"One touch of nature makes all the world kin."
John Muir

Town of Pittsford
Comprehensive Plan Update

Appendices

Adopted on October 1, 2019

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Contents

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Appendix A: Existing Conditions

Introduction

This appendix describes economic, social, and physical characteristics of the Town of Pittsford and is organized into the following primary sections: (1) Demographic Characteristics, (2) Market and Economic Characteristics, and (3) Physical Characteristics.

The following efforts were undertaken to develop this analysis.

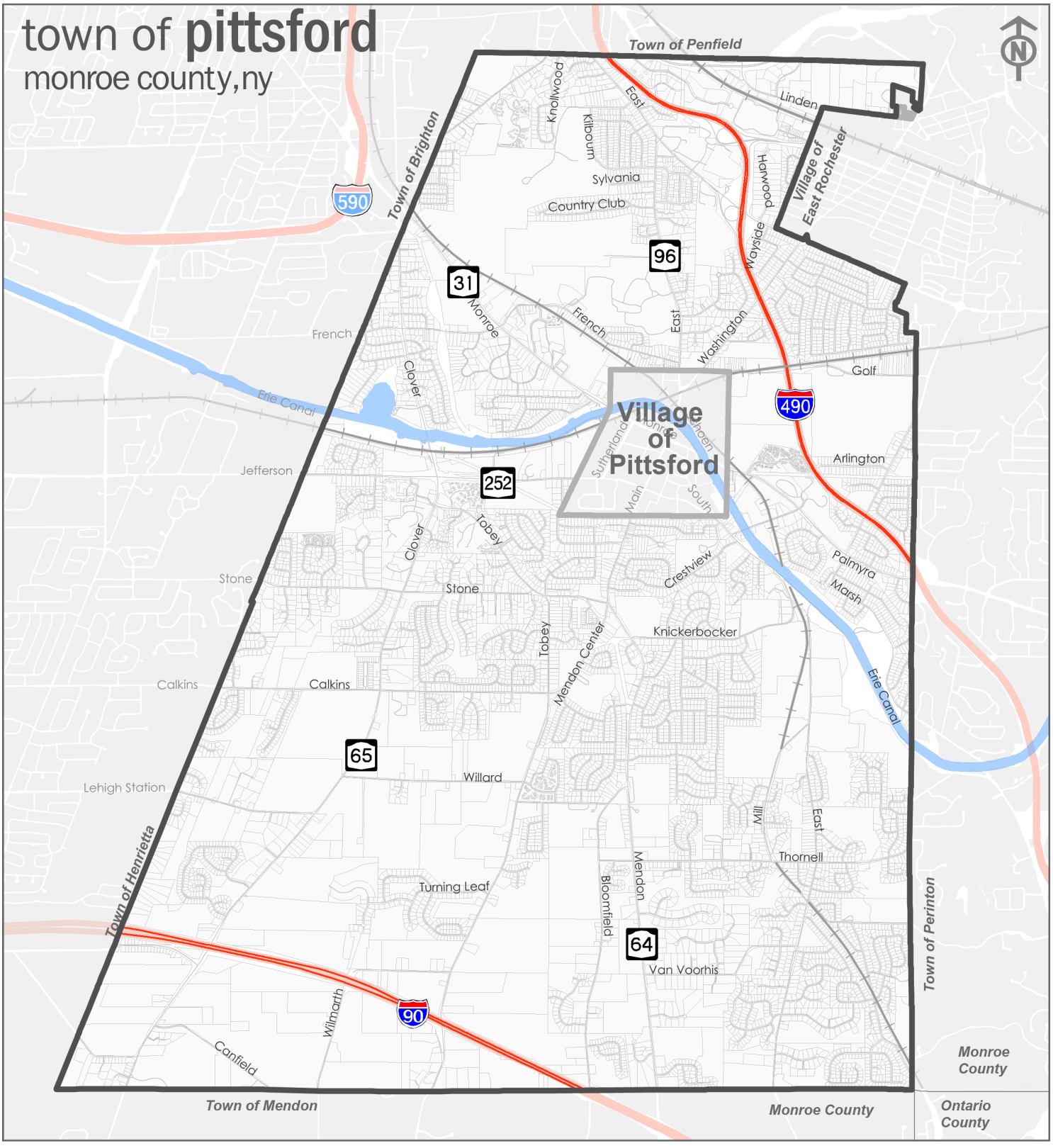
- **Document & data review.** Available data and documents about the market in the Town of Pittsford, Monroe County, the Metropolitan Statistical Area, and the State of New York were reviewed. This includes information from the US Census, Environmental Systems Research Institute (ESRI), the Bureau of Labor Statistics, New York State Department of Labor Statistics, and Pittsford Assessor's/GIS office for information about the value of land, land use, vacant lands, and property size.
- **Stakeholder and industry experts.** A variety of stakeholders, familiar with Pittsford, including property owners, business owners, real estate brokers, and community members were engaged to provide small group, one-on-one feedback, about the project.
- **Site visits.** The project team conducted site visits to verify uses and business locations.
- **Steering Committee and community meetings.** The project team facilitated meetings with the project Steering Committee and with the community to share information and solicit local feedback to further illuminate and strengthen our findings.

Geographies Used for This Analysis

The Town of Pittsford is located in the southeast corner of Monroe County and is surrounded by the Town of Henrietta to the west, Brighton to the north, Perinton to the east, and Mendon to the south. The Village of Pittsford (a separate municipal entity) is surrounded by the Town. Map 1 illustrates the Town boundaries. Municipal entities, geographic districts, and economic regions are highly interdependent and no market exists in a vacuum. Many of the demographic and economic conditions in the Town of Pittsford are influenced by local, regional, and statewide factors. For that reason, it is important to understand Town-level trends in the context of related geographies. The analysis in this section compares the Town of Pittsford with a variety of other geographies:

- New York State
- Rochester Metropolitan Statistical Area (Counties of Monroe, Ontario, Wayne, Livingston, Orleans and Yates)
- Monroe County
- Town of Pittsford
- Village of Pittsford

MAP 1



Town Boundary

Village Boundary

town boundary

0 0.5 1 Miles

Bergmann associates
architects // engineers // planners

Demographic Characteristics

This section provides an analysis of social and economic conditions, including past and projected future trends that will define the context for policies and recommendations in the plan.

Population Growth

At 29,344 residents in 2015, the Town of Pittsford is the 8th largest Town in Monroe County, making up roughly 4 percent of Monroe County's population (the Town's population includes the Village of Pittsford, which makes up 4.7% of the Town). Figure 1 summarizes population growth since 2000 for the Town, County, region, and Village.

Figure 1 Population Change, 2000-2020

	Past Growth			Future Projected Growth	
Area	2000	2015	AAGR 2000-2015	2020	AAGR 2015-2020
New York	18,976,457	19,704,032	0.25%	20,119,871	0.42%
Pittsford Village	1,241	1,368	0.65%	1,381	0.19%
Monroe County	735,343	746,797	0.10%	752,457	0.15%
Rochester MSA	1,062,452	1,083,124	0.13%	1,089,342	0.11%
Town of Pittsford	**27,219**	**29,344**	**0.50%**	**29,408**	**0.04%**

Source: ESRI 2015, US Census Bureau, Bergmann Associates

AAGR = Average Annual Growth Rate. Town population includes Village of Pittsford. ESRI's future population projections are based on a county-level proprietary model that uses IRS county-to county migration data, building permits and housing starts, residential postal delivery counts, and local data sources.

Since 2000, Pittsford's population has grown at an average rate of 0.5 percent per year, slightly faster than the region and statewide averages It is estimated that population growth in the Town will slow to 0.04 percent annually (the equivalent of about 25 new households over five years).

While ESRI projects a slight increase in population over the next five years, it is worth noting that the State of New York's Division of Labor Statistics projections show a slight decline in population over the next 30 years.[1] Given the dynamic nature of the Rochester region, growth rates in Pittsford may not always correspond to nearby towns, Monroe County, and the MSA. In relatively small geographies like Pittsford, growth is influenced by regional, state, and national trends. For purposes of Comprehensive Planning, it is important to consider population projections as a *guide* to help put future growth scenarios in context. The above population projections suggest that future growth in Pittsford may be slower than previous decades and may even decline. This is consistent with national trends and Census projections indicating that US population growth will slow to about 0.6 percent per year over the same time period.

In the context of land use planning, it is important to note that **long-term population projections cannot account for major changes in the community, such as opening or closing of companies and major new residential developments.** It is possible that the Town of Pittsford, through policies and regulations, could capture a larger or smaller proportion of the region's growth than these estimates.

1 The Cornell Population Center Program on Applied Demographics (PAD) prepares long-term population projections for all counties in New York on behalf of the New York State Department of Labor Statistics division. Variations between ESRI and local population projections are not uncommon and are typically a result of different methods and data inputs.

In this context, a key consideration for policy making is this: while Pittsford cannot control regional population growth trends, the Town can adapt its land use policies to accommodate these trends to help meet the community's goals. This may mean accommodating a larger share of the region's population growth over time by setting land use policies that allow for higher densities and/or development on more land than has been envisioned in the past. Or it may mean reducing the Town's share of regional population growth by setting policies that limit development. Where Pittsford falls on this spectrum, including the level and type of development limitations applied to land use policy is generally referred to as Growth Management.

A slow growth rate is not the only factor affecting the future of Pittsford, but is a starting point for understanding potential impacts on the community that should be considered in the Comprehensive Planning process. Slower growth will impact future real estate development, tax revenues, and demand for services. In this context it will be important for the Town to consider not only the overall growth rate, but how the characteristics of the population will change over time and how those changes may impact future needs for Town facilities, services, and schools. The following sections describe these changes in more detail.

Age

The age characteristics of a community are important to consider when exploring potential future growth and development scenarios. Age distribution can help determine how best to allocate future resources and public services to best accommodate future residents. Figure 2 summarizes the age distribution for the Town of Pittsford compared to Monroe County, the Rochester MSA and the state. The age distribution in Pittsford is consistent with a family-oriented suburban community. The largest age cohorts are made up of residents between 50 and 64, followed by school/college-age residents between 15 and 24 and seniors over 65. The proportion of young people under 25 is notable, and is significantly higher than Monroe County and the surrounding region. Similarly, the proportion of residents over 65 is higher than the County, the region, and the State.

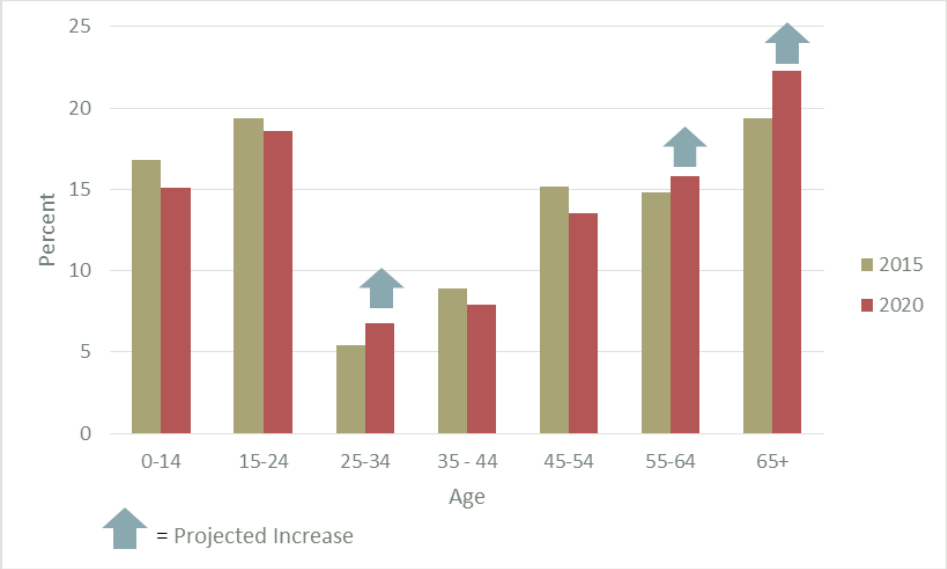
Figure 2 Age Distribution Summary, 2015

Age	Town of Pittsford		Monroe County		Rochester MSA		New York	
	#	%	#	%	#	%	#	%
0-14	4,926	16.8%	128,716	17.2%	185,049	17.1%	3,458,862	17.6%
15-24	5,693	19.4%	112,113	15.0%	159,891	14.8%	2,697,246	13.7%
25-34	1,599	5.4%	98,135	13.1%	135,452	12.5%	2,793,044	14.2%
35-49	4,664	15.9%	132,820	17.8%	193,274	17.8%	3,788,033	19.2%
50-64	6,762	23.0%	156,608	21.0%	234,161	21.6%	3,976,997	20.2%
65+	5,700	19.4%	118,405	15.9%	175,297	16.2%	2,989,850	15.2%
Total	**29,344**	**100%**	**746,797**	**100%**	**1,083,124**	**100%**	**19,704,032**	**100%**

Source: ESRI 2015, Bergmann Associates

Figure 3 shows the projected change in age distribution in Pittsford between 2015 and 2020. The proportion of young people under 24 is projected to decline, while the proportion of the population over 50 is projected to increase. This is consistent with statewide and national trends, as the disproportionate growth of older age groups (known as "aging") is expected to continue into the future. By 2030, nearly 20 percent of the US population will be over 65 years old (which is similar to the current age profile in Florida). An aging population will require more services, different types of housing, and more transportation/mobility options. Decision makers will need to consider strategies to allow the community's older population to remain and age comfortably within the Town.

