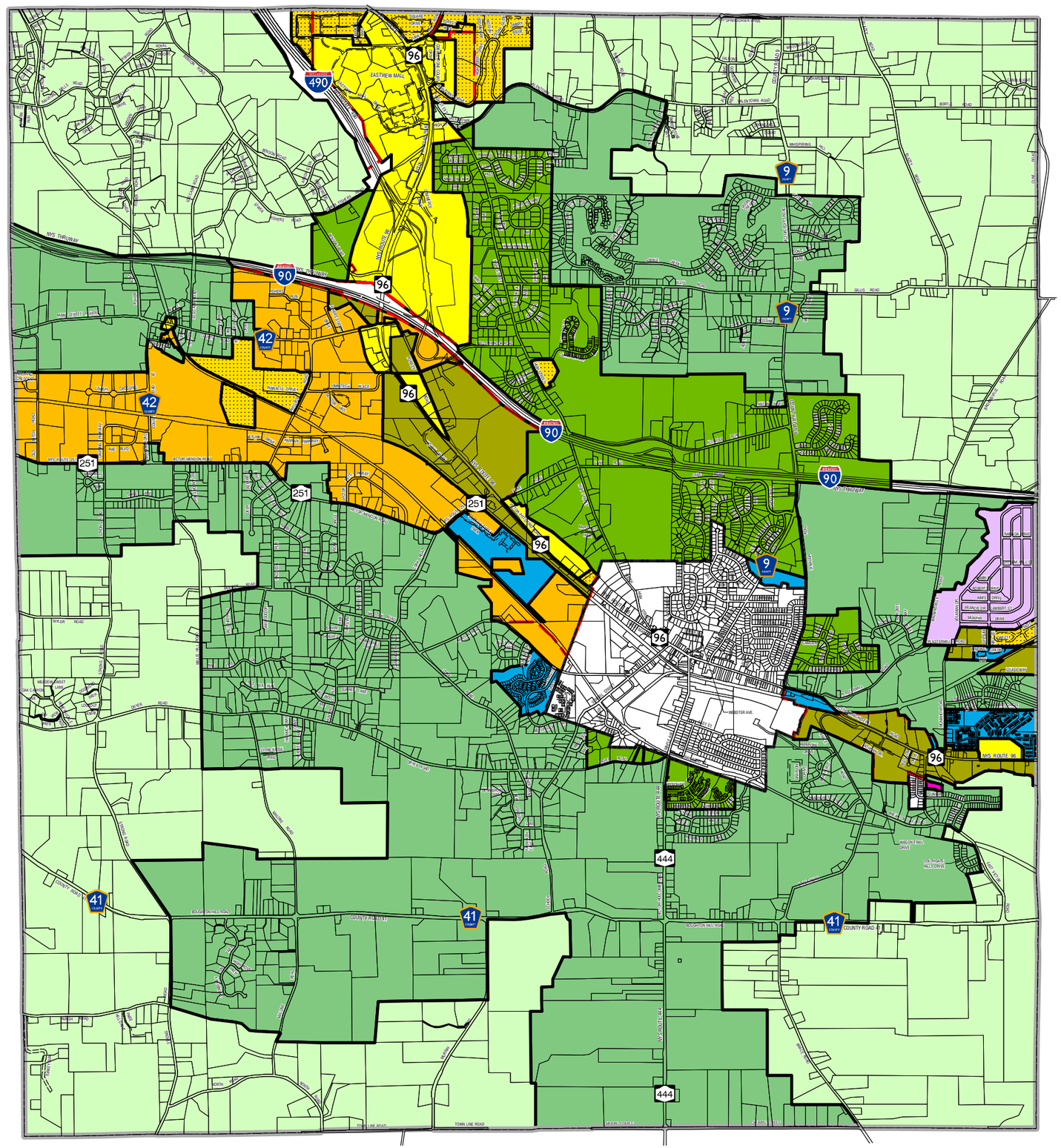
DRAFT

Sanitary Sewer Master Plan

Present Town of Victor Zoning Map

LaBella Project: 208375.358
Date: September 23, 2019

Figure 2



TOWN OF VICTOR NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- RESIDENTIAL - A (.33 UNITS/ACRE)
- RESIDENTIAL - B (.5 UNITS/ACRE)
- RESIDENTIAL - C (1.0 UNITS/ACRE)
- ROUTE 96/251 OVERLAY DISTRICT
- COMMERCIAL
- COMMERCIAL - LIGHT INDUSTRIAL
- LIGHT INDUSTRAIL
- LIMITED DEVELOPMENT DISTRICT
- MOBILE HOME
- MULTIPLE DWELLING
- PLANNED DEVELOPMENT DISTRICT
- SENIOR CITIZEN

