

PART III - LAND USE ISSUES AND POLICIES

SENSITIVE LANDS & RESOURCES

There are many areas in the Town and Village of Adams which have a limited suitability or are inherently unsuitable for development. There are other areas in which development should be avoided due to the valuable natural character of the area, character which would be lost or damaged if disturbed. Areas which are either unsuitable or fragile include floodplains, wetlands, steep slopes, hydric soils, and stream corridors. Portions of Adams are underlain by the Tug Hill Aquifer. While the aquifer doesn't pose any constraints to development, special care must be taken to protect this valuable resource from contamination.

Floodplains

Character: Floodplains are areas which are completely inundated at certain times with water. They are usually divided between a floodway and a fringe area. The floodway is the area where floodwaters must be free to flow completely unrestricted. The adjacent fringe areas are flooded but are not as critical to floodwater flow.

Where located: Certain floodplains have been mapped by the Federal Emergency Management Agency (FEMA) (see the Development Constraints map in Appendix A). These are referred to as Special Flood Hazard Areas and include flood hazard areas which have a probability of flooding at least once in 100 years. These areas are located primarily along Stoney Creek and North Sandy Creek. Flood hazard areas also exist in the low-lying Adams Swamp area to the northwest of the Village; around the wetlands near the intersection of North Harbor Rd. and Massey Street Road; and near the wetlands along Fuller Rd. in the very northeastern corner of the town.

Consequences of Development: These areas are considered severe hazards to development. Floodway areas must remain completely undeveloped, as any structures in these areas may act as obstructions which impede floodwaters, thus increasing damage and loss further upstream of the obstruction. The fringe areas may be subject to limited development where base flood elevations will not be increased. Any development which increases base flood elevations will increase flooding upstream.

The town and village both participate in FEMA's National Flood Insurance Program (NFIP). The NFIP enables property owners to purchase flood insurance protection. This insurance provides an alternative to disaster assistance to meet the costs of repairing damage to buildings caused by floods. To participate in the program, communities must adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas.

Wetlands

Character: Wetlands are areas where groundwater is exposed on the surface of the ground. These areas often act as recharge areas, areas for filtering and cleaning water, and as significant wildlife habitat.

Where located: Certain major wetlands have been mapped by the Department of Environmental Conservation (DEC). These include only wetlands of greater than 12.4 acres (5 hectares). Adams has an abundance of these wetlands – approximately 2,790 acres or about 10% of the total acreage in the town. They are scattered throughout the town with the largest concentration in the Adams Swamp area northwest of the Village (see the Development Constraints map in Appendix A).

Consequences of Development: Wetlands are generally considered a severe constraint to development. Development can lead to loss of valuable and irreplaceable wildlife habitat. Wetlands are particularly important as they may directly recharge groundwater supplies and are vulnerable to pollution. Thus, in areas where potable water is obtained from ground water, as in Adams, some wetlands need a high level of protection. Development can also lead to a loss of valuable open space. Development of these areas is expensive, as landfill is usually needed and flood protection is often necessary.

A permit is required from DEC to undertake certain activities within 100 feet of a designated wetland. DEC classifies wetlands in four classes ranging from Class 1, which provide the most benefits, to Class IV, which

provide the fewest benefits. It is more difficult to get a permit to alter a Class I wetland than to alter a Class IV wetland. The majority of the wetland acreage in Adams is Class II. The only Class I wetland is located directly north of the Village along the northbound lane of Interstate 81.

Steep Slopes

Character: These are slopes greater than 10 percent, which means that there is a vertical rise of ten feet for each 100 feet of horizontal distance.

Where located: Steep slopes are located mostly east of I-81 including the Village and across the northern third of the town (mostly in the vicinity of Stoney Creek and its tributaries) (see the Development Constraints map in Appendix A).

Consequences of Development: Slopes of less than 10 percent are generally considered slight constraints on development. Slopes of between 10 and 15 percent are generally considered moderate constraints on development. Slopes of greater than 15 percent are considered severe constraints on development. The development of slopes is not recommended for several reasons. There are some environmental concerns, such as erosion and stream sedimentation. It is also more expensive for communities to service development on steep slopes with roads, water lines, and sewerage facilities.