Figure 3 Projected Change in Age Distribution, Town of Pittsford 2015-2020

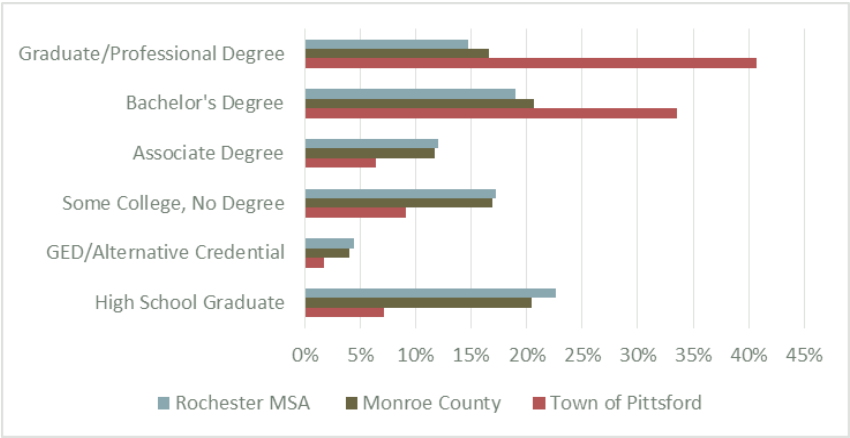


Source: ESRI 2015, Bergmann Associates

Educational Attainment

Education statistics may be used by decision makers to determine the types of services that will be needed in the short- and long-term. Education is also closely related to income and the education level of a community is an important economic and health indicator in the following ways: (1) an educated population is an attractive feature to businesses looking for a qualified workforce, (2) a better educated population can more easily adapt to changing economic environments and employment needs, and (3) highly educated populations are healthier and live longer.[2]

Figure 4 Highest Level of Educational Attainment, 2015



Source: ESRI 2015, Bergmann Associates

Note: Educational attainment analysis conducted for population over 25.

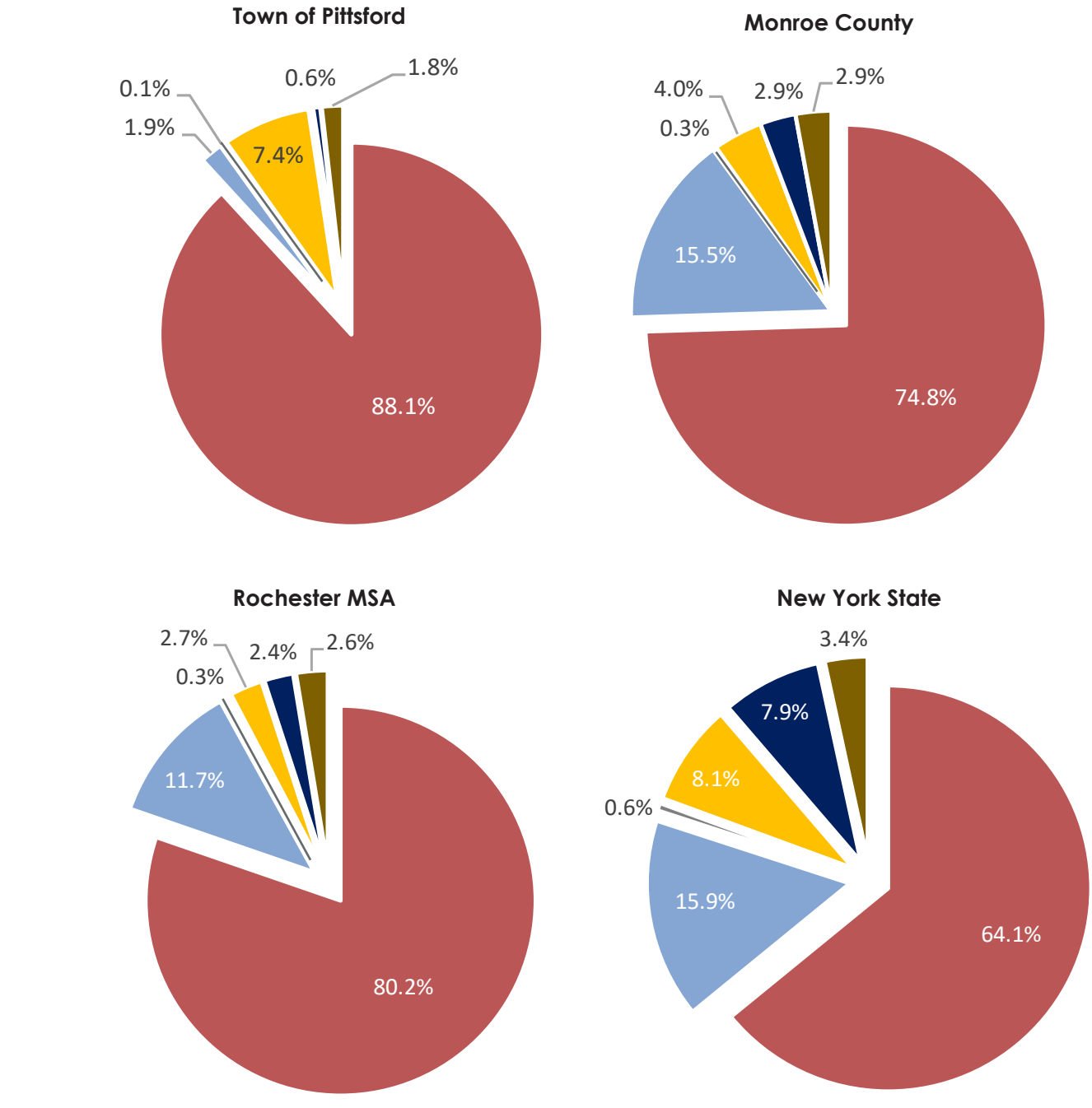
Of the 18,725 residents over the age of 25, approximately 80 percent have a college degree (associates, bachelor's or graduate), almost twice the proportion of Monroe County and the region (Figure 4). This is significantly higher than the proportion nationwide (48%), making Pittsford one of the most highly educated places in the US.

2 Educational Attainment and Adult Mortality in the United States: A Systematic Analysis of Functional Form," Demography 49, no. 1 (2012)

Race and Ethnicity

Tracking the demographics of a community is a useful way to understand the shifting patterns of race and ethnicity. Approximately 88 percent of Town residents are white, compared to 74.8 percent in Monroe County and 64 percent state-wide.

Figure 5 Race, 2015



Source: ESRI 2015, Bergmann Associates

Market and Economic Characteristics

This section provides an analysis of economic conditions within the Town of Pittsford, relative to Monroe County, the Rochester MSA, and New York State. Employment, job flow, income, and housing characteristics are all considered indicators of a community's economic well-being.

Income

Income is considered a key economic indicator, as changes in both personal and household income can reflect economic growth or decline in an area. Comparisons between the Town and surrounding areas can also reveal the economic well-being of a community and whether the regional economy adequately supports residents. Income is just one measure of a community's economic well-being. Net worth reflects accumulated wealth, which is an indicator of a community's ability to save for the future and adapt to financial shocks. Figure 6 shows that household/per capita income and net worth are significantly higher in the Town of Pittsford than in Monroe County, the region, and the state. This suggests that Pittsford residents are relatively prosperous compared to the surrounding region and are in the top tier of income earners nationally.[1]

Figure 6 Income and Net Worth, 2015

Area	Median Household Income	Per Capita Income	Average Net Worth
Town of Pittsford	$108,091	$54,810	$2,163,509
Pittsford Village	$95,472	$61,938	$2,038,542
New York	$58,048	$32,422	$583,658
Rochester MSA	$53,599	$29,056	$621,636
Monroe County	$53,173	$29,910	$639,220

Source: ESRI 2015, Bergmann Associates

Notes: Average net worth is estimated from household data collected through the Federal Reserve Board Surveys of Consumer Finance. Net worth equals total household assets less any debts. Assets include ownership of homes, rental properties, businesses, IRAs, pension plans, stocks, mutual funds, and motor vehicles. Examples of debt include home mortgages, vehicle loans, credit cards and certain bank loans. Median Household Income is reached by calculating the median of reported household income in the area. Per Capita Income is the total of all income in an area divided by the total population in that area.

Housing Characteristics

Housing characteristics and trends are important to understand when developing policies to address the community's future needs for senior housing, rental housing, or affordable housing. This section describes the total number of housing units, tenure, age of housing, housing values, and costs associated with homeownership in the Town.

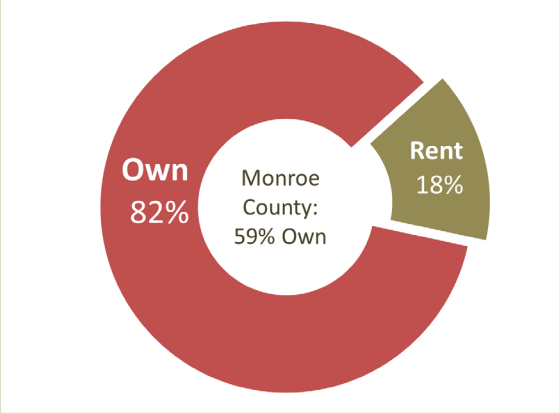
1 A review of ESRI Tapestry Segments shows that approximately 24% of Pittsford residents are within the "Top Tier" segment, compared to 1.7% nationally. This segment is described as the wealthiest Tapestry market earning three times the median US household income.

Figure 7 Total Housing Units, 2015

Area	2015 Total Housing Units	Median Year Structure Built
Town of Pittsford	10,813	1969
Monroe County	325,497	1962
Rochester MSA	476,635	1963
New York	8,308,370	1955
Pittsford Village	636	1939

Source: ESRI 2015, Bergmann Associates

Figure 8 Home Ownership, Town of Pittsford, 2015

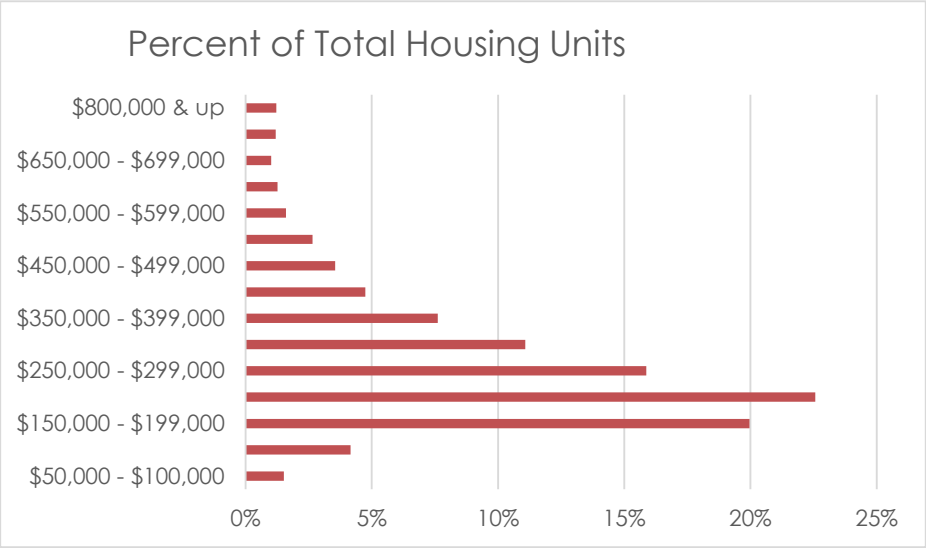


Source: ESRI 2015, Bergmann Associates

There are approximately 10,813 housing units in the Town (Figure 7), of which 82 percent are owner-occupied. The proportion of owner-occupied units is significantly higher than the surrounding region and the state, indicating a relatively strong and stable residential market. Owner occupancy is often linked to social and economic benefits, such as lower crime rates, higher civic participation, higher quality housing stock, and higher real estate values. This is reflected in home values in the Town, which are significantly higher than Monroe County and the surrounding region. While the Town is home to numerous historic homes and properties, the average age of homes in the housing stock is relatively new compared to surrounding areas, suggesting that property maintenance and replacement of the housing stock will not be a significant Town-wide issue in the short to mid-term future.

Figure 9 shows the distribution of housing values in the Town of Pittsford. About 36 percent of units in Pittsford are valued over $300,000. About 26 percent of housing units in Pittsford are valued under $200,000.

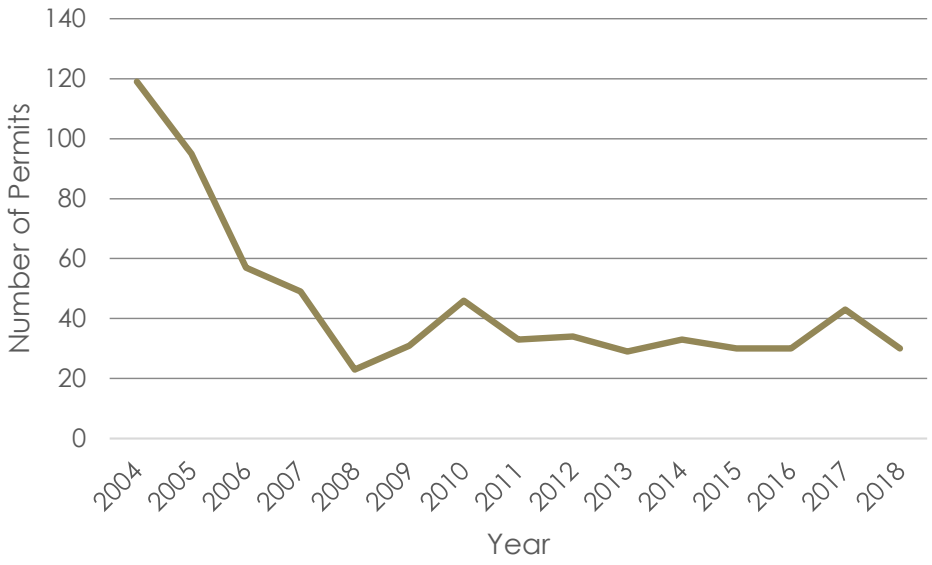
Figure 9 Distribution of Home Values, 2019



Source: Town of Pittsford Assessor's Office 2019, ESRI 2019, Bergmann Associates

Figure 10 shows the total number of residential building permits issued in Pittsford between 2004 and 2018 was 682. The number of residential permits issued declined sharply in 2007-2008 and has remained relatively steady in the years since. The decline in annual building permits reflects nationwide trends resulting from the recession and slow recovery. Since 2010, the Town has issued permits for about 30-43 housing units per year.