DRAFT

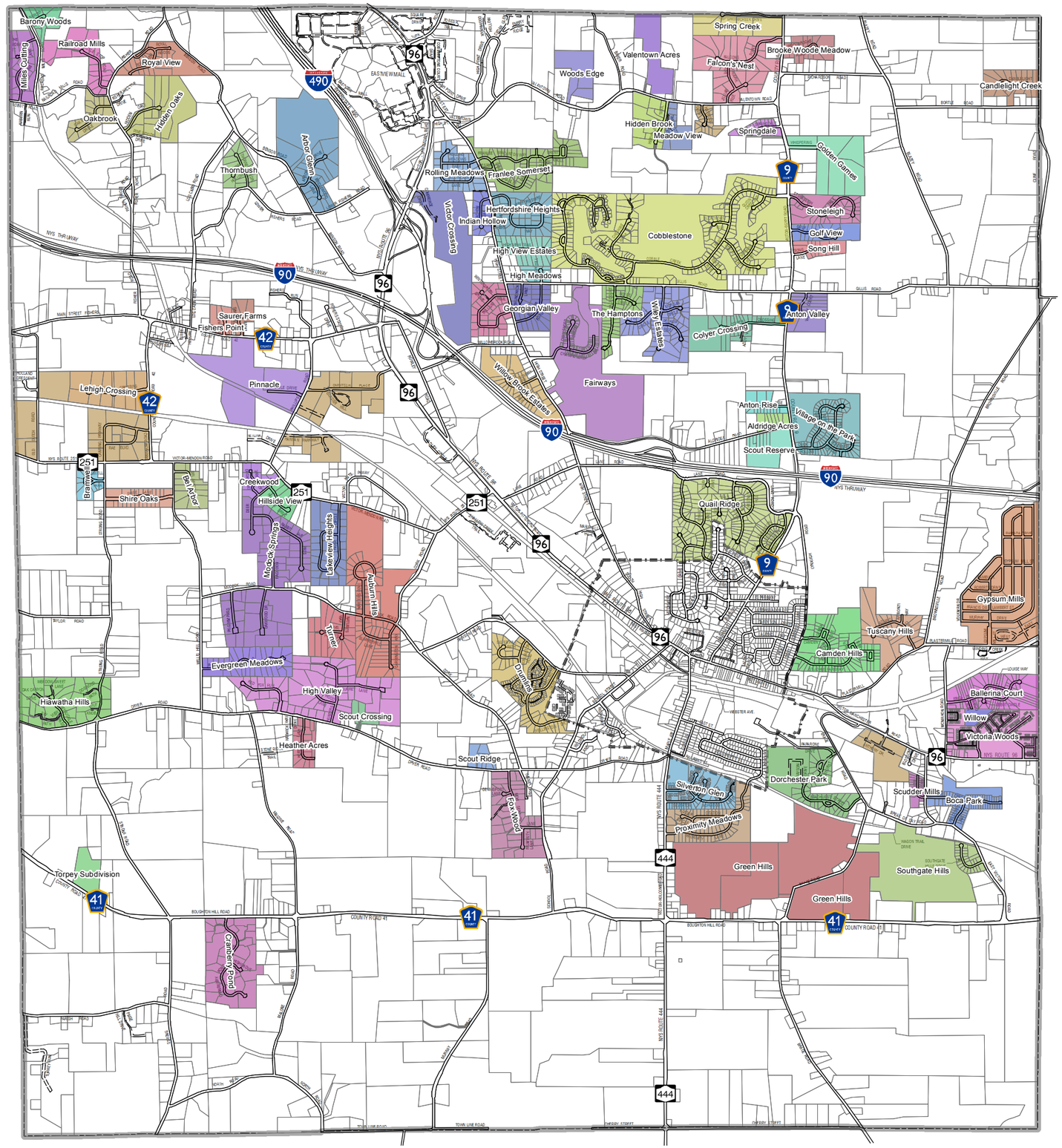
Sanitary Sewer Master Plan

Present Zoning Residential Density Overlays

LaBella Project: 208375.358
Date: September 20, 2019

Figure 3

Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 3 - Present Zoning Residential Density Overlays.mxd



Path: J:\Victor, Town of_208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 4 - Town of Victor Subdivision Map.mxd