Hydric Soils

Character: Hydric soils are soils that formed under conditions of saturation and are subject to flooding or ponding long enough during the growing season to develop anaerobic conditions in their upper parts. Some hydric soils support the growth and regeneration of hydrophytic vegetation.

Where located:

Consequences of development: Hydric soils present hazards to development, particularly on-site septic systems, due to their poor drainage characteristics.

Stream Corridors

Character: Stream corridors act as important fish and wildlife habitats. They may also be important for their significance as drainage conduits. Some have relatively steep slopes.

Where located: The southern portions of Adams are drained by North Sandy Creek into Lake Ontario. The northern portions are drained by Stoney Creek into Lake Ontario.

Consequences of Development: Stream corridors must be developed very carefully so as not to destroy their amenity. Improper development can lead to erosion of the stream banks, resulting in siltation of the stream and the loss of stabilizing soil. Water quality can be impaired, and the recreational use of the stream degraded. The aesthetic qualities of the stream may likewise be destroyed by improper development, thus degrading the quality of life in the town. The NYS Department of Environmental Conservation requires a permit for certain construction activities that affect stream beds or banks.

Tug Hill Aquifer

The Tug Hill Aquifer is a 47 mile long sand and gravel deposit that formed during deglaciation of the region thousands of years ago. The aquifer is the source of drinking water for the Village and Adams Center as well as several other Tug Hill communities. Its boundary was delineated by a 1988 United States Geological Survey (USGS) study. The portion of the aquifer in Adams lies roughly under the Rt. 11 corridor from the southern boundary of the Village to the North St. area in Adams Center. A portion of the aquifer also extends from the Village under Fuller Rd for a distance of a little over two miles. The study indicates that water on the land surface drains directly into the aquifer due to the presence of sand and gravel surficial geology. Care must be taken to limit development that would have an adverse impact on the quality of the aquifer.

SENSITIVE LANDS AND RESOURCES POLICIES

1. **Development taking place in floodplain areas, wetlands, groundwater recharge areas should be limited to those uses that will not adversely affect water quality.**
2. **Sewage disposal systems should be properly separated from drinking water sources.**
3. **Lots should be large enough to ensure that sewage which is disposed of by conventional on-site septic systems can safely percolate, and that wells will not overdraw groundwater supplies (typically 1.5 – 3.0 acres).**
4. **Uses and structures should be properly set back from streams, lakes, ponds, and wetlands.**
5. **Development should be avoided in areas with steep slopes.**
6. **Development should be avoided in areas with hydric soils.**
7. **Land disturbing activities should be conducted in accordance with proper erosion control measures and/or NYS mining regulations.**
8. **Landfills, toxic and nontoxic, should be prohibited townwide.**

RURAL AREAS

RURAL CHARACTER

An important attribute of the Town of Adams is its rural character. Low-density development, scenic views, ample open spaces, and a diverse landscape are all identified as important characteristics of Adams's physical environment. An abundance of forests, brushlands, wetlands and open farmlands contribute to a varied and diverse landscape, which gives the town its rural flavor.

Rural character can be quickly destroyed by poorly planned or unplanned development. Rural sprawl; a lack of effective buffering, screening, and landscaping techniques; the proliferation of unattractive commercial signs and billboards; and the strip development of road frontages all contribute to a loss of rural character.

The maintenance of rural character is increasingly important to the economy of the North Country, both as a means of accommodating tourism, and as a means of providing an attractive quality of life to potential employers and employees looking to locate in the area. This can be accomplished, in part, by keeping development density low, and retaining appropriate open spaces, trees and other vegetation on the site of new development.

CRITICAL ROAD NETWORK

Federal, State and County Highways (Routes 11, 178, 177, 84, 82, 77, 76, 69, 66, and 63) connect Adams to the region. It is critically important that the function of these routes be maintained. A major threat to this is strip development. This type of development encourages usage of principal highways for local traffic and degrades the ability of the highway to convey regional traffic. Strip development leads to numerous "curb cuts" or access points on the highway. An increasing number of access points increases the number of points where conflicts between automobiles can occur, thus increasing accidents. This reduces the ability of the highway to accommodate high-speed travel. The primary function of the road, which is to provide inter-municipal mobility, is gradually undermined by the competing function of serving as a local road to provide access to individual properties. Encouraging shared driveways is one way the town can preserve highway function.