Figure 10 Residential Building Permits Issued, 2004-2018

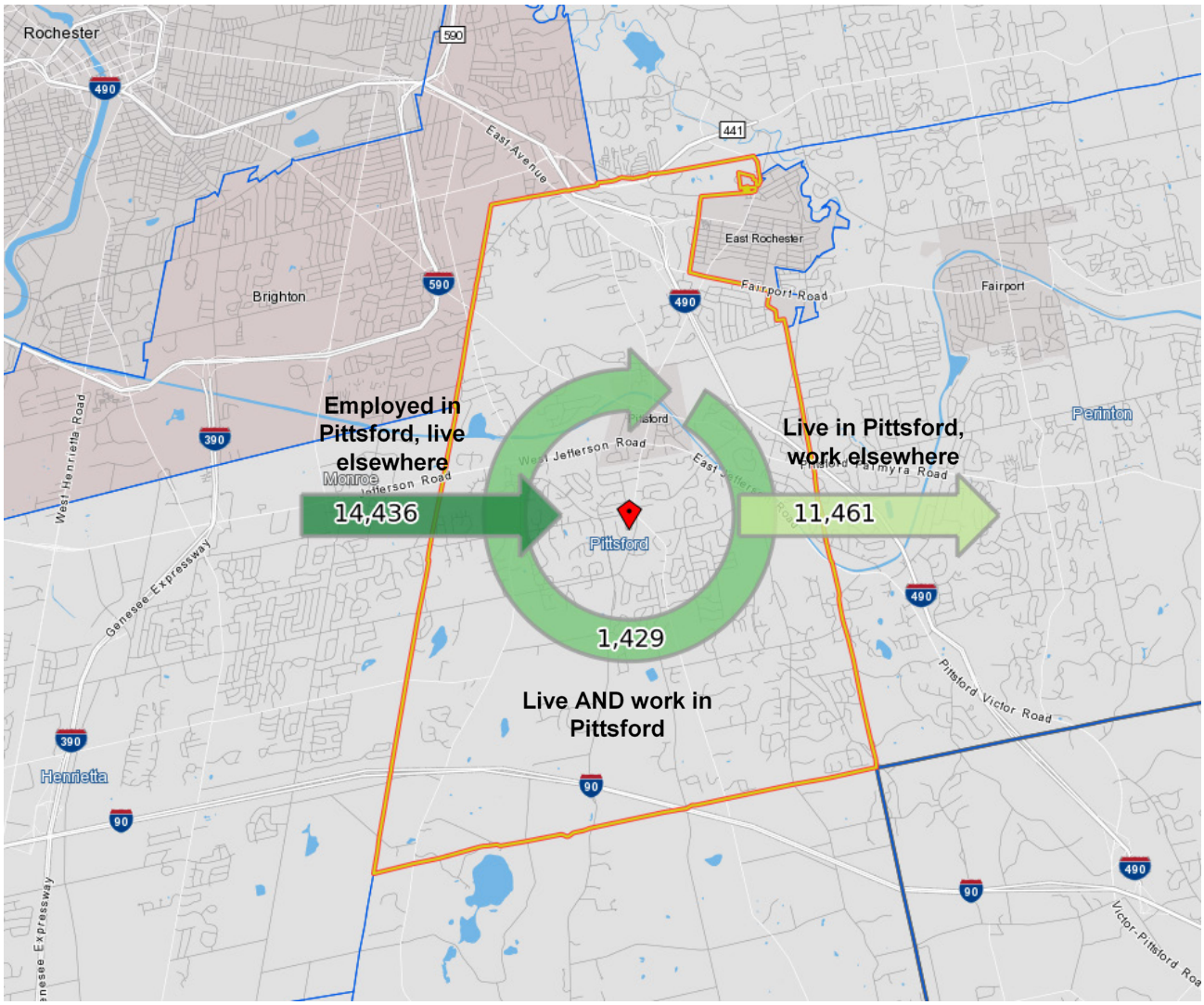


Source: ESRI 2015, Town of Pittsford 2019, Bergmann Associates

Commuting Patterns

Commuting patterns play an important role in the dynamics of growth and economic development in a community. Figure 11 illustrates commuting patterns (from the year 2011) in and out of the Town of Pittsford, showing that about 14,400 people lived outside the Town and traveled into the Town for work, about 11,400 Town residents work elsewhere, and just 1,400 lived and worked in the Town. Given the presence of some of the region's premier office space, retail establishments, and educational institutions, it is not surprising that the Town attracts commuters from around the region. This is often considered an indicator of a relatively "inefficient" labor market. That is, relatively few employees live and work in the Town, a dynamic that reflects the current traffic conditions caused, in part, by the regional exchange of residential and working populations. While there are numerous benefits to having non-resident jobs in the community, this commuting pattern does suggest that creating job opportunities in the community may not necessarily translate into jobs for residents.

Figure 11 Labor Force Inflow/Outflow

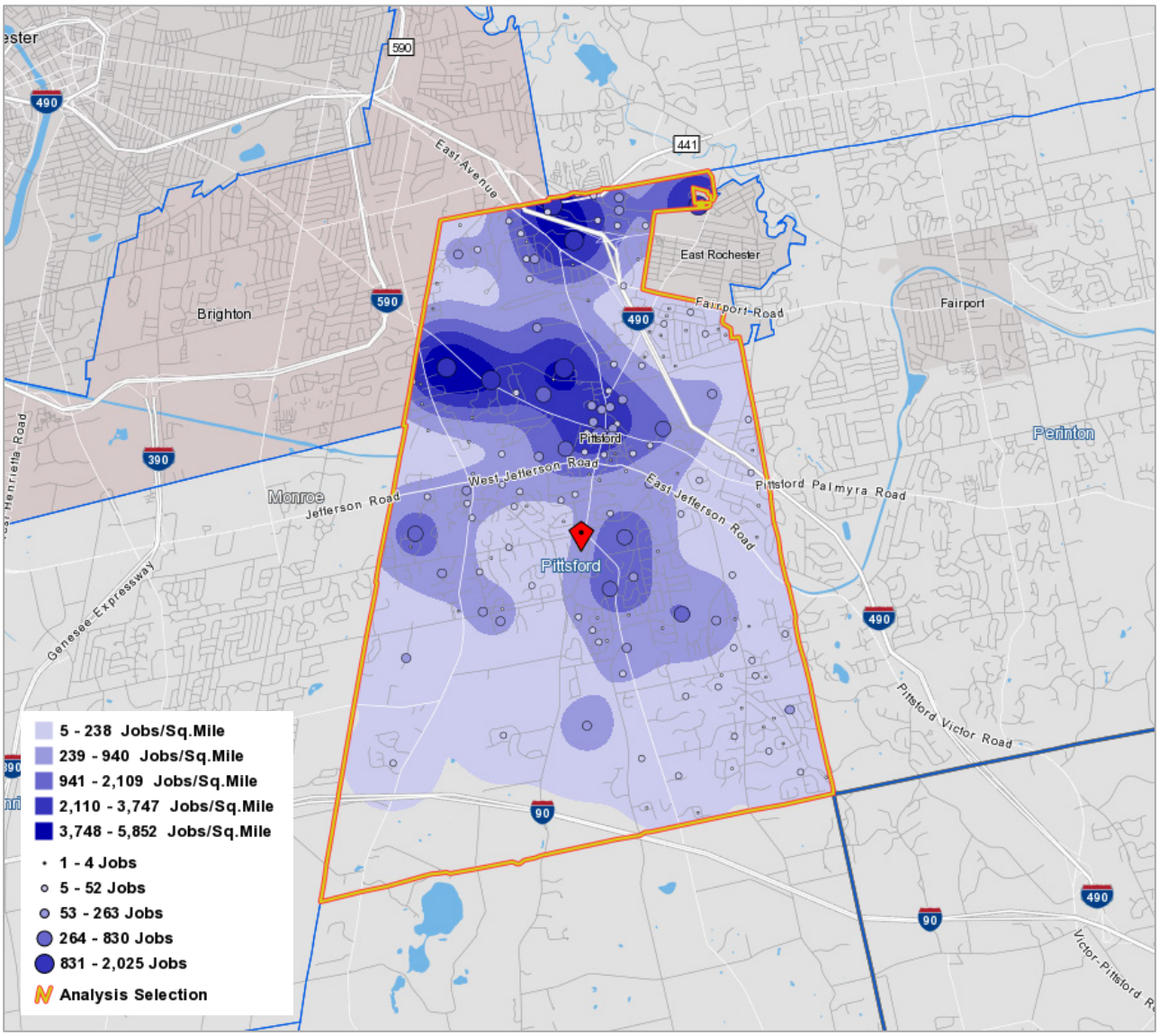


Source: US Census OnTheMap, data from 2011

Notes: Includes all jobs.

Figure 12 illustrates the location of the jobs described in the inflow/outflow analysis above. The greatest concentration of jobs is located in the northwest part of the Town, which is consistent with land uses in those areas—i.e. Pittsford Plaza, Linden Oaks, St. John Fisher College and Nazareth College.

Figure 12 Job Density



Source: US Census OnTheMap, data from 2011

Notes: Includes all jobs.

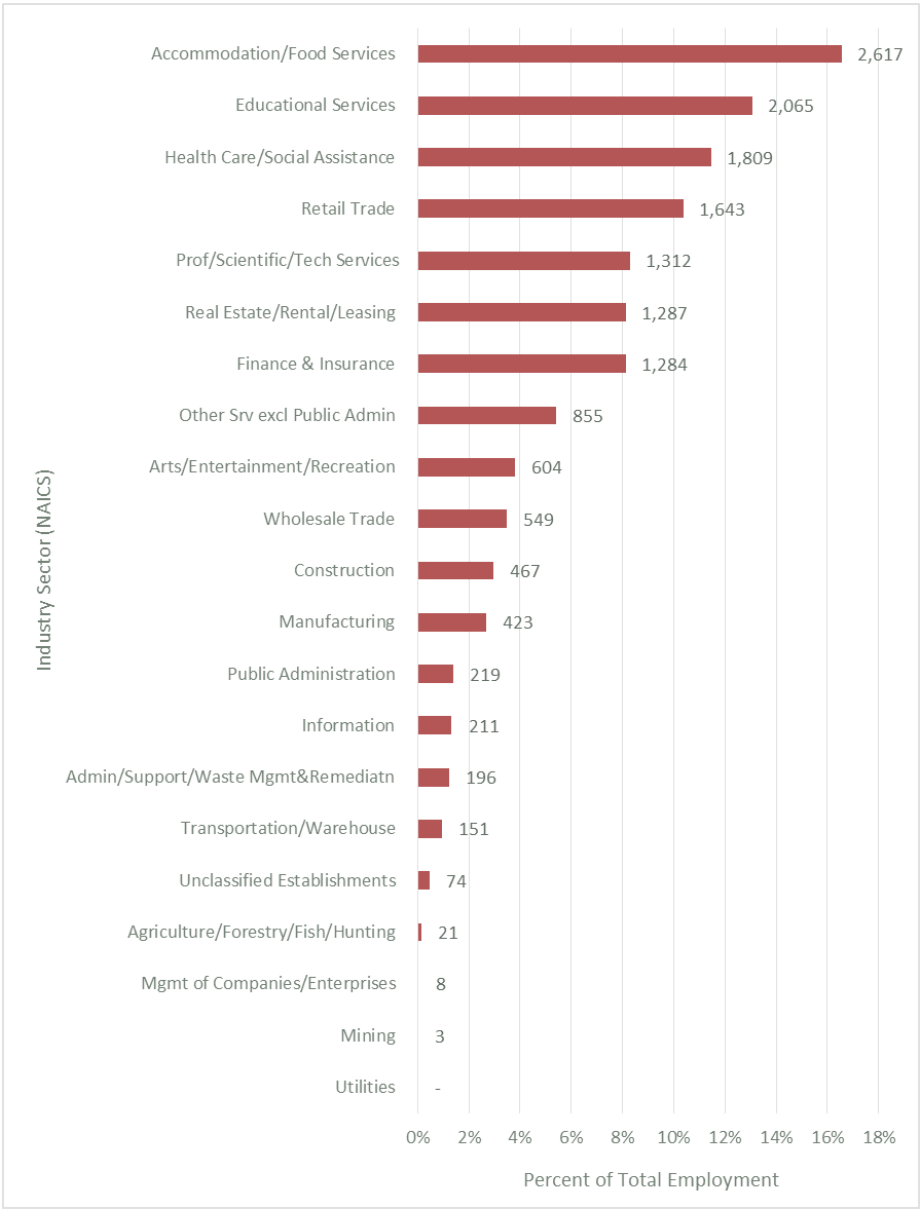
Employment by Industry

Many factors that influence growth and change in a community come from outside forces, such as regional, state, and national trends. Larger economic trends can be less visible or less direct than local trends, but they have a significant impact on the economic activity in smaller geographies like the Town of Pittsford. Macro-level trends cannot be applied directly to a small area like a Town. Nonetheless, meaningful information can be extracted and used to provide a framework for future planning. Understanding which industries and businesses provide the largest proportion of jobs in the larger region and the Town of Pittsford can help better understand which industries have the

biggest impact on the local economy as well as the community's dependence on certain industries or companies. Two closely related factors that influence how we look at overall employment are commuting patterns and the proportion of residents who live and work in the Town.

There are roughly 15,798 employees working in the Town of Pittsford, accounting for about 3.4 percent of the County's total workforce. Figure 13 shows the largest industry sectors in the Town, which are Accommodation/Food Services, which accounts for 16.6 percent of jobs in the Town, followed by Educational services (13.1%), Health Care/Social Assistance (11.5 %) and Retail Trade (10.4%). This industry make-up is not unexpected given the concentration of restaurants and retail establishments in the Town, as well as the presence of higher education institutions.

Figure 13 Employees in the Town of Pittsford by Major Industry Sector (NAICS), 2015



Source: ESRI 2015, Bergmann Associates

Figure 14 shows a more detailed breakdown of employment in the Town compared to the region. Compared to the Rochester MSA, Pittsford has a higher proportion of employees in the Finance and Insurance, Real Estate, Education, and Accommodation/Food Service sectors.