TOWN OF VICTOR
NEW YORK

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0 2,000 4,000 8,000
Feet

Legend

2019 Tax Parcels

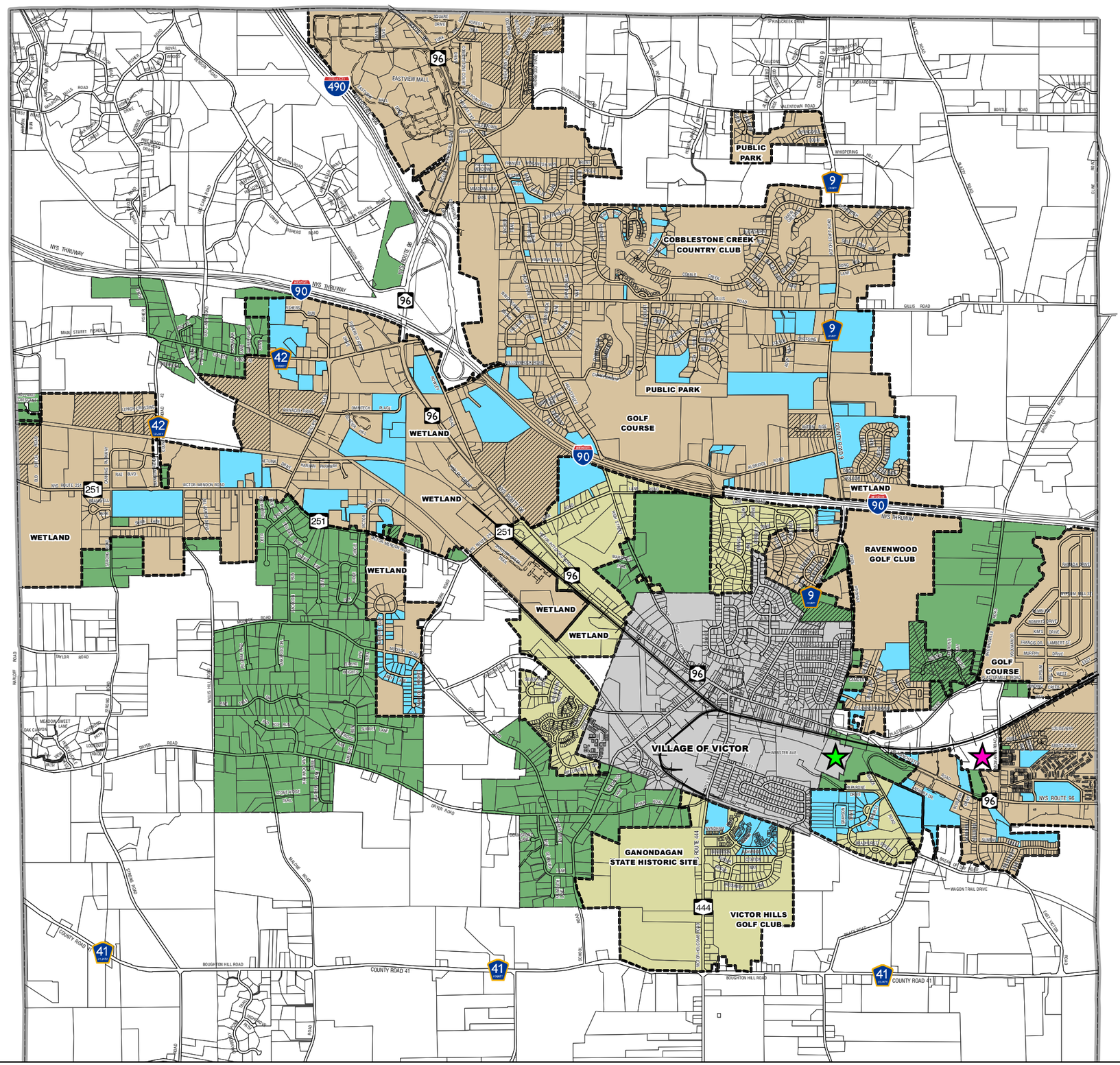
DRAFT

Sanitary Sewer Master Plan

Town of Victor Subdivision Map

LaBella Project: 208375.358
Date: September 22, 2019

Figure 4



TOWN OF VICTOR
NEW YORK

N

0 1,750 3,500 7,000 Feet

Legend

- 2016 Sewer District Boundary
- Development in Progress
- Potential District Expansion
- Potential Development to Village STP
- Village Service Area
- Tributary to Farmington STP
- Tributary to Village of Victor STP
- Village STP
- Farmington STP

DRAFT

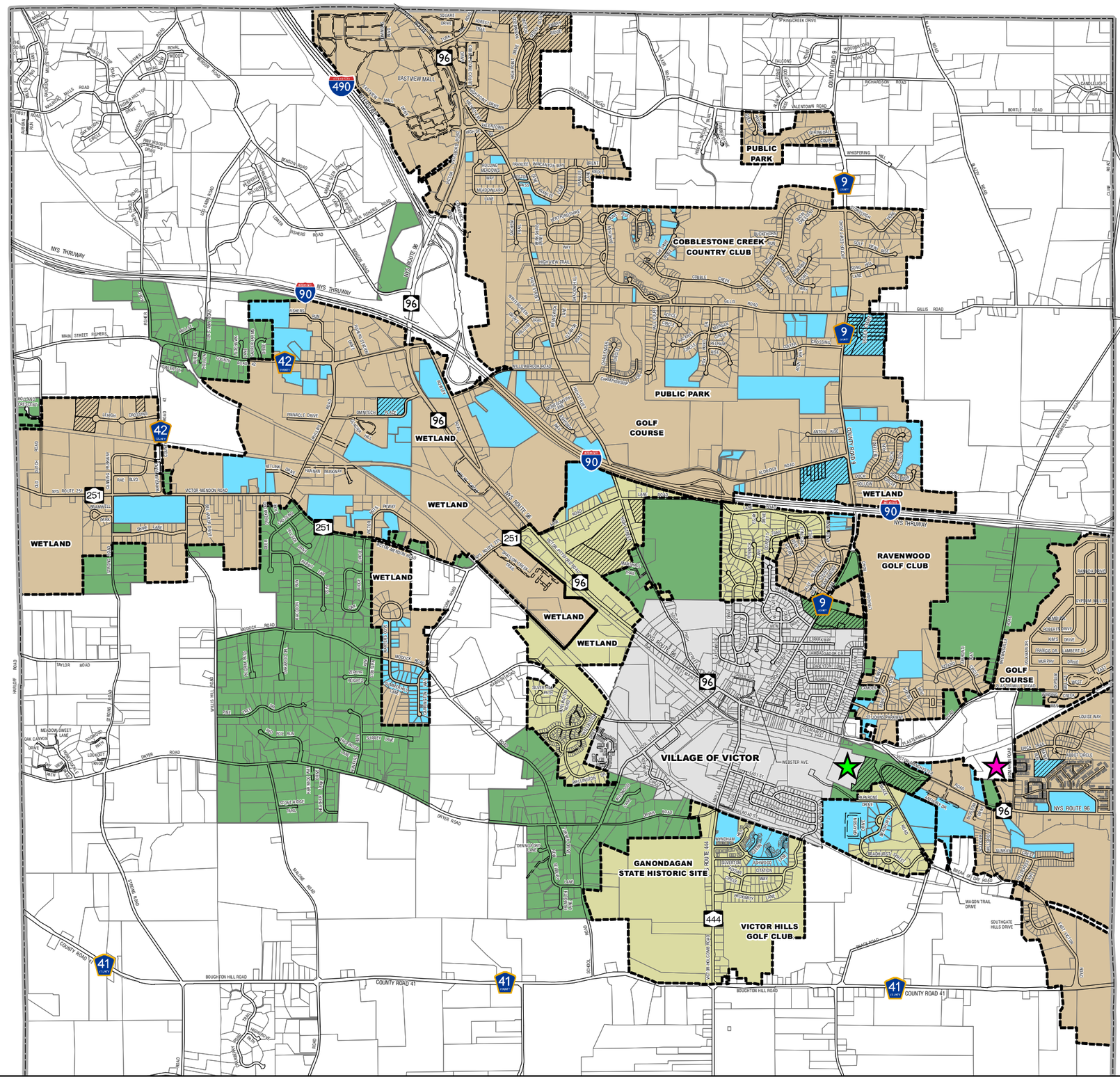
Sanitary Sewer Master Plan

Identification of Potential District Expansions (2016 Study)

LaBella Project: 208375.358
Date: September 22, 2019

Figure 5

Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 5 - Sanitary Sewer Master Plan Potential District Expansions_2016.mxd



TOWN OF VICTOR
NEW YORK

N

0 1,750 3,500 7,000
Feet

Legend

- Existing Sewer District Boundary
- Development in Progress
- Potential District Expansion
- Potential Development Within District
- Village Service Area
- Tributary to Farmington STP
- Tributary to Village of Victor STP
- Village STP
- Farmington STP