AGRICULTURE AND WORKING LANDS

Productive farm and forest lands are important and valuable economic and cultural assets, which must be managed wisely.

Potential Threats To Agriculture in the Town of Adams

Nonfarm uses mixed into agricultural areas may be a problem, particularly when they are residential in nature. Agriculture is an industry. It involves many activities which may be incompatible with residential living such as irregular hours of operation, the use of heavy machinery, the spraying of chemicals, the spreading of manure---

unpleasant noise, lights, and smells. Urban and suburban residents often move to rural areas for open space, peace, and quiet, then complain about the industrial aspects of agriculture. Residents often become antagonists to agricultural operations, advocating interference with, and limitations on agriculture operations making coexistence difficult.

There is evidence of a general decline in the efficiency of farm operations when nonfarm dwellings become too prevalent. Nonfarm land uses scattered throughout farming areas make it less economical to operate farms. At some point, farms are driven out of operation by the difficulties of competing with nonfarm uses. Studies have indicated that between 2 and 2.5 nonfarm dwellings per 100 acres of farmland can make agricultural operation difficult to conduct.

Means of Protecting and Preserving Agriculture

There are several means of preserving and protecting agriculture. Most of these means may only be initiated through local action. New York State also has an agricultural protection program initiated through the counties.

Analysis of Farmland Protection Schemes

The loss of farmlands to development in this region has been characterized mainly by small, incremental development decisions being made by farmers to subdivide small parcels over long periods of time. Much of the farmland that has been abandoned has not been developed, but has reverted to succession growth. Therefore, development pressures are not a major factor in agricultural loss in this region. The general health of the dairy farming industry appears to be the primary factor in farmland loss.

Agricultural Protection in Adams

A balanced approach to agricultural protection would seem to be appropriate in the Town of Adams. There is recognition that agriculture may be increasingly less economically viable in the future. The trend towards the abandonment of farms and the decline of the farm economy will most likely continue, although at an unknown rate. This may eventually lead to significant loss of agricultural support infrastructure, which in turn will lead to an acceleration of the decline in agriculture. Agriculture may not decline, however. In hopes that economic conditions may change in favor of this region, it would be prudent to secure some degree of viable agricultural lands for future production.

COMMERCIAL USES

The town should be prepared to locate mixed residential/commercial or purely commercial nodes in suitable areas where market forces dictate. Intersections of county and/or state highways are typically the best locations for these nodes. Aside from the fact that these locations give businesses better access, these locations alleviate traffic because cars can disperse in three or more directions (as opposed to two if a business is located in the middle of a road segment). Some of these nodes might then have the potential to become the focus for hamlet development combining appropriate commercial and residential mixes of uses. The hamlet of Honeyville is one such area.

Scattered site commercial development is appropriate in the town, but should be restricted to those types of developments, which have an appropriate scale and character in relation to the existing surrounding area, and have a vital economic reason to locate this way. Scattered-site development should be only sparingly permitted, and should be carefully regulated by performance criteria, which significantly reduce impacts on adjacent lands.

Home-based businesses

Home-based businesses are becoming increasingly popular. It is important to the health of the local economy to accommodate such business start-ups where the use can be demonstrated to be in harmony with the neighborhood, and will not detract from or compete with businesses in village or hamlet commercial areas. Nonresidential uses located in close proximity to residences need special care to mitigate any negative

impacts, particularly in higher density residential areas. Controls on the intensity of the use (site lighting, signs, parking, aesthetics, traffic generation, noise, and other such characteristics) are important. The allowed use of the site must be clearly defined so that subsequent owners and changes in use do not alter the site so as to detract from the neighborhood.