Figure 14 Employees in the Town of Pittsford and Rochester MSA by Industry Sector, 2015

NAICS	Industry Description	Town of Pittsford		Rochester MSA	
		#	%	#	%
	Total Employees (2015)	15,798	100%	624,038	100%
11	**Agriculture/Forestry/Fish/Hunting**	21	0.1%	2,422	0.4%
21	**Mining**	3	0.0%	248	0.0%
22	**Utilities**	-	0.0%	1,258	0.2%
23	**Construction**	467	3.0%	25,582	4.1%
31-33	**Manufacturing**	423	2.7%	54,388	8.7%
42	**Wholesale Trade**	549	3.5%	37,616	6.0%
44-45	**Retail Trade**	1,643	10.4%	76,152	12.2%
441	Motor Vehicle/Parts Dealers	157	1.0%	9,056	1.5%
442	Furniture/Home Furnishings	105	0.7%	2,299	0.4%
443	Electronics/Appliances	108	0.7%	3,546	0.6%
444	Bldg Material/Garden Equip&Suppl	59	0.4%	6,236	1.0%
445	Food & Beverage Stores	215	1.4%	15,905	2.5%
446	Health/Personal Care	104	0.7%	10,716	1.7%
447	Gas Stations	18	0.1%	1,282	0.2%
448	Clothing/Accessories	225	1.4%	5,284	0.8%
451	Sports/Hobby/Book/Music	285	1.8%	4,511	0.7%
452	General Merchandise Stores	164	1.0%	11,177	1.8%
454	Nonstore Retailers	61	0.4%	1,151	0.2%
48-49	**Transportation/Warehouse**	151	1.0%	13,275	2.1%
51	**Information**	211	1.3%	12,833	2.1%
52	**Finance & Insurance**	1,284	8.1%	20,656	3.3%
521-522	Central Bank/Crdt Intermediatn	232	1.5%	6,195	1.0%
523	Securities/Commodity Contracts	681	4.3%	4,123	0.7%
524-525	Insur/Funds/Trusts/Other	371	2.3%	10,338	1.7%
53	**Real Estate/Rental/Leasing**	1,287	8.1%	13,597	2.2%
54	**Prof/Scientific/Tech Services**	1,312	8.3%	65,846	10.6%
5411	Legal Services	231	1.5%	7,515	1.2%
55	**Mgmt of Companies/Enterprises**	8	0.1%	324	0.1%
56	**Admin/Support/Waste Mgmt&Remediatn**	196	1.2%	16,722	2.7%
61	**Educational Services**	2,065	13.1%	60,863	9.8%
62	**Health Care/Social Assistance**	1,809	11.5%	100,241	16.1%
71	**Arts/Entertainment/Recreation**	604	3.8%	10,324	1.7%
72	**Accommodation/Food Services**	2,617	16.6%	44,842	7.2%
721	Accommodation	166	1.1%	5,951	1.0%
722	Food Srv & Drinking Places	2,451	15.5%	38,891	6.2%
81	**Other Srv excl Public Admin**	855	5.4%	31,013	5.0%
8111	Automotive Repair & Maint	64	0.4%	5,463	0.9%
92	**Public Administration**	219	1.4%	33,142	5.3%
99	**Unclassified Establishments**	74	0.5%	2,694	0.4%

Source: ESRI 2015, Bergmann Associates

Note: Shading indicates the top 10 industry sectors by proportion of jobs

Unemployment

The unemployment rate measures the percentage of employable people in a country's workforce who are over the age of 16 and who have either lost their jobs or have unsuccessfully sought jobs in the last month and are still actively seeking work. Unemployment among Pittsford residents in 2015 was 3.4 percent, which was lower than the Rochester MSA (5.6%) and New York (6.3%). Because employment is typically the primary source of personal income for most residents, a low unemployment rate is an indicator of economic well-being and generally indicates that the local economy is performing well.

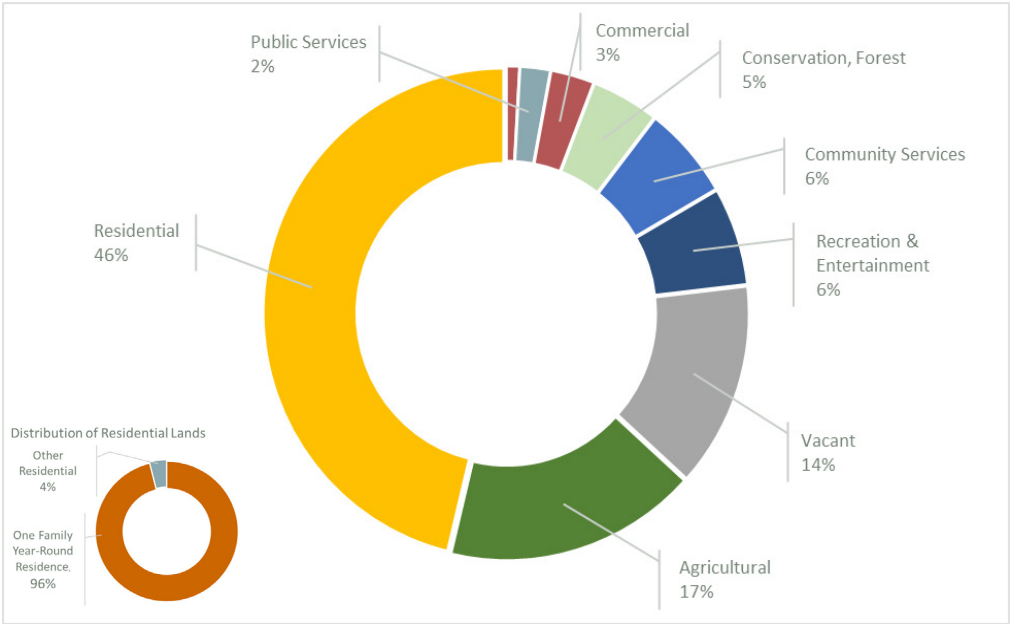
Physical Characteristics

The following section describes the physical characteristics of the Town of Pittsford, including land use, land ownership, environmental resources, transportation networks, infrastructure, and parks, trails and open space facilities.

Land Use

Pittsford is notable for a variety of land uses within its borders, including two private colleges, five country clubs, a major retail center, numerous parks, agricultural lands, and residential neighborhoods. The Town of Pittsford classifies lands using standard categories defined by the New York State Office of Real Property Services *Assessors' Manual for Data Collection*. Definitions for each category are standardized for all municipalities throughout the State of New York. Figure 15 and Figure 16 show the distribution of land uses in the Town according to these categories.[3] Map 2 shows the distribution of land uses throughout the Town.

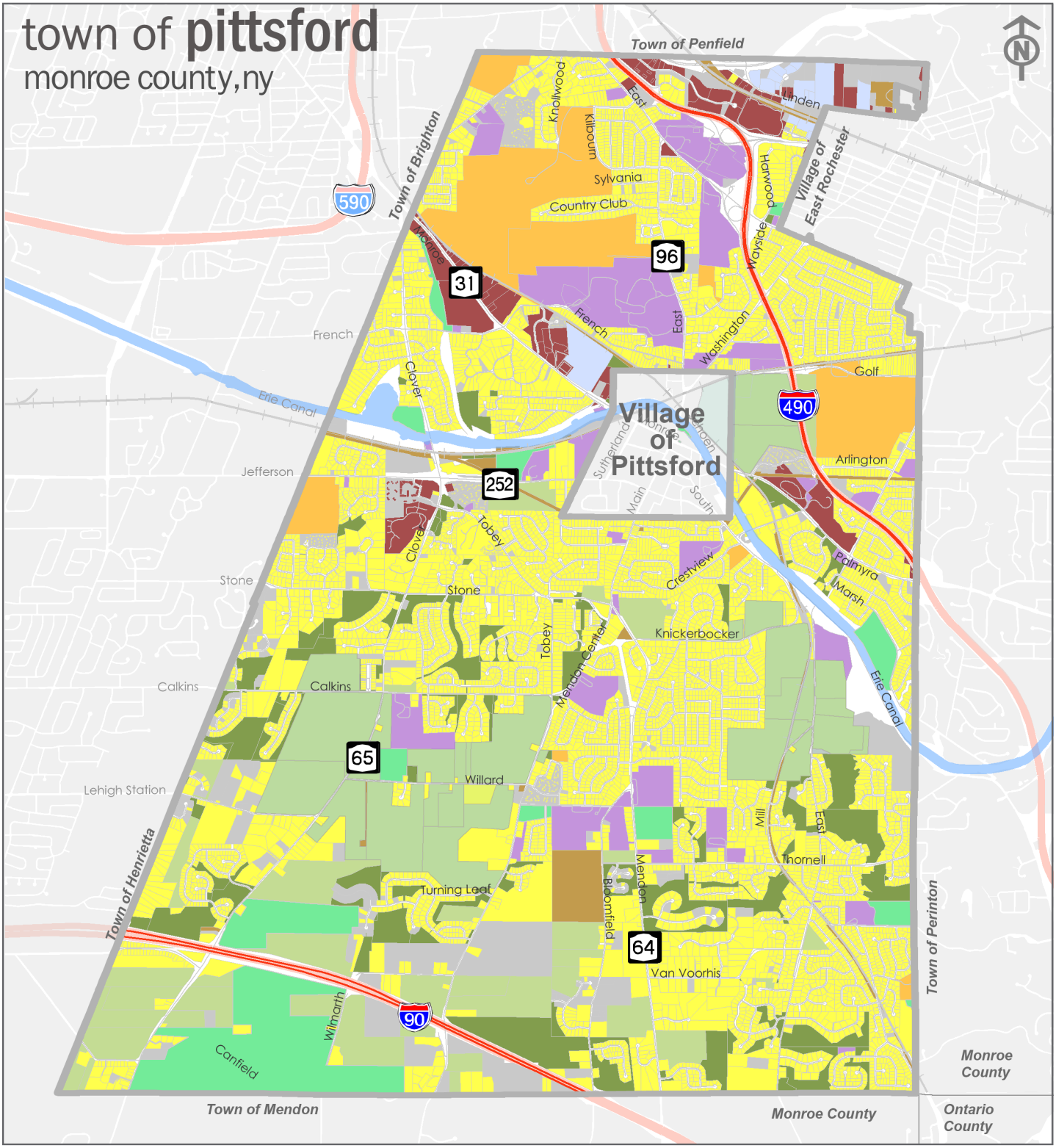
Figure 15 Land Uses by Classification



Source: Town of Pittsford Parcel Database, 2015. Bergmann Associates.

3 We note that lands identified by the Town as "parks" are classified by the State of New York within three separate land use categories, including Recreation and Entertainment (500), Community Services (600) and Wild, Forested, Public Parks (900).

MAP 2



Agriculture
Residential
Vacant
Industrial
Conservation
Recreation & Entertainment
Community Services
Public Services
Parks
Commercial

land use

0 0.5 1 Miles

Bergmann associates
architects // engineers // planners

Pittsford consists of 9,744 parcels, accounting for approximately 12,412 acres. The largest category of land use in the Town is Residential, which accounts for almost half of the town's land base (46%) and over 90 percent of parcels. The second largest land use is Agricultural, which accounts for 17 percent of the town's land base (but only 0.5 percent of parcels). The third largest land use is Vacant. The remaining land uses collectively account for less than 25 percent of the town's land base. The following sections describe these major categories in more detail.

Figure 16 Land Use by Percent of Total Acres, 2015

Land Use Code	Property Classification	Parcels		Area	
		Count	*%*	*Acres*	*%*
100	Agricultural	57	0.6%	2,110	17.0%
200	Residential	8,921	91.6%	5,740	46.2%
300	Vacant	522	5.4%	1,687	13.6%
400	Commercial	118	1.2%	366	2.9%
500	Recreation & Entertainment	12	0.1%	808	6.5%
600	Community Services	52	0.5%	768	6.2%
700	Industrial	17	0.2%	111	0.9%
800	Public Services	23	0.2%	254	2.1%
900	Wild, Conservation, Forest	22	0.2%	569	4.6%
Total		**9,744**		**12,412**	

Source: Town of Pittsford Parcel Database, 2015. Bergmann Associates.

Residential Lands

Approximately 92 percent of the Town of Pittsford's parcels are classified as residential. The residential property class accounts for 76.52 percent of the Town of Pittsford's assessed land value and is a major source of the Town's local tax revenue. Of the total 2,120 Residential acres, 5,518.5 (99.61%) are classified as Single Family Year Round Residences. The remaining residential lands account for less than one percent of total residential lands, made up of Two-Family Year-Round Residences (0.13%) and Rural Residences with Acreage (0.10%).

Figure 17 Residential Land Uses by Classification

Land Use Code	Residential Property Classification	Parcels		Area	
		Count	*%*	*Acres*	*%*
210	One Family Year-Round Residence	8,886	99.6%	5,519	96.1%
	Other Residential				3.9%
220	Two Family Year-Round Residence	12	0.1%	14	0.2%
230	Three Family Year-Round Residence	3	0.0%	2	0.0%
240	Rural Residence with Acreage	9	0.1%	133	2.3%
250	Estate	4	0.0%	64	1.1%
280	Multi-Purpose/Multi-Structure	7	0.1%	10	0.2%
Total		**8,921**		**5,740**	

Source: Town of Pittsford Parcel Database, 2015. Bergmann Associates.

Agricultural Lands

Agricultural lands are comprised primarily of privately-owned farms and non-farmer owned land that is leased to farmers. In 2015, there were approximately 2,100 acres of lands classified as Agricultural in the Town, accounting for 17 percent of the Town's total land area. This represents a decrease in farm lands since 1995, when there were approximately 2,600 acres of agricultural lands in the Town.

Agricultural lands were the subject of an extensive analysis completed as part of the 1995 Comprehensive Plan update (Resource Inventory and Evaluation Report), which rated the attributes of undeveloped parcels and assessed agricultural lands for potential viability (i.e. the ability to operate a farm commercially) and vulnerability (i.e. the risk of leaving agricultural use). The study found that some of the most viable agricultural lands in the Town were also the most vulnerable due to factors such as proximity to infrastructure (which increases development pressure) and intergenerational transfer difficulties. The findings and recommendations of that study are relevant in today's context. Though the Town has implemented techniques to preserve open spaces, views, and natural resources, agricultural lands remain vulnerable and will continue to face development pressures as the Town grows.