DRAFT

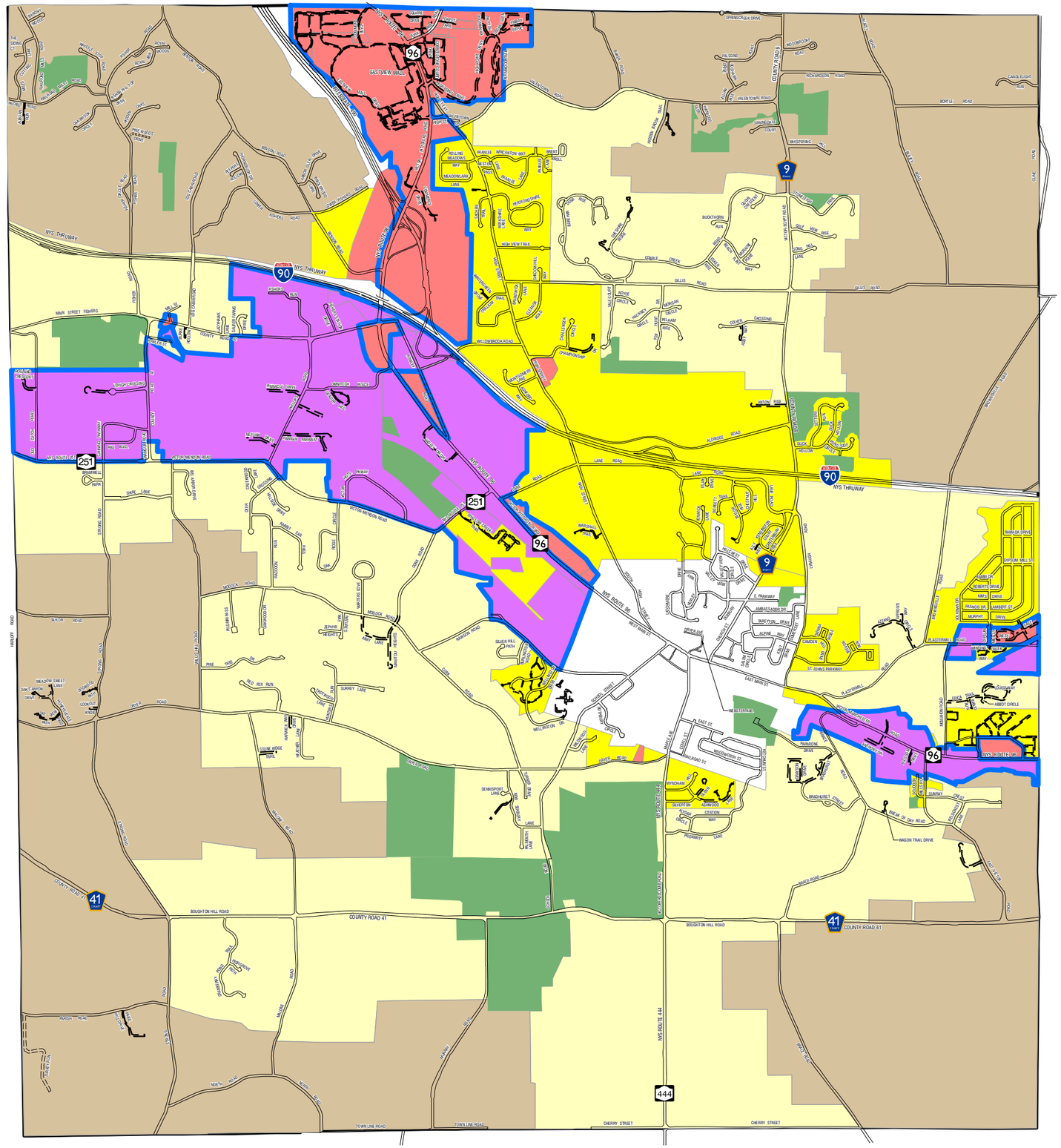
Sanitary Sewer Master Plan

Identification of Potential District Expansions (2016 Study With Updated District Boundary)

LaBella Project: 208375.358
Date: September 22, 2019

Figure 6

Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 6 - Sanitary Sewer Master Plan Potential District Expansions_Current Boundary.mxd



J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 7 - Existing Town Land Use and Residential Density Designations.mxd

TOWN OF VICTOR
NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Commercial
- Commercial / Light Industrial
- Greatest Density
- Intermediate Density
- Least Density
- Public Parks
- Non-Residential District Boundary