RESIDENTIAL USES

Historical Patterns of Residential Development

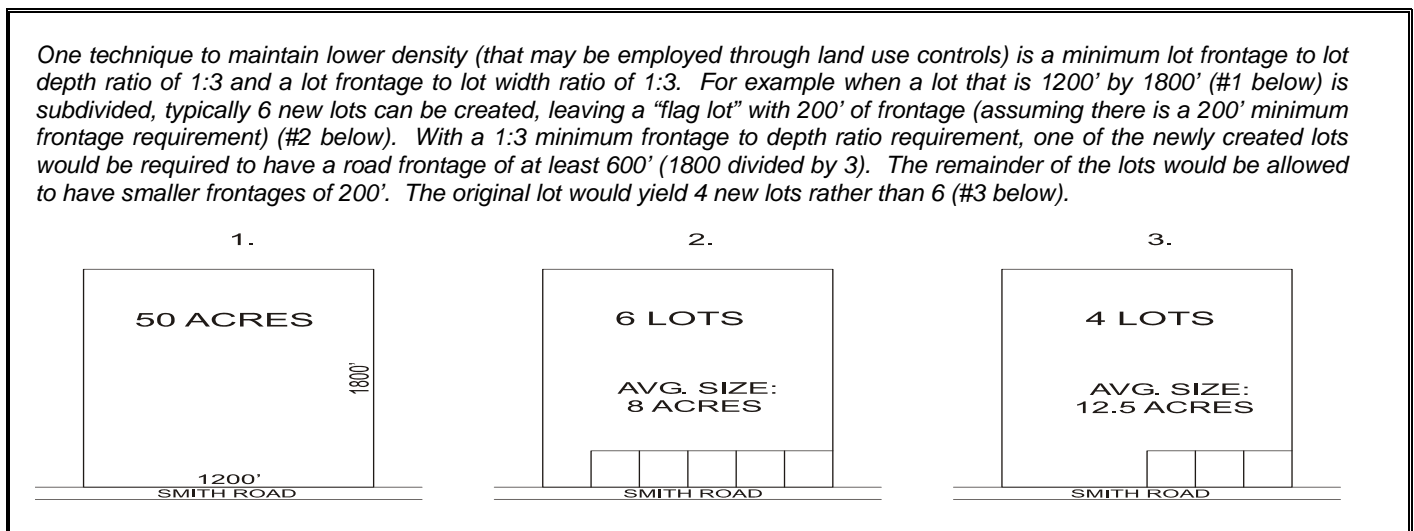
The majority of the existing and new residential construction in the town is single-family detached dwellings. The single family dwelling pattern has historically predominated, usually at very low densities on isolated tracts of land scattered throughout the town. Houses are usually on lots, which have been subdivided one or two at a time, out of former farmlands. There are few larger scale subdivisions of land and only one suburban style subdivision – North Adams Heights. Mobile homes are an important part of the local housing stock. They are popular as affordable housing, and are a traditional housing type in the region.

Reasons For the Existing Pattern

Residential development has been forced to locate largely based upon the availability of well water, and soil suitability for on-site sewage disposal. Existing constraints created by these factors have necessitated very low-density construction, as on-site sewage disposal systems often require at least 20,000 square feet (and often up to 2 acres) for proper functioning.

Density

The density of dwellings (the number of dwelling units per square mile) should remain low for several reasons. Not only does increasing residential density have a deleterious effect on working lands, open space, and rural character, it also increases traffic problems, especially at intersections. Also, the more development that takes place on town roads, the more use these roads receive, and the more maintenance costs rise. This is an issue as transportation costs made up 55% of the 2000 town budget.



Variety in Residential Development Patterns

There are a number of forms that residential developments can take, depending on the economics of the development and the goals to be achieved. Larger scale single-family subdivisions in rural areas are usually of three patterns. They can be linear along existing roads, they can cover entire tracts of land, or they can be in a clustered configuration.

Linear roadside subdivisions have a negative effect on the function of major highways, by allowing an excessive number of entrances, which endanger traffic flows. While the preservation of open space may be a

desirable goal, a pattern of open space locked up behind a row of houses along the road is often an undesirable pattern. The open space may be inaccessible to the public for recreation and enjoyment. It may also be unseen. It places new housing construction on display, not the unique landforms, vistas, vegetation, and agricultural activities which form the character of the town. The linear pattern may contribute little to, and may ultimately detract from, the preservation of the rural character and quality of life which makes Adams a unique place.

Conventional subdivisions (typically seen in suburban areas) completely consume all land in the subdivision area. The open space is dispersed in small pieces to individual homeowners. While giving each landowner a small piece of private property, a conventional subdivision does not reserve enough open space to meet many important community objectives. The open space in a conventional subdivision, while constituting a major part of the subdivision is configured in such a way that its visual impact is significantly diminished or negated. A conventional subdivision, even with massive amounts of open space, has no rural character.