Recreation and Entertainment

This land use classification includes 808 acres of land. Five of the parcels are sports fields associated with schools. In addition, this category includes the YMCA and the following private country clubs:

Name	Acres
Country Club Of Rochester	41
Irondequoit Country Club	140
Monroe Golf Club	187
Oak Hill Country Club	327
Locust Hill	11
Total	**705**

Vacant Lands

Parcels classified as vacant represent 5.4 percent or 1,686 acres of land within the Town. The majority (81.8%) of vacant land falls under Residential Vacant Land category (Land Use Code 311). Residential Vacant Land, according to the New York State Office of Real Property Services is described as vacant lots or acreage located within residential areas. Most of the vacant parcels are interspersed among developed residential land.

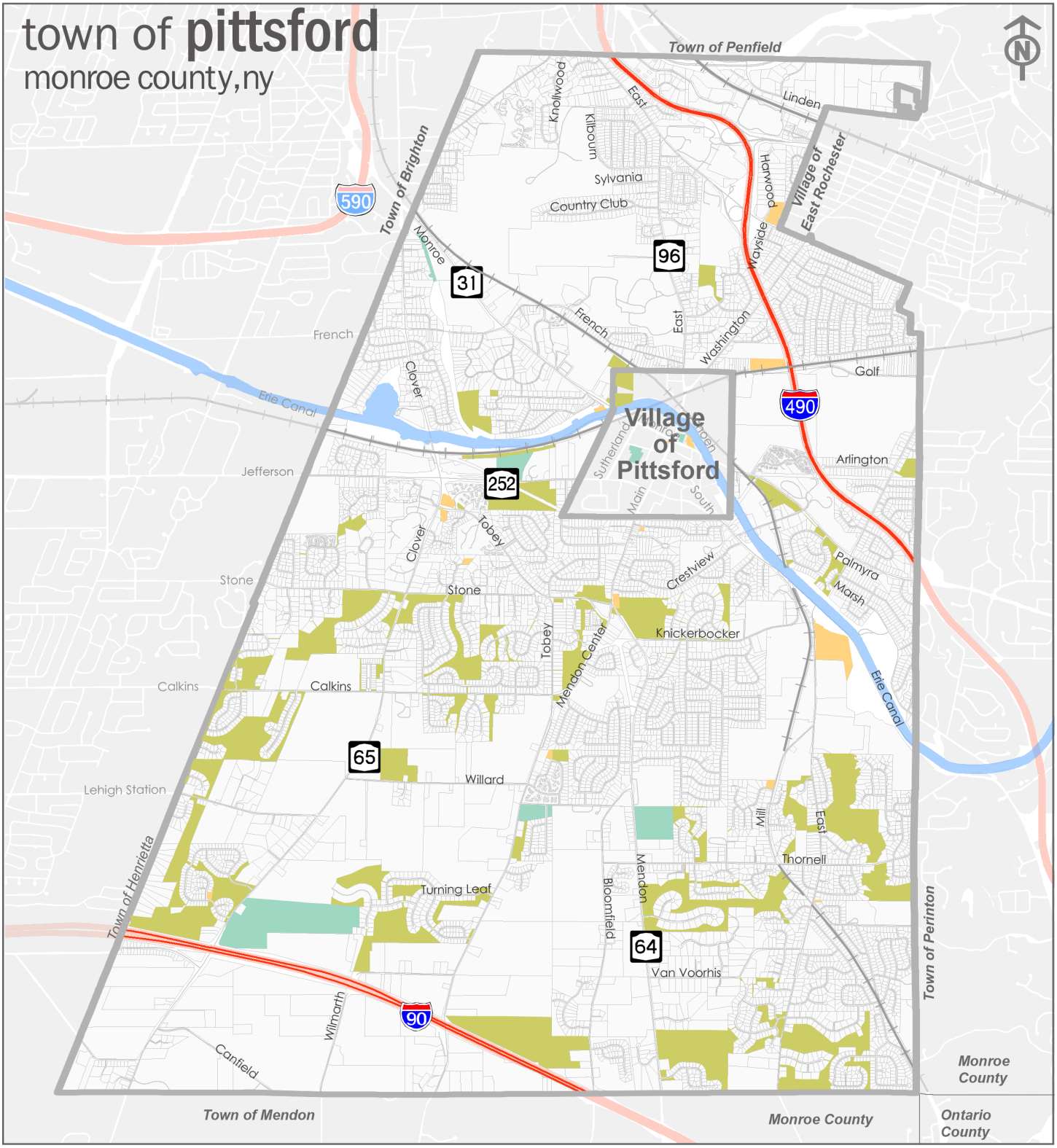
Commercial Lands

The town contains 366 acres that are classified as commercial land uses, accounting for about 3 percent of total lands in the Town. The commercial property class includes apartment buildings. The Town of Pittsford has 12 parcels that are classified as apartments (Land Use Code 411). The majority of the town's commercial lots are concentrated in the northeastern corner of the town as well as areas surrounding the east and west sides of the Village of Pittsford's boundaries. Retail lands account for 75 acres, which includes shopping centers, retail outlets and food stores.

Town-Owned Lands

The Town of Pittsford owns approximately 1,300 acres of land within its boundaries, accounting for roughly 11 percent of land within the Town (Map 3). These lands include parks, cemeteries, maintenance facilities, designated open space, and other Town-owned facilities such as the Pittsford Community Library and Town Hall.

MAP 3


town of pittsford
monroe county,ny
Town of Penfield
Linden
Knollwood
East
Kilbourn
Sylvania
Country Club
Harwood
Village of East Rochester
Town of Brighton
590
Monroe
31
96
Waysider
French
East
Washington
Golf
Clover
Erie Canal
Village of Pittsford
490
Arlington
Jefferson
252
Sutherland
Main
South
Tobey
Clover
Palmyra
Marsh
Stone
Stone
Crestview
Knickerbocker
Tobey
Mendon Center
Calkins
Calkins
Erie Canal
65
Willard
Lehigh Station
Mill
East
Thornell
Town of Henrietta
Turning Leaf
Mendon
Bloomfield
64
Van Voorhis
Town of Perinton
Wilmarth
90
Canfield
Monroe County
Town of Mendon
Monroe County
Ontario County
Town Facilities
Town-Owned Open Space
Town-Owned Parks and Recreation
town-owned lands
0
0.5
1 Miles
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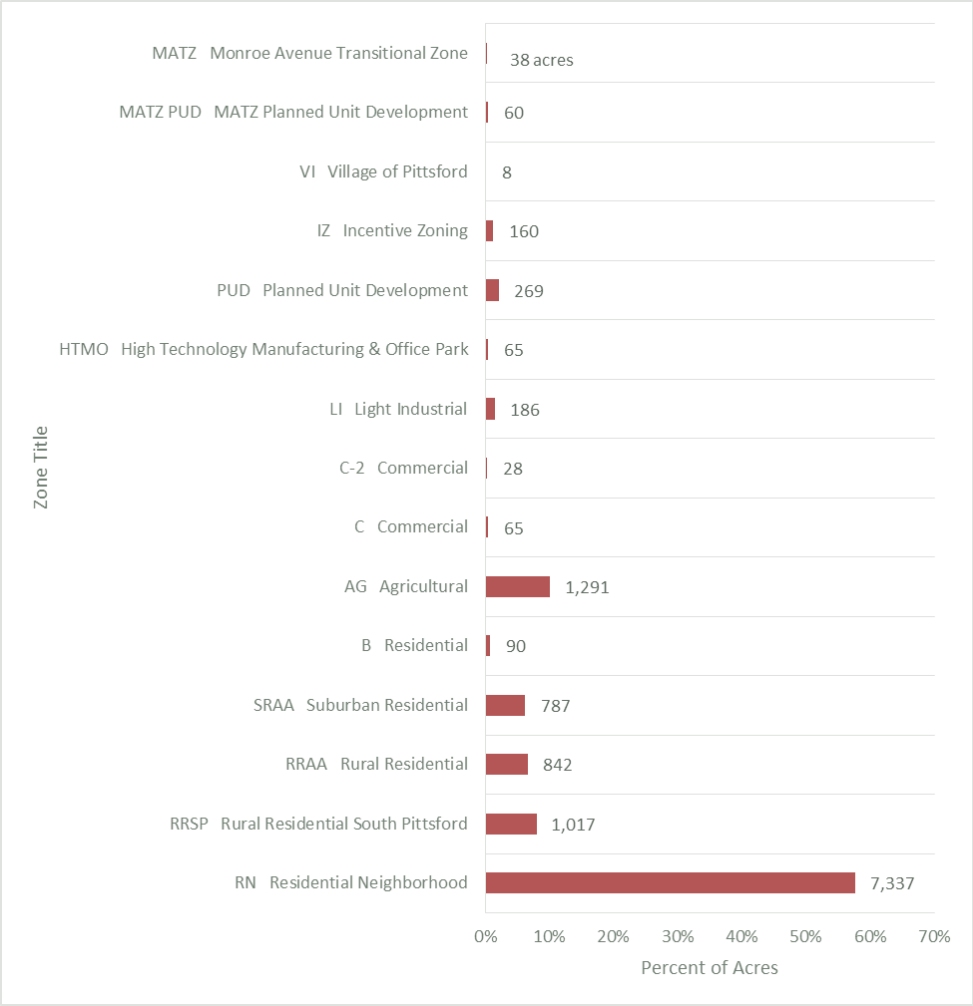
Zoning

The Town of Pittsford is divided into 14 zoning districts, as illustrated in Figure 18. The majority of the Town's land area is zoned Residential. There are 9,077 residentially zoned parcels, accounting for over 10,000 acres of land (80% of total land area). Agriculturally zoned lands are the second largest category, with 1,291 acres accounting for just over 10 percent of the Town's land base. Mixed-use and Commercially zoned lands account for a total of 8.76 percent of total lands. Commercially zoned lands are limited to the western portion of Monroe Avenue (Highway 31) and along Golf Avenue (County Road 35).

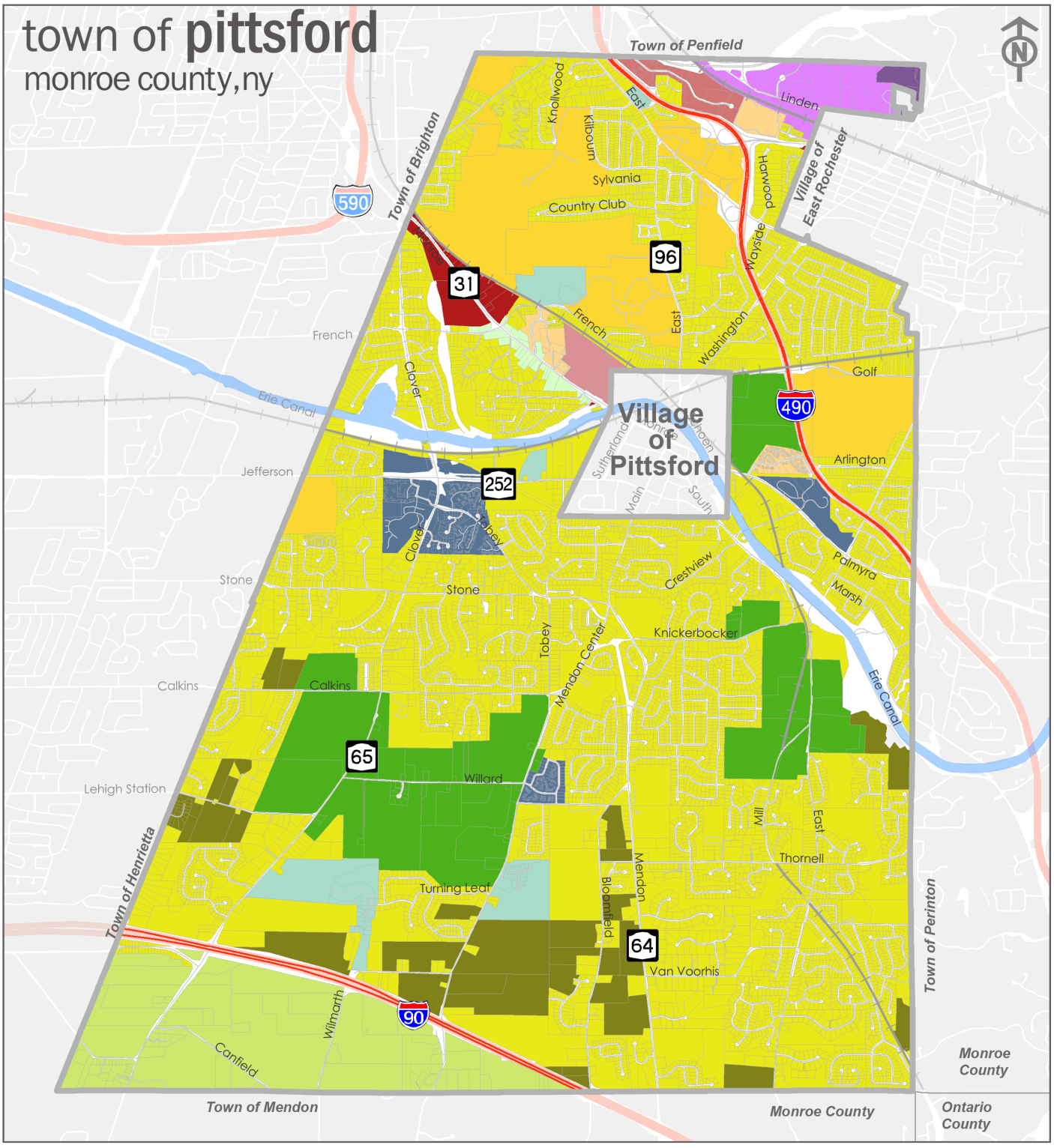
Figure 18 Zoning Classifications, Town of Pittsford, 2015



Source: Town of Pittsford Parcel Database, 2015. Bergmann Associates.

In recent years the Town of Pittsford created new zoning districts with the intention of encouraging residential uses, maintaining the desired character and incentivizing specific types of development. The Monroe Avenue Transitional Zone (MATZ) was approved and enacted by the Town as a means of encouraging residential land uses, while maintaining the aesthetic quality of the Monroe Avenue corridor. The zone contains 38 acres of land and is located on both the north and south sides of Monroe Avenue between French Road and the Village of Pittsford. In addition, the Town adopted a subzone in 2011 called the MATZ-Planned Unit Development (PUD), which is comprised of 60 acres of land. The MATZ PUD is located near the village/town border and are considered "gateway properties". The PUD ordinance established specific development thresholds and design requirements for the parcels within the zone.