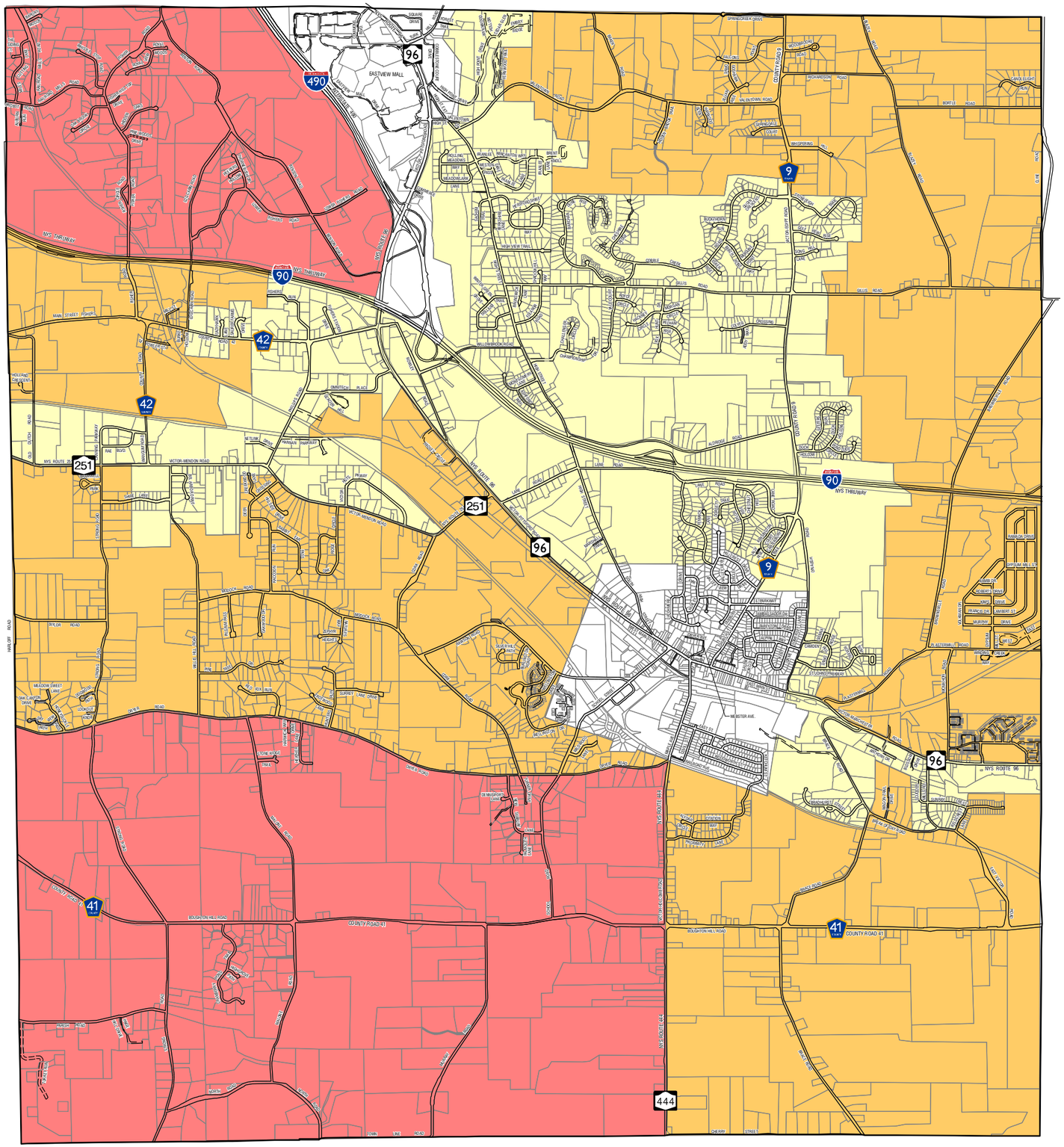
DRAFT

Sanitary Sewer Master Plan

Existing Town Land Use and Residential Density Designations from 2015 Comprehensive Plan (Page 8.7)

LaBella Project: 208375.358
Date: September 20, 2019

Figure 7



0 2,000 4,000 8,000 Feet

N

Legend

- Not Applicable
- Higher
- Intermediate
- Lower

TOWN OF VICTOR NEW YORK

DRAFT

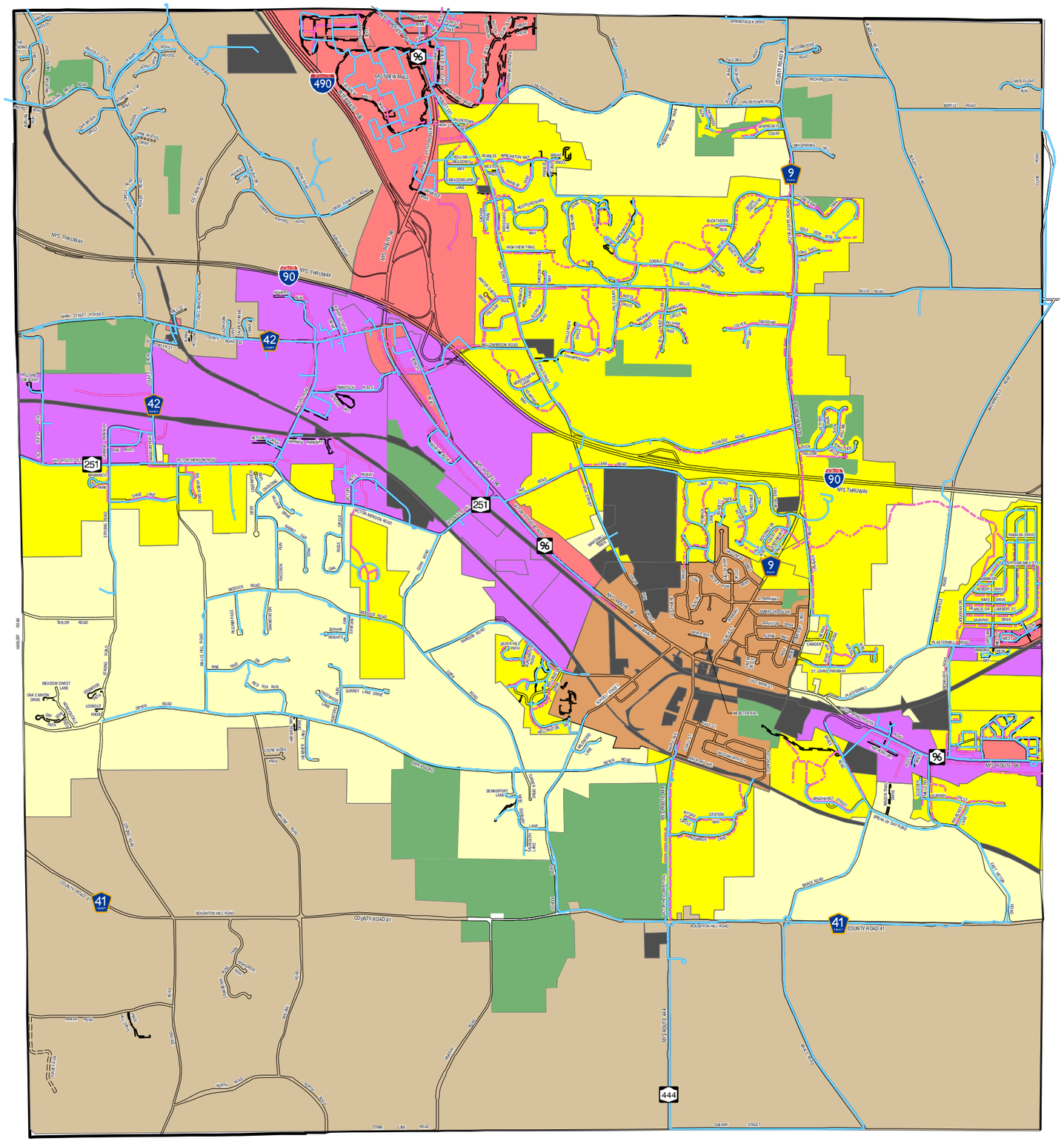
Sanitary Sewer Master Plan

Green Infrastructure Priority Zones Density Recommendation from 2015 Comprehensive Plan (Page 2.10)

LaBella Project: 208375.358
Date: September 20, 2019

Figure 8

J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 8 - Green Infrastructure Priority Zones Density Recommendation.mxd