The cluster development pattern has the advantage of configuring open space in a manner where it more suitably meets community needs. It can be consolidated to protect large areas of sensitive lands or agricultural areas, or it can be used for parklands or recreation areas. More importantly, strategically placed open space can be used to help retain community character. Cluster subdivisions also reduce the amount of public facilities needed, where they are necessary, as distances between dwelling units are reduced.

The disadvantages of cluster subdivisions are that the clustered units sometimes require public facilities, which would not be necessary in a more dispersed development configuration. Cluster developments are often required to feature community water and/or sewage disposal systems in order to comply with health code requirements. Thus, unit cost may be significantly increased in some cases. A second disadvantage is that the cluster open space must be managed. This means that the municipality, the developer, a homeowners association, or some other party such as a land trust, must be created or induced to accept responsibility for maintenance of, and liability for, the open space.

Variety in Residential Dwelling Types

It is important that the town provide opportunities for a variety of residential types and situations. Opportunities should be provided for homes for people of all ages and income levels, at various densities. In pursuing this objective, it is important to accommodate accessory apartments, mobile homes on individual lots, mobile home parks, single-family dwellings, duplexes, and multiple-family dwellings.

Accessory Apartments

One type of living arrangement is the accessory apartment, also known as the “granny flat” or “ECHO” (elder cottage housing opportunity) housing. This is commonly a small apartment allowed in a single-family dwelling or on the same lot with a single-family dwelling, usually no more than 500 square feet in area. It is designed to be clearly subordinate to the single-family use on the premises, so as not to have the impacts of a multi-family dwelling. Additional regulations may be placed on accessory apartments such as restricting entrances to the side or rear of the principal structure. This provides an apartment large enough for one or two people, but small enough to maintain the character of the area as a predominantly single-family neighborhood. This idea has been very popular in the North Country as a means of providing additional housing opportunities as well as for providing extra income to homeowners without seriously impacting the character of the neighborhood. This type of living arrangement usually has very low impact on neighborhoods, and may be quite popular with the public, as well as providing badly needed housing opportunities.

Mobile Homes

Mobile homes are also a popular North Country housing opportunity. They can create problems, however, when a preponderance of them in an area begins to discourage other higher valued housing types from locating in that area. The experience of many communities is that large numbers of unregulated mobile homes may have the effect of eroding the local tax base due to rapid depreciation and aesthetic deterioration.

There are two things that can be done to lessen the impact of mobile homes. These are 1) prohibit mobile homes in some areas of the town, thus leaving land free and available for higher valued development, 2) establish mobile home design standards in some areas of the town, thus making mobile homes better neighbors to conventional housing.

Design standards can make a significant difference to mobile home appearance. The most effective design considerations include providing 1) a pitched roof, 2) the exterior siding of traditional site-built homes, and 3) horizontal dimensions more approximating site-built homes. Proper site location along with accessory buildings and screening can significantly change the appearance of horizontal dimensions.

These design improvements can make mobile homes fit much better into neighborhoods of conventional housing, protecting housing values and the community tax base. These design improvements will increase the cost of housing, however, so they may not be appropriate in all areas allowing mobile homes. Some communities set aside areas of the town, as well as mobile home parks, for mobile homes without design improvements.

RURAL AREAS DEVELOPMENT POLICIES

Rural Character

1. **Development density (the number of lots per square mile) should be compatible with a rural environment and lower than in the village and hamlets.**
2. **Scenic vistas should be protected from intrusions such as cell towers.**
3. **Land should be developed in a manner that preserves important habitats and Natural Heritage program sites.**
4. **Trees, vegetation and other landscape features should be retained as much as possible on development sites. Uses should be appropriately landscaped with native species so as to fit into the rural setting.**
5. **The proliferation of commercial signs and billboards should be prohibited and permitted signs should be compatible with the rural character of the town.**
6. **Historic sites, buildings and other structures which are fundamental to the character of the town should be preserved and protected.**
7. **Messy building and yard conditions should be prohibited.**