MAP 4



- Residential (B)
- Suburban Residential (SRAA)
- Rural Residential (RRAA)
- Residential Neighborhood (RN)
- Rural Residential South Pittsford
- Incentive Zoning (IZ)
- Monroe Avenue Transitional Zone Planned Unit Development
- Agricultural
- Commercial
- Commercial (C2)
- Light Industrial
- High Technology Manufacturing & Office Park
- Planned Unit Development (PUD)
- Monroe Avenue Transitional Zone

zoning

0 0.5 1 Miles

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Parks and Trails

Parks

There are 10 parks in the Town of Pittsford, accounting for over about 661 acres of park and recreational lands within the Town's boundaries. Two parks (Mendon Ponds and Powder Mills Parks) are owned, maintained and managed by Monroe County. (Mendon Ponds Park is the largest park in the Town, located in the southwestern region of the town and extending across the southern boundary to the Town of Mendon.) One Park (Lock 32 State Canal Park) is owned by the State of New York. The remaining parks are owned and maintained by the Town of Pittsford.

The Town is currently in the design phase of converting a Town-owned parcel into a new, passive park called the Erie Canal Park and Nature Preserve. It is located between Monroe Avenue and French Road, directly abutting the Village boundaries. In addition, the Town is in the process of converting 2 acres of Town-owned land at 34 East Street into a dog park.

Figure 19 Summary of Parks

Park Name	Acres
Town-Owned	
Isaac Gordon Nature Preserve	103.0
Great Embankment Park	36.5
Thornell Farm Park	28.4
Kings Bend Park	19.6
Lock 62 Canal Park	15.3
Hopkins Park (Sports Fields)	9.7
Rodney B. Janes Park	1.1
Subtotal	*213.7*
County & State-Owned	
Lock 32 State Canal Park	14.4
Mendon Ponds Park	410.7
Powder Mills Park	22.8
Subtotal	*448.0*
Total	***661.6***

Source: Town of Pittsford Parcel Database, 2015 Bergmann Associates.

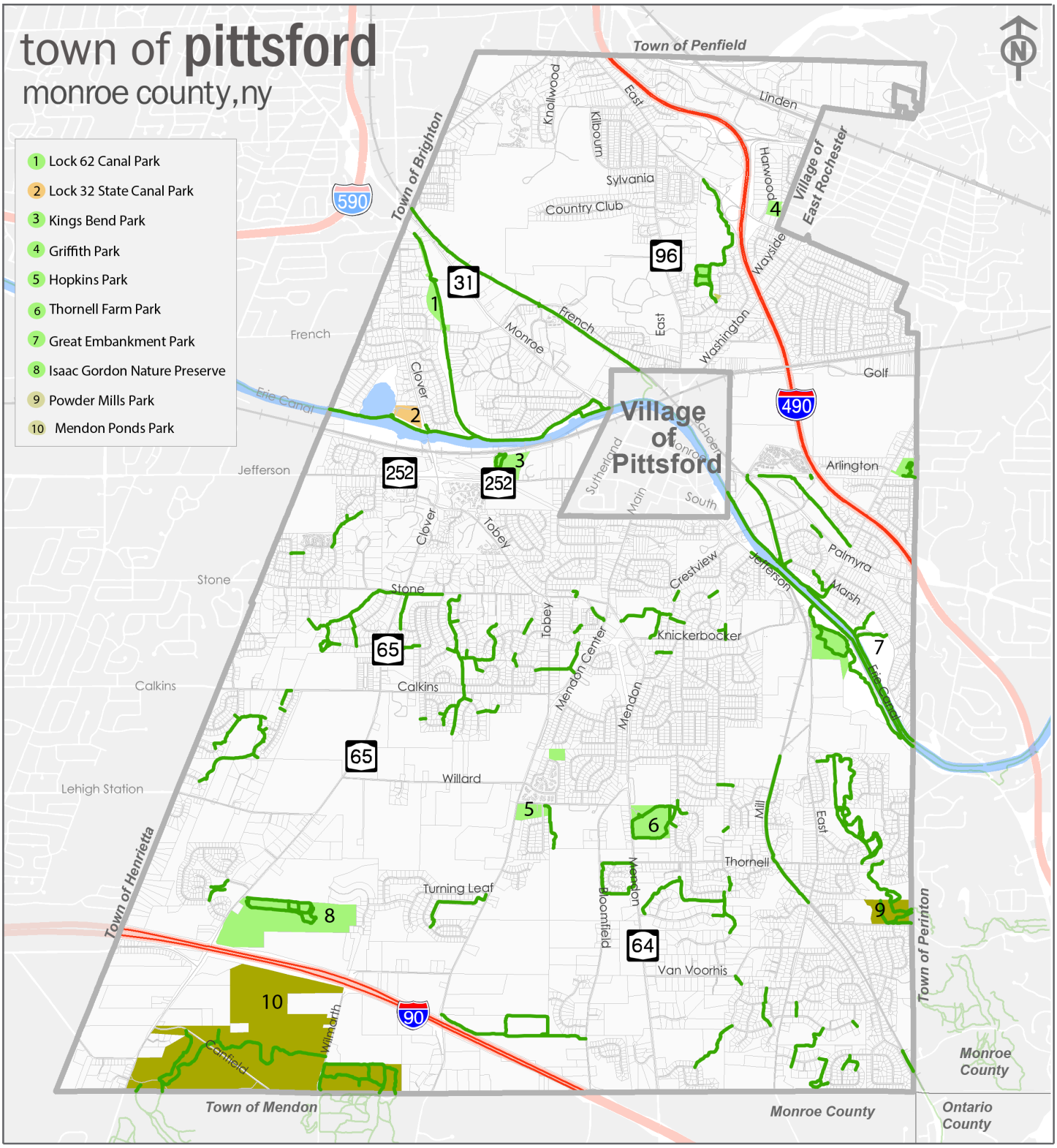
Trails & Connections

There are 39 miles of mapped trails within the Town's boundaries. Several of the trails at the southern boundary of the town offer connections to Mendon Pond Park, which includes an extensive trail system. Major trails in the Town include a 4.2-mile segment of the Erie Canalway Trail and segments of the Auburn Trail. Other trails located throughout the Town are illustrated on

Many of Pittsford's trails connect to other trail networks and adjacent communities:

- The Railroad Loop Trail extends into the Town of Brighton and heads north to terminate at Highland Avenue near the I-590 entrance ramp

MAP 5



County Owned

Town Owned

State Owned

Trails

parks & trails

0 0.5 1 Miles

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- Trails in the section of Mendon Ponds Park that is within the Town of Pittsford's boundaries connect to a large park-wide system of trails that extend into the Town of Mendon
- Trails within the Deblase Open Space connect to trails at Powder Mill Park, which extends into the Town of Perinton
- The trails that surround the Rollins Crossing and Delancey Court neighborhoods adjacent to Calkins Road extend into Tinker Nature Park in the Town of Henrietta
- The Erie Canal Heritage Trail continues for 365 miles, passing through the Town of Pittsford and follows the canal through most of Upstate New York
    - To the west, the trail passes through the City of Rochester, links to the Genesee Riverway Trail, and eventually terminates in Lockport.
    - To the east, the trail continues into the Town of Perinton and further east to eventually terminate in Lyons.
    - The Erie Canalway Trail will eventually provide a continuous pedestrian/bike trail from Buffalo to Albany
- The Auburn Trail is 9-mile long trail multi-use trail that passes through the Town of Pittsford. The trail was developed along the former Auburn and Rochester Railway corridor and connects to the Erie Canal Heritage Trail near the intersection of Knickerbocker and E. Jefferson Road. The Auburn Trail continues past the Town of Pittsford through the towns of Fishers and Victor, and terminates in Mertensia Park in Victor

Healthy Living Analysis

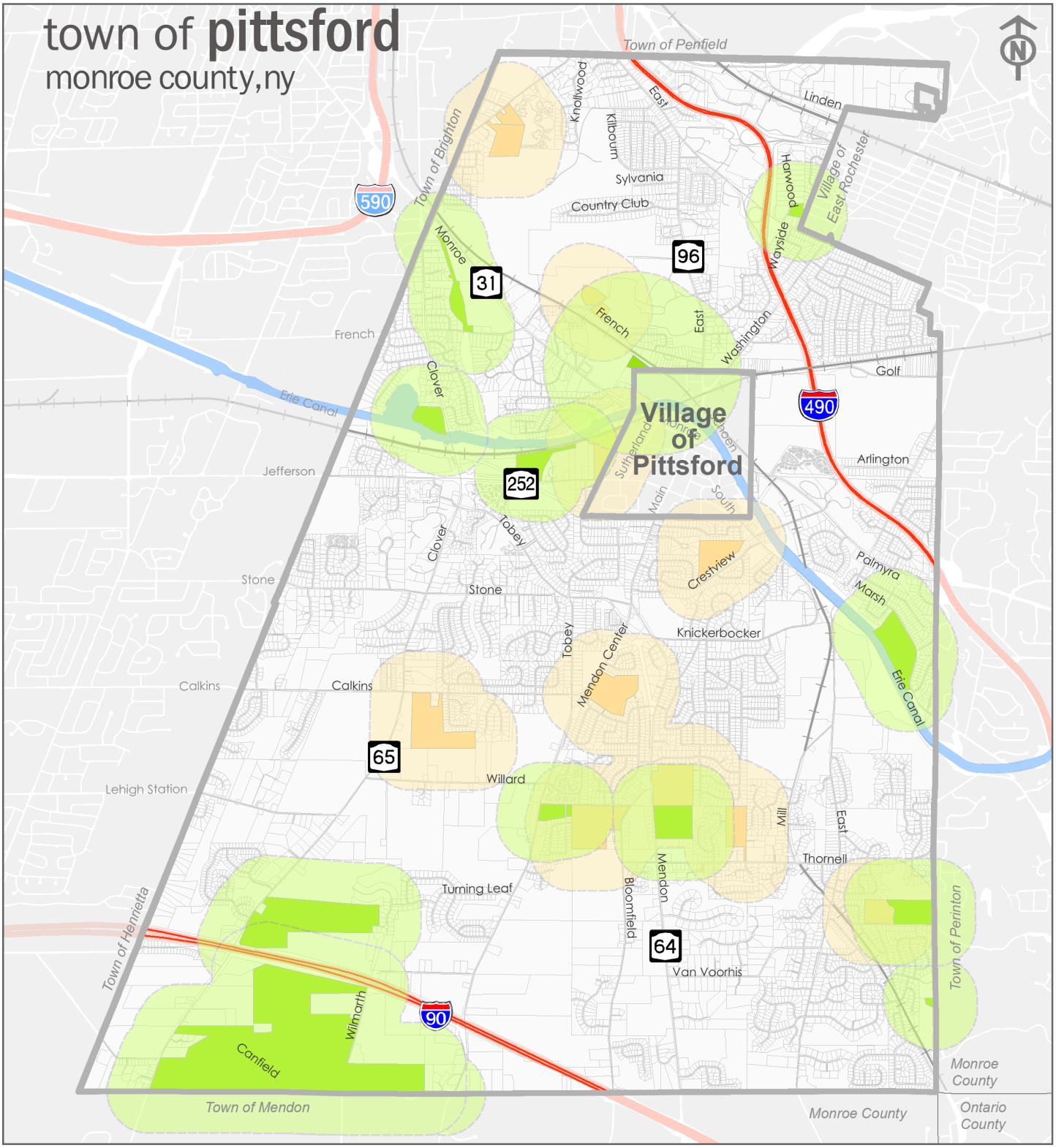
According to a 2006 report published by the Trust for Public Lands (The Health Benefits of Parks – How Parks Help Keep Americans and Their Communities Fit and Healthy), only 25 percent of American adults engage in the amount of physical activity necessary to maintain fitness and health. This lack of physical activity is tied to increasing levels of obesity and obesity-related diseases, including high blood pressure, diabetes, heart failure and stroke. Studies have found that people who live close to parks tend to engage in higher levels of physical activity than those who do not. In a study published by the CDC, creation of or enhanced access to places for physical activity led to a 25.6% increase in the percentage of people exercising on three or more days per week.

Map 6 illustrates a half-mile radius from parks and schools in the Town. A half-mile threshold was used to determine "close proximity," as this is generally accepted as the longest distance most people will walk to use a park facility. While a significant proportion of Town residents live within a half-mile of a park, there are significant gaps located in the north, west, and southern portions of the Town, where neighborhoods are located further than a half-mile from a park or playground.

Historic Resources

The Town of Pittsford (including the Village of Pittsford) contains several properties listed on the National Register of Historic Places, plus a Historic District in the Village (Map 7). In addition, the Town of Pittsford established a Design Review and Historic Preservation Board in 2012. It is a legally constituted board responsible for review and approval of architectural plans for all new structures, as well as renovations or additions to existing structures; review and approval of applications for Certificates of Appropriateness involving changes to designated landmarks; and review and approval of applications involving lot configuration, building orientation and location issues of

MAP 6



Note: the half-mile radius is measured from the corner of each parcel, map includes new park: the Erie Canal Park & Preserve

Parks

Schools

Half-Mile Radius to Parks

Half-Mile Radius to Schools

healthy living

0 0.5 1 Miles

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residential structures in the RN Zoning District. This board is also responsible for the inventory and landmark designation of historically significant structures as well as the promotion of Historic Preservation through educational programs.

Hopkins Farm (3151 Clover Street)

Hopkins Farm is a national historic district and farm complex with 15 contributing buildings, eight contributing structures, and one contributing site on a 370-acre farm. The largest group of structures is clustered around the farmhouse, built about 1815 in a vernacular Federal style, and includes two barns, several outbuildings, and two tenant houses. It was listed on the National Register of Historic Places in 2000.

Photo Credit: Jerry and Roy Klotz

Spring House (3001 Monroe Avenue)

The Spring House is a historic inn located on Monroe Avenue. It is a 2.5/3 story brick building constructed into a hillside that originally overlooked the Erie Canal. (The canal has long since been rerouted to the south.) The structure dates to 1832 and was built as a health spa located at Monroe Springs, a set of sulfur springs. It was listed on the National Register of Historic Places in 1975.