TOWN OF VICTOR NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Commercial High Intensity
- Commercial / Light Industrial
- Neighborhood Density
- Medium Density Residential
- Rural Conservation Density
- Village Residential Core Density
- Institutional / Public Service
- Public Parks
- Watermain
- Sewer

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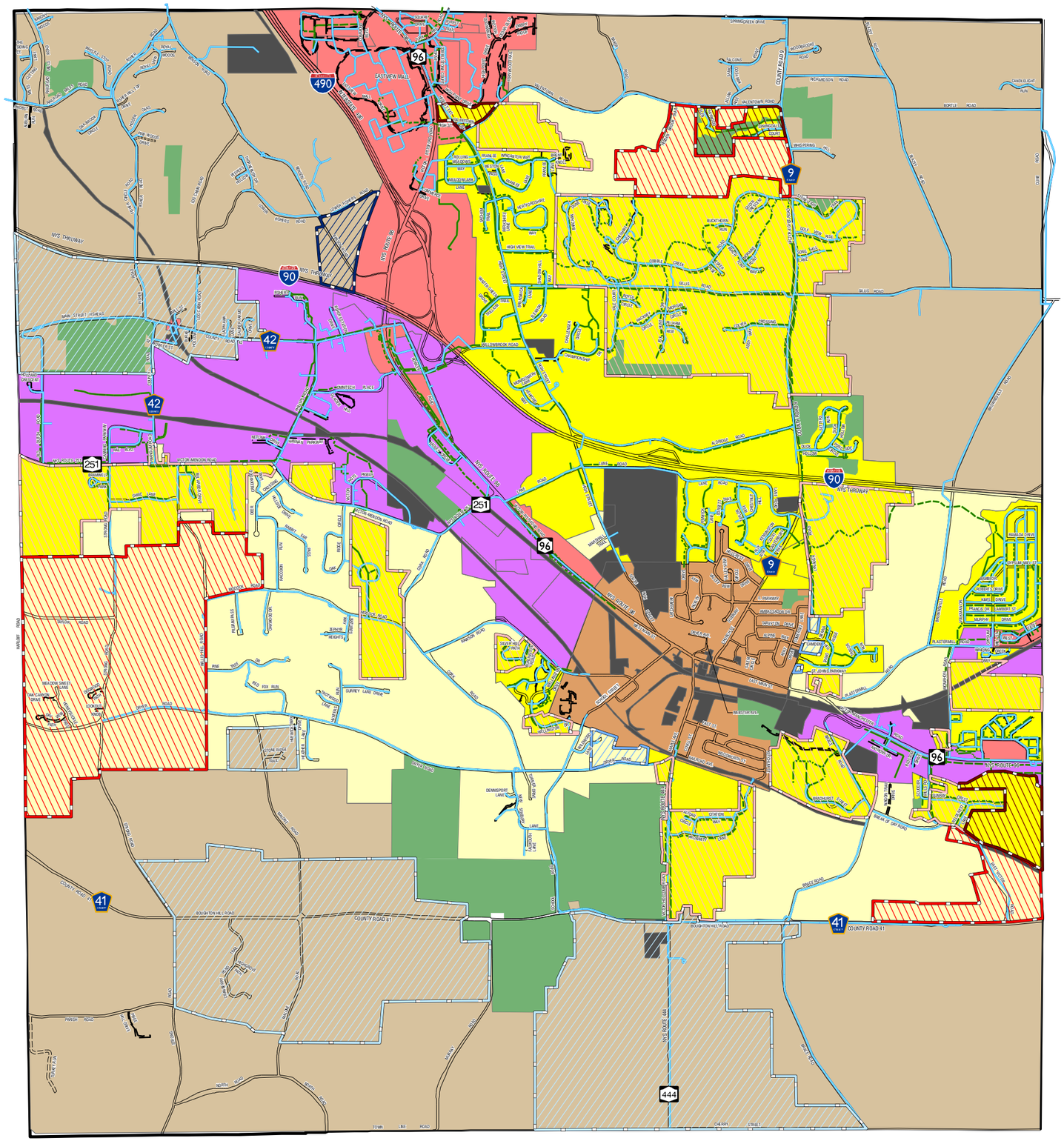
Sanitary Sewer Master Plan

Concept Level Future Land Use Plan from 2015 Comprehensive Plan (Page 8.15)

LaBella Project: 208375.358
Date: September 20, 2019

Figure 9

J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 9 - Concept Level Future Land Use Plan.mxd



TOWN OF VICTOR
NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Commercial High Intensity
- Commercial / Light Industrial
- Neighborhood Density
- Medium Density Residential
- Rural Conservation Density
- Village Residential Core Density
- Public Parks
- Institutional / Public Service
- Watermain
- Sewer