Critical Road Network

8. **Land parcels fronting on major highways should have adequate frontage (~220 feet) to prevent an excessive number of highway access points.**
9. **Highway access points should be placed at safe locations.**
10. **Adequate setbacks should be required for structures built on major roads.**

Agriculture and Working Lands

11. **Nonfarm intrusions into agricultural areas should be minimized, thus decreasing conflicts with existing agricultural operations.**
12. **Agricultural support uses should be allowed in close proximity to primary agricultural areas.**

Commercial Uses

13. **Commercial uses should preferably be sited at road intersections.**
14. **Scattered commercial/industrial site development can be allowed in certain parts of the town. Standards for buffer zones, screening, building size and bulk, impervious surfaces, lighting, noise, odor, signs, on-site circulation, parking and loading, access, drainage and erosion control should be used to ensure that the impacts of scattered-site development are controlled.**
15. **Home based businesses should be allowed but must not negatively impact neighboring properties in terms of aesthetics, increased traffic, noise and pollution.**
16. **Commercial parking areas should generally be to the side or rear of uses, and appropriately screened from public view.**

Residential Uses

17. **Cluster residential developments preserving agricultural and wooded open space should be encouraged whenever possible.**
18. **Multi-family dwellings should be permitted, but should maintain the appearance of single family dwellings.**
19. **Accessory apartments should be permitted, but with appropriate standards for the areas where they are located.**
20. **Mobile homes should be permitted in most areas, but in some areas should be subject to design controls appropriate for the particular neighborhood.**

VILLAGE AND HAMLET RESIDENTIAL NEIGHBORHOODS

The Village of Adams and the hamlet of Adams Center have many attractive blocks of streets lined with houses. These areas have a traditional small town feel and create a sense of community for their residents. Most are also within a short walk of the village or hamlet downtown or core area. Although these streets are primarily residential, some institutional uses, such as churches and schools, and small commercial operations are located along them.

Lots are typically small, ranging from around 9,000 square feet to 20,000 square feet with frontages ranging from approximately 40 ft. to 160 ft. Buildings are typically two to three stories and are located relatively close to the street. This relationship between building height and the space between buildings on opposite sides of a street creates spatial enclosure which creates a very comfortable environment for pedestrians. This is because the human eye prefers a building height to street width ratio of 1:3 (street width includes all space between building facades including front yards and the street). Spatial enclosure is lost if the height to width ratio exceeds 1:6.

These areas are served by public water in Adams and Adams Center and public sewer in Adams and feature sidewalks, curbs and street trees (in various conditions). Infill residential development should be encouraged here as should development of new residential streets (where soil and other environmental conditions permit). The Opportunities for the Town & Village of Adams – A Development Strategy report recommends the northeastern portion of the village as the best location in the Town of Adams for new residential development.

It is important that neighborhoods in Adams provide opportunities for a variety of residential types and situations. Opportunities should be provided for homes for people of all ages and income levels, at various densities. In pursuing this objective, it is important to accommodate single-family dwellings, accessory apartments, duplexes, and multiple-family dwellings. It is also important, however, that duplexes and multi-family dwellings simulate the appearance of single-family dwellings and maintain the street line (average setback) established by neighboring dwellings.

Policies

1. **Lots should be kept in the 7,500 to 24,000 square feet range so that efficient use of existing infrastructure (sewer system, sidewalks, etc.) is made.**
2. **Some nonresidential uses should be allowed mainly on corner lots, but only if they are of a similar bulk as neighboring residences and do not alter the residential character of the area.**
3. **Buildings should range from two to three stories in height.**
4. **Buildings should respect a maximum setback or “build-to” line.**
5. **Future streets should be laid out in a block pattern that respects the current one. Cul de sacs should be discouraged unless absolutely necessary to preserve environmental features.**
6. **Accessory apartments and multi-family dwellings should be in character with single-family dwellings.**

VILLAGE AND HAMLET CORES

The village and hamlet core areas (or downtowns) are home to institutional uses, such as post offices, municipal buildings, libraries, as well as the majority of the commercial retail and service businesses in the Town of Adams. Residences are also present in the form of apartments in the upper floors of commercial

buildings and in occasional single-family dwellings and multi-family dwellings. Most buildings are two or three stories and are sited very close to, if not on, the street right-of-way creating a strong building edge. These areas are the best location in the town for institutional uses and retail and service commercial uses. These uses should be concentrated in the cores (through zoning) and not be allowed to “spill” out into the surrounding residential neighborhoods. This control creates more traffic for existing businesses (due to their concentration), preserves the residential character of the surrounding neighborhoods and creates a strong sense of entry into the village and hamlet cores.