Photo Credit: Matthew Wilson

Thomas Youngs House (50 Mitchell Road)

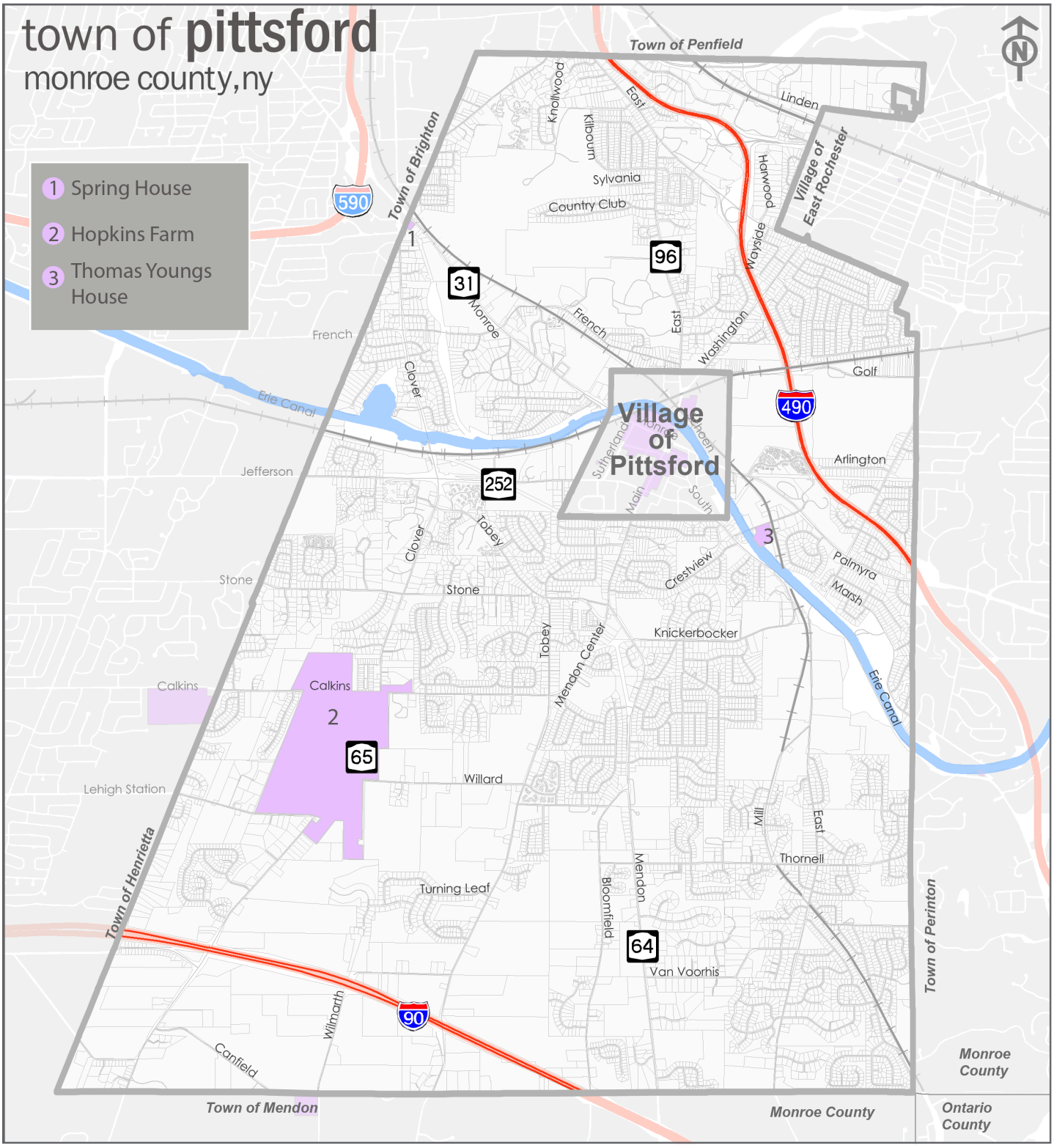
Thomas Youngs House is a historic home located at Pittsford in Monroe County, New York. It was originally built in 1818 as a 1.5-story frame dwelling. It was substantially enlarged in 1830. The structure was moved to its present location in 1982. It was originally located 22 miles east on New York State Route 21 in the town of Marion, in Wayne County. It was listed on the National Register of Historic Places in 1993.

Photo Credit: Time Pierce

The Town of Pittsford is updating its inventory of historic resources to include additional sites and potential new historic districts in the following locations:

- San Rafael Drive
- Long Meadow
- Clover Downs (Shoreham Drive)
- East Avenue Tract (Alpine Drive neighborhood)

MAP 7



National Register of Historic Places

historic resources

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- French Road Tract (Winding Road and adjacent portion of French Road, first new post-WWII subdivision in Pittsford)
- Marigold Gardens
- Stoney Clover Lane (tentative)

Transportation Network

This section describes the transportation system within the Town of Pittsford, including the street network, public transportation system, and sidewalks.

Street Network

Map 8 shows the street and sidewalk network within the Town. There are 190 miles of roadway in the Town, made up primarily of local roads. There are 339 local roads, 20 County roads and 11 State roads within Pittsford are Calkins Road, Clover St, Jefferson Road, East Ave, Route 441, Fairport Road, Lehigh Station Road, Pittsford Mendon Road, Monroe Ave, South Washington Street, and W. Commercial Street.

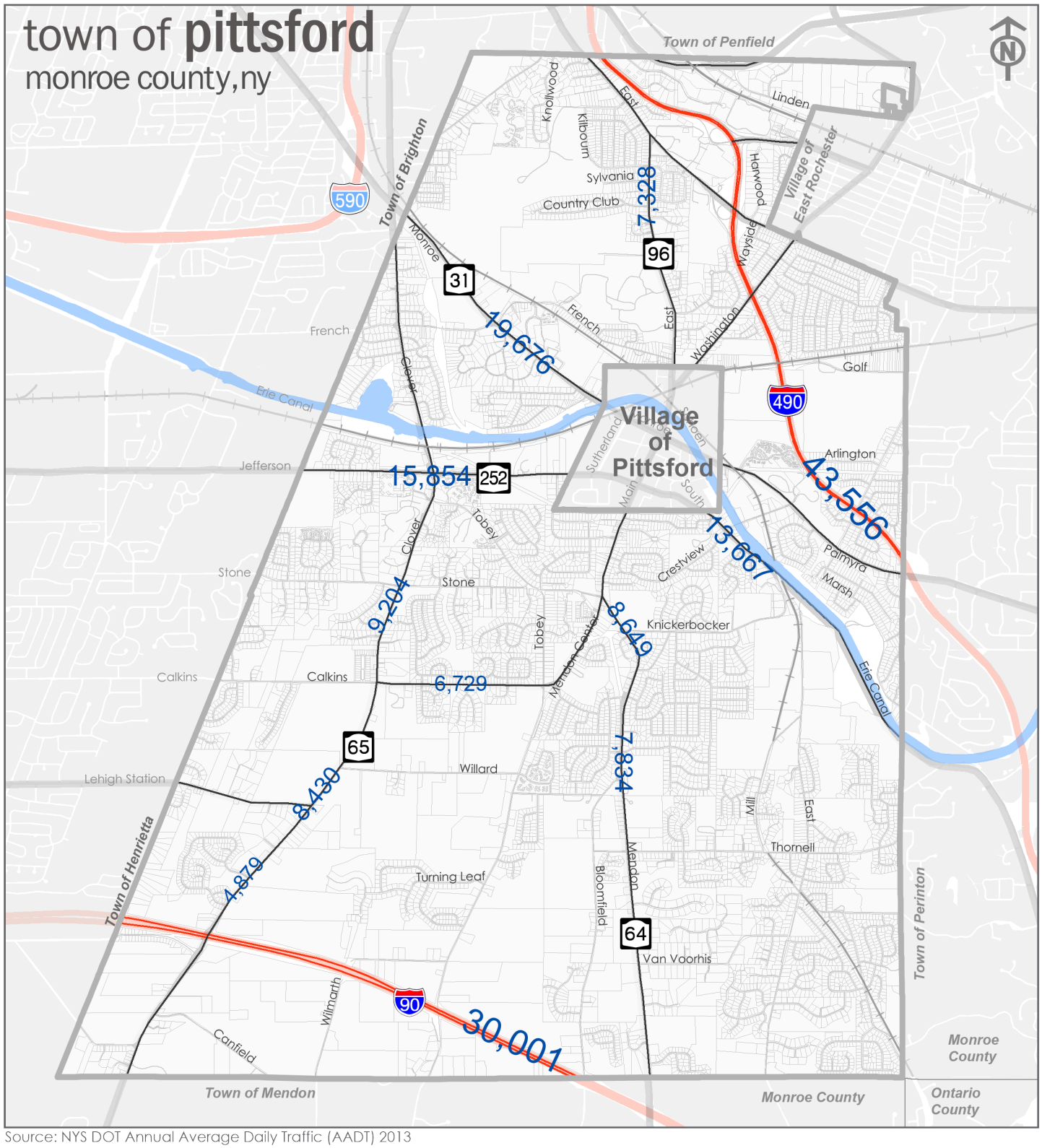
Public Transportation

The primary public transportation option available in the Town of Pittsford is bus service operated by Regional Transit Service (RTS), a subsidiary of the Rochester-Genesee Regional Transportation Authority. There are four bus routes that pass through the Town of Pittsford: Routes 47, 51, 81, and 102.

- Route 47 provides the most direct access to Pittsford. The route originates at the Rochester Transit Center, located between Saint Paul and Clinton Street on Mortimer Street. On weekends, the bus route stops at Pittsford Plaza on Monroe Avenue. The last stop along Route 47 is on Route 96, slightly south of Monroe Avenue, called the Pittsford Loop.
- Route 57 also provides direct access to the Town of Pittsford. The route originates at the Transit Center, then heads southeast on East Avenue to Saint John Fisher College, and Nazareth College. The route terminates at the Pittsford Loop.
- Route 81 mainly provides access to the Town of Fairport, but stops within Pittsford's boundaries. The route begins at the Transit Center and travels to the Route 31F Park and Ride. The route then continues through Fairport, and terminates at the Target in the Town of Penfield.
- Route 102 provides access to Eastview Mall in Victor, but also stops at the 31F Park and Ride parking lot, which provides access to Pittsford. The route then continues through Perinton, Victor, and periodically travels past Eastview Mall to the towns of Egpyt, Macedon, Palmyra, Newark, and then terminates in Lyons, NY.
- In addition, the colleges of Nazareth and St. John Fisher operate shuttles to Pittsford Plaza and the Village of Pittsford.

While all routes are currently in use, RTS has proposed the elimination of Route 57, as well as several modifications to Route 47. The proposed changes to Route 47 include rerouting buses to run through the Village and ultimately terminate at the Park and Ride on Route 31F.

MAP 8



Source: NYS DOT Annual Average Daily Traffic (AADT) 2013

Local Road
State Road
Interstate
Railroad

transportation

0 0.5 1 Miles

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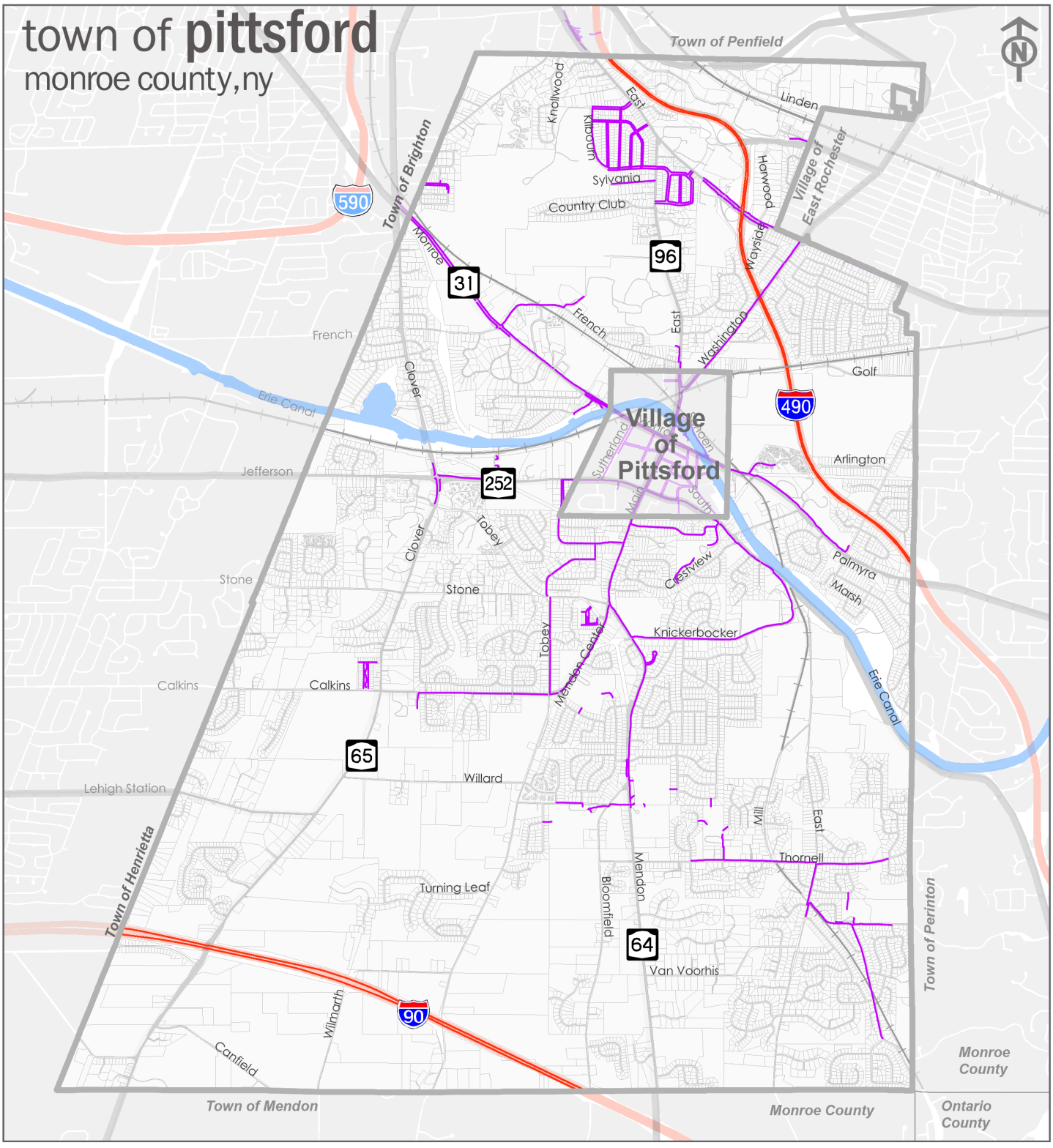
MAP 9



Exisiting Sidewalks

Railroad

Interstate

sidewalks

0 0.5 1 Miles

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Sidewalks and Bicycle Facilities

There are 27 miles of sidewalks in the Town of Pittsford. There are sidewalk facilities on some major arterial roads, such as East and West Jefferson Road, East Ave, Fairport Road, Mendon Road, Monroe Avenue, Palmyra Road, and Washington Road. Some older residential neighborhoods in the Town also have sidewalks along the streets.