Proposed Change to Greater Density

- Least Density to Highest
- Least Density to Medium
- Medium Density to Highest

Proposed Change to Less Density

- Highest Density to Rural
- Highest Density to Medium
- Medium Density to Rural

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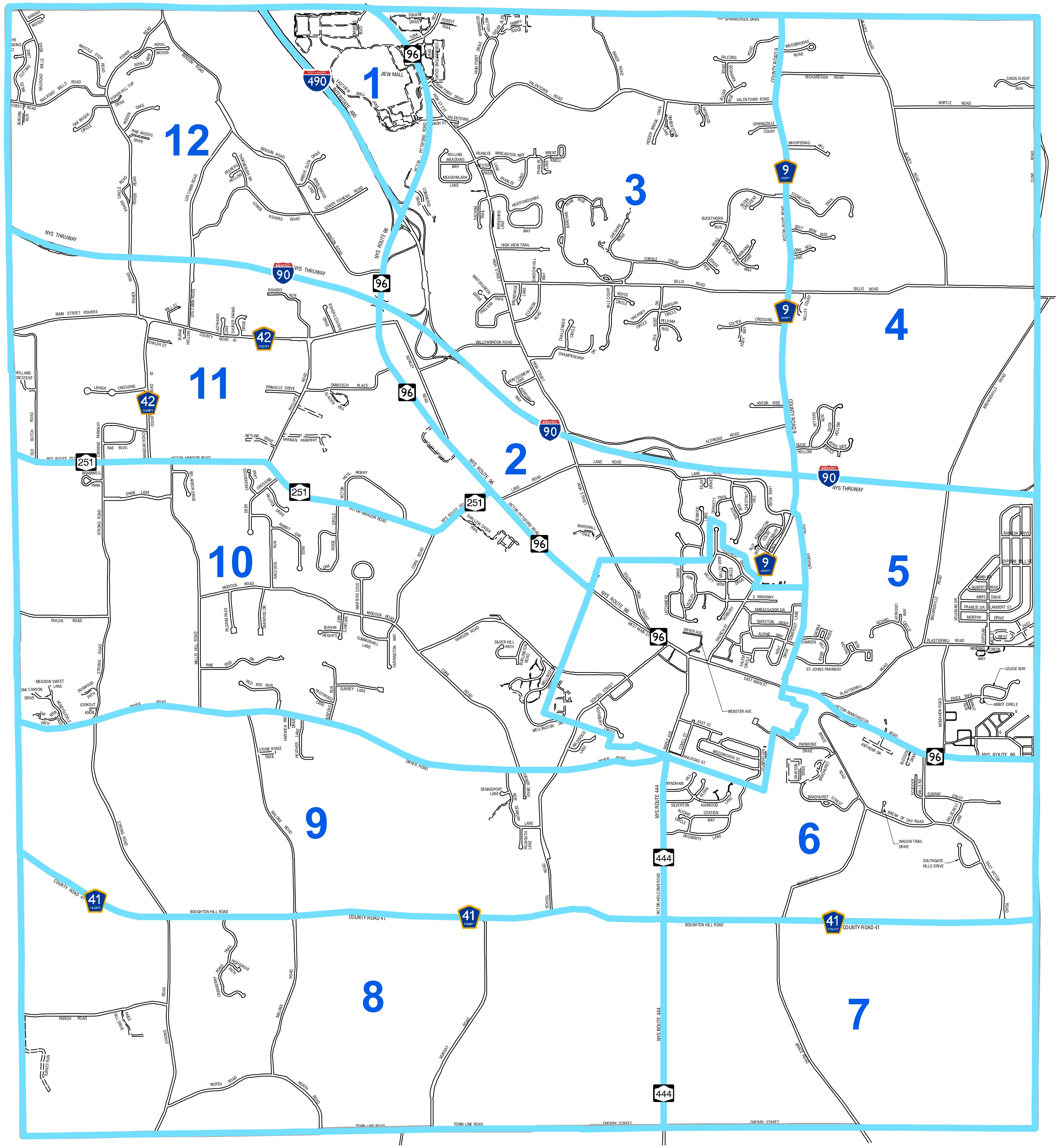
Sanitary Sewer Master Plan

Concept Level Future Land Use Potential Density Changes from 2015 Comprehensive Plan (Page 8.16)

LaBella Project: 208375.358
Date: September 20, 2019

Figure 10

\\projects2\projects\N2\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 10 - Concept Level Future Land Use Potential Density Changes



TOWN OF VICTOR
NEW YORK

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0 2,000 4,000 8,000 Feet

Legend

Sub Areas

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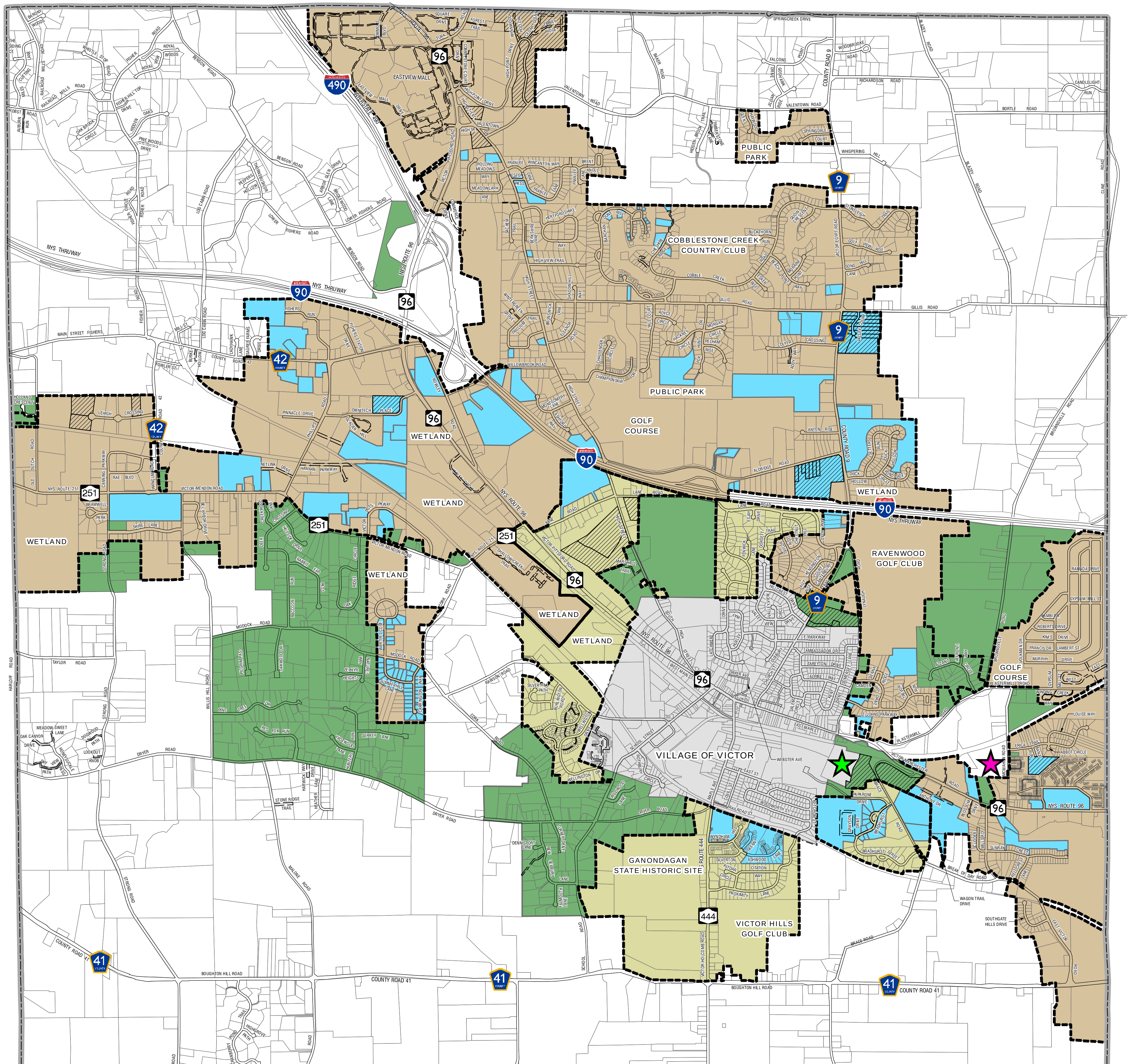
Sanitary Sewer Master Plan