The central location of these areas within the village and hamlet allow many residents of nearby neighborhoods to walk from their homes to the shopping and civic functions found in the cores. A quarter mile radius drawn from the cores encloses the areas that are roughly within a five-minute walk (the distance most people are willing to walk). Every effort must be taken to ensure that a safe and comfortable environment is maintained for pedestrians in the core areas.

For people accessing the cores by car, convenient parking is necessary. Parking should be shared, or municipally owned, and on-site parking for individual uses should be discouraged so as to maximize developable land, and keep building densities in the cores high enough to make walking between uses convenient and practical.

The Adams Village and Adams Center cores have historic integrity (although much has been lost in Adams Center due to the widening of the intersection of Rts. 11 and 177). This is an asset in its own right, providing a quality of life that is increasingly unobtainable in suburban areas. Historic downtowns are also assets in attracting tourist dollars. New development and building improvements should compliment this integrity and respect the design of existing buildings (in bulk, height, building materials, and fenestration).

Policies

- 1. Institutional uses, especially town and village government facilities, should be encouraged in the cores.**
- 2. Commercial uses of appropriate scale, particularly retail sales and services, should be highly encouraged in the cores, with retail on ground floors and office uses above.**
- 3. Residential uses are appropriate, but should be encouraged primarily as second floor apartments above commercial storefronts.**
- 4. The pedestrian friendliness of the cores should be enhanced through human scale building setbacks, street trees, sidewalks, and street furniture.**
- 5. Buildings in the cores should have a maximum footprint size of 20,000 square feet and range from 20 to 35 feet in height.**
- 6. The aesthetic features of the cores (i.e. building facades and signs) should be in good condition, and in harmony with the traditional historic character of the village and hamlet.**

INDUSTRIAL AREAS

The Village has an industrial area based along the railroad corridor west of the village core. This area is home to Adams' large industries such as Great Lakes Cheese and is strategically located to take advantage of transportation access. This area should be preserved for uses that need railroad and interstate highway access and that would be inappropriate in other areas, especially the core and residential neighborhood areas. Heavy industrial uses, slaughter houses, rendering operations, waste incinerators and uses that utilize or create hazardous materials should be expressly prohibited in these areas. Residential development should also be prohibited here. Development should be pedestrian friendly and should minimize yards that waste developable space.

Policies

- 1. The limited space of the industrial area should be used for appropriate manufacturing and related uses especially those that require rail or interstate access.**
- 2. Heavy and/or noxious industrial uses as well as residential uses should be prohibited.**
- 3. Parking should be located at the rear or sides of buildings.**
- 4. Development should minimize front yards to prevent waste of valuable land.**

HIGHWAY COMMERCIAL AREAS

Two distinct highway commercial areas have evolved in the Town of Adams – north and west of the village. These areas should be designated for automobile oriented commercial uses which are inappropriate in the core areas. These areas should be limited in size and remain within walking distance of residential areas. Appropriate uses include large product retail facilities for boats, mobile homes, cars, etc.; car washes; fast-food establishments; drive-through businesses; service stations; motels; and other like businesses. Commercial uses which require parking areas and building footprints that would be harmful to the core areas should be encouraged here. As these areas are the entrance gateways to the village for many, the land should be developed and maintained in an aesthetically pleasing way. New buildings should be in character with those of the rest of the village and respect a build-to (maximum setback) line. Buildings should have a maximum footprint of 40,000 square feet. Parking should be located behind or at the side of buildings and access should be carefully planned.

Policies

- 1. Land and buildings should be developed in an aesthetically pleasing way, as these areas are located at entrances to the village.**
- 2. Signage should be controlled so that it doesn't distract motorists or become visual blight.**
- 3. Parking should be located at the rear or sides of buildings.**
- 4. Access should be carefully limited and managed.**