Twelve Areas Analyzed

LaBella Project: 208375.358
Date: September 18, 2019

Figure 11



Legend

- Existing Sewer District Boundary
- Development in Progress
- Potential District Expansion
- Potential Development Within District
- Village Service Area
- Tributary to Farmington STP
- Tributary to Village of Victor STP
- Village STP
- Farmington STP

0 1,750 3,500 7,000 Feet

N

TOWN OF VICTOR NEW YORK

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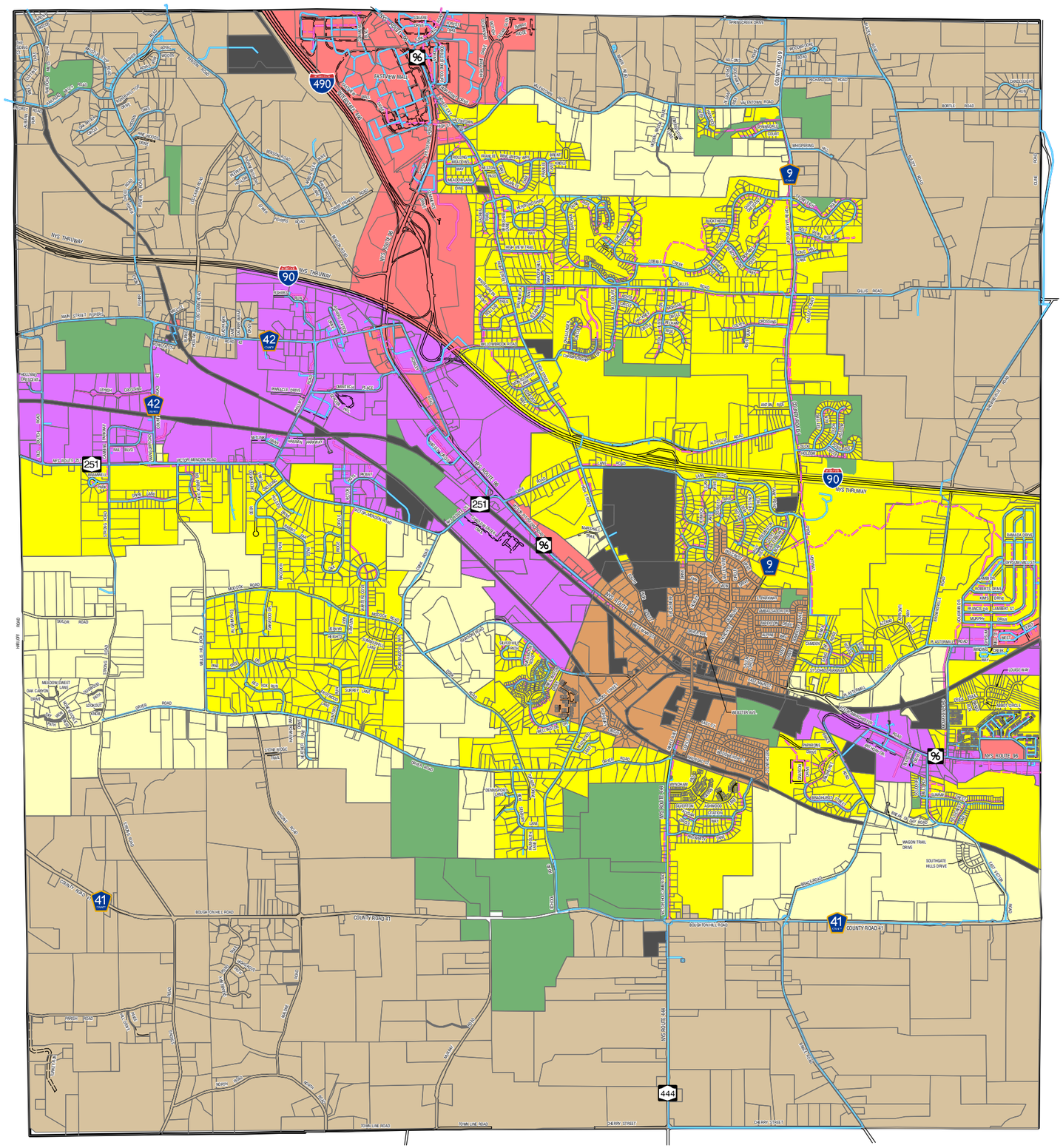
Sanitary Sewer Master Plan

2020 Sanitary Sewer Master Plan for District Expansion Map

LaBella Project: 208375.358
Date: January 17, 2020

Figure 12

Path: J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 12 - 2019 Sanitary Sewer Master Plan for District Expansion Map.mxd



TOWN OF VICTOR
NEW YORK

N

0 2,000 4,000 8,000 Feet

Legend

- Commercial High Intensity
- Commercial / Light Industrial
- Neighborhood Density
- Medium Density Residential
- Rural Conservation Density
- Village Residential Core Density
- 2019 Parcels
- Institutional / Public Service
- Public Parks
- Watermain
- Sewer

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Sanitary Sewer Master Plan

2020 Updated Future Land Use Map

LaBella Project: 208375.358
Date: January 17, 2020

Figure 13

J:\Victor, Town of\208375 - General Consultation\208375.358 - Sewer Master Plan\Planning\Final Maps 2019\Figure 9 - Concept Level Future Land Use Plan.mxd