The Town in 2015 identified certain immediate sidewalk project priorities:

- Calkins-Tobey-Mendon Center Road: This project has been completed.
- East Avenue: Phase I from French Road to Kilbourn Road was completed in 2018. Phase II, from Kilbourn Road to the Brighton Townline, is under construction and will be completed in 2019.

The Genesee Transportation Council developed a Greater Rochester area bicycling map in 2014, rating major roadways as good, fair, or poor based on recommendations from members of the Rochester Bicycling Club. The ratings were based on factors such as pavement width and quality, traffic volume, presence and type of shoulders, and speed limits. Twenty-three of the roads within the Town of Pittsford were identified on this map. Out of these 23 roads, 8 were rated good, 10 were rated fair, and one was rated poor. Several of the roads were given mixed ratings.

Public Infrastructure

Stormwater Management

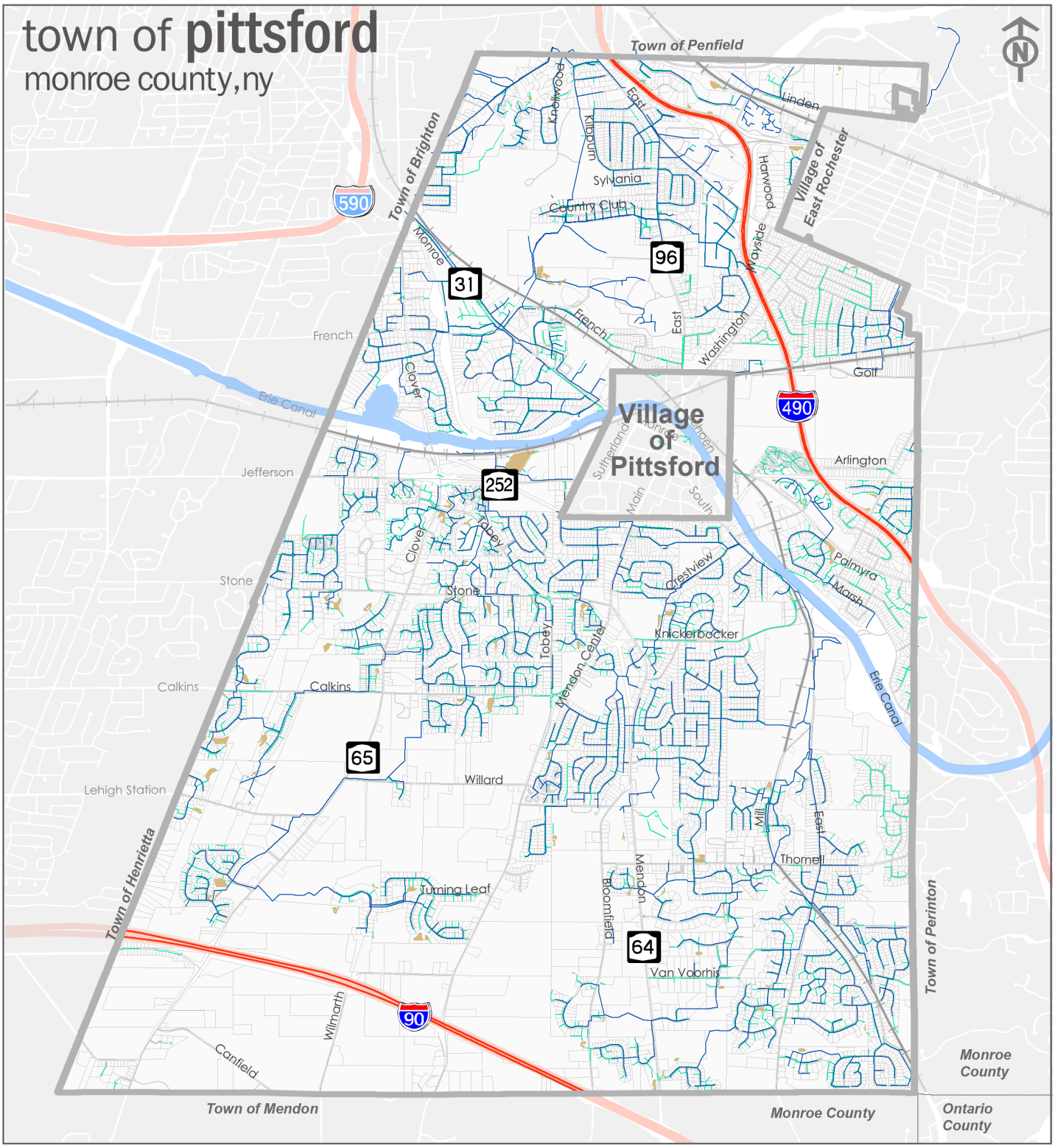
Stormwater is ground water that originates from rainfall or other precipitation. Stormwater naturally sinks into the groundcover, runs into local streams or other bodies of water, or evaporates after standing on the ground. Impervious surfaces, such as concrete, can impact stormwater's natural filtration process, leading to increased stream channel erosion, pollution, and flooding.

In order to mitigate this disturbance in natural stormwater filtration, the Town of Pittsford uses stormwater management ponds, or man-made ponds where stormwater collects. The Town of Pittsford has 116 stormwater ponds. These ponds account for 62 acres of lands within the Town. In order to direct stormwater from pavement and other impervious groundcover, stormwater is collected in drains and piped to the ponds. The Town of Pittsford has 139 miles of stormwater pipes. In addition, the Town has installed culverts to help direct stormwater. Culverts are drainage pipes that convey streams through roads or other infrastructure to direct it to a stormwater pond or other body of water. The Town of Pittsford has 390 culverts.

Sanitary Sewer

Sewage treatment is generally provided through either municipal sewer systems or localized septic tanks. Sewage systems carry wastewater from residences and other properties to a centralized treatment plant. From there, the wastewater is treated to remove contaminants, then discharged into local water bodies. The use of on-site septic tanks is most prevalent in low-density and rural areas. This process involves wastewater collecting in a tank, which is treated through the presence of bacteria in the tank, then slowly dispersed into a drain field, which also purifies the water collected in the tank before it percolates into the ground. The majority of the Town of Pittsford has access to

MAP 10



Stormwater Management Pond

Sanitary Mains

Stormwater Mains

public infrastructure

0 0.5 1 Miles

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the municipal sewer system through 140 miles of sewage pipes. These pipes flow through 12 pump stations, and eventually arrive at the Frank E. VanLare Wastewater Treatment Plant in Irondequoit, where it is treated and released into Lake Ontario. Eighty percent of the parcels within the Town of Pittsford utilize the public sewer system, while 19 percent of the parcels have septic systems, and one percent of the parcels within the town have no sewage treatment system or their system is unknown. The parcels with localized septic systems are generally within the southwest region of town, as well as several parcels clustered within the northeast corner of the town.

Under the direction of the elected Town Board, the Pittsford Sewer District operates and maintains about 250 miles of sanitary and storm transmission main and over a dozen pump stations. In addition, the staff is actively engaged in reviewing and monitoring the design of new utilities, inspection of their construction, and planning for the Town's future needs. Sanitary sewage is eventually conveyed to a series of interceptors maintained by Monroe County Pure Waters where is then treated at the Frank E. VanLare Wastewater Treatment plant on the shore of Lake Ontario.

Natural Resources

The natural characteristics of the community have an impact on overall development patterns. In some cases, natural resources are considered limitations that can increase the cost of development. In other cases, natural resources are considered a valuable resource for other economic and social benefits they provide

Wetlands

Wetlands are essential components of the natural landscape. They hold a significant amount of water, which regulates river water levels and therefore prevents flooding. They also help purify surface water and release important nutrients into the water system, which feeds fish and other water-dwelling organisms. They also provide homes for many of the local animal species.

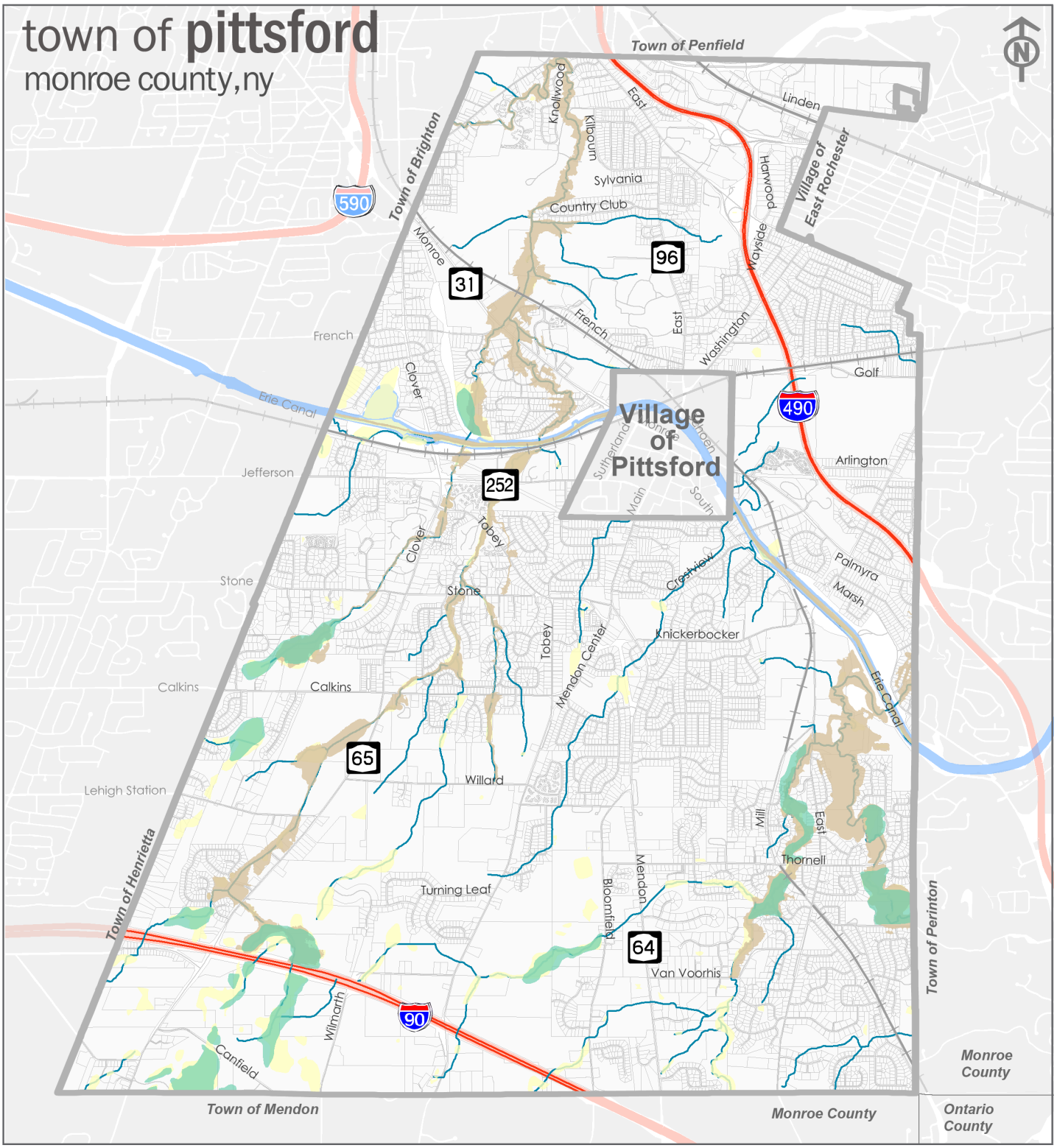
The New York State Department of Environmental Conservation (NYSDEC) controls all wetlands greater than 12.4 acres in size. There are 20 distinct NYSDEC Wetlands in the Town of Pittsford which account for 366 acres (3%) of total lands in the Town. Of the 20 NYSDEC wetlands, two are classified as Class I, 16 of the wetlands are classified as Class II, and 2 are classified as Class III. Class I wetlands are protected from being disturbed under any circumstances, and Class II wetlands may only be disturbed with a permit that signifies that the proposed activity has a larger social or economic benefit than the Class II wetland. The largest NYSDEC wetland within the town is 43 acres, and is located in Powder Mills Park.

The federal government also regulates wetlands under the Clean Water Act. The United States Environmental Protection Agency (EPA) oversees the use of 168 wetlands within the Town of Pittsford. These wetlands include 27 emergent wetlands, 72 forested or shrub wetlands, 66 ponds, the Erie Canal, and the basin near Lock 32 on the canal. Many of the federal designations of wetlands overlap the NYSDEC wetland areas.

Streams

There are two main creeks that pass through the Town of Pittsford: (1) Allen Creek and (2) Irondequoit Creek. Allen Creek splits into two branches at the northern boundary of the town, and its east branch flows from north to south, then terminates near the southwest corner of the town. The Irondequoit creek crosses the eastern town border near Jefferson Road, flows southward, and then flows past the

MAP 11



NYS Federal Wetlands

Flood Zone AE (1% Change of Event)

Federal Wetlands

Streams

natural resources

0 0.5 1 Miles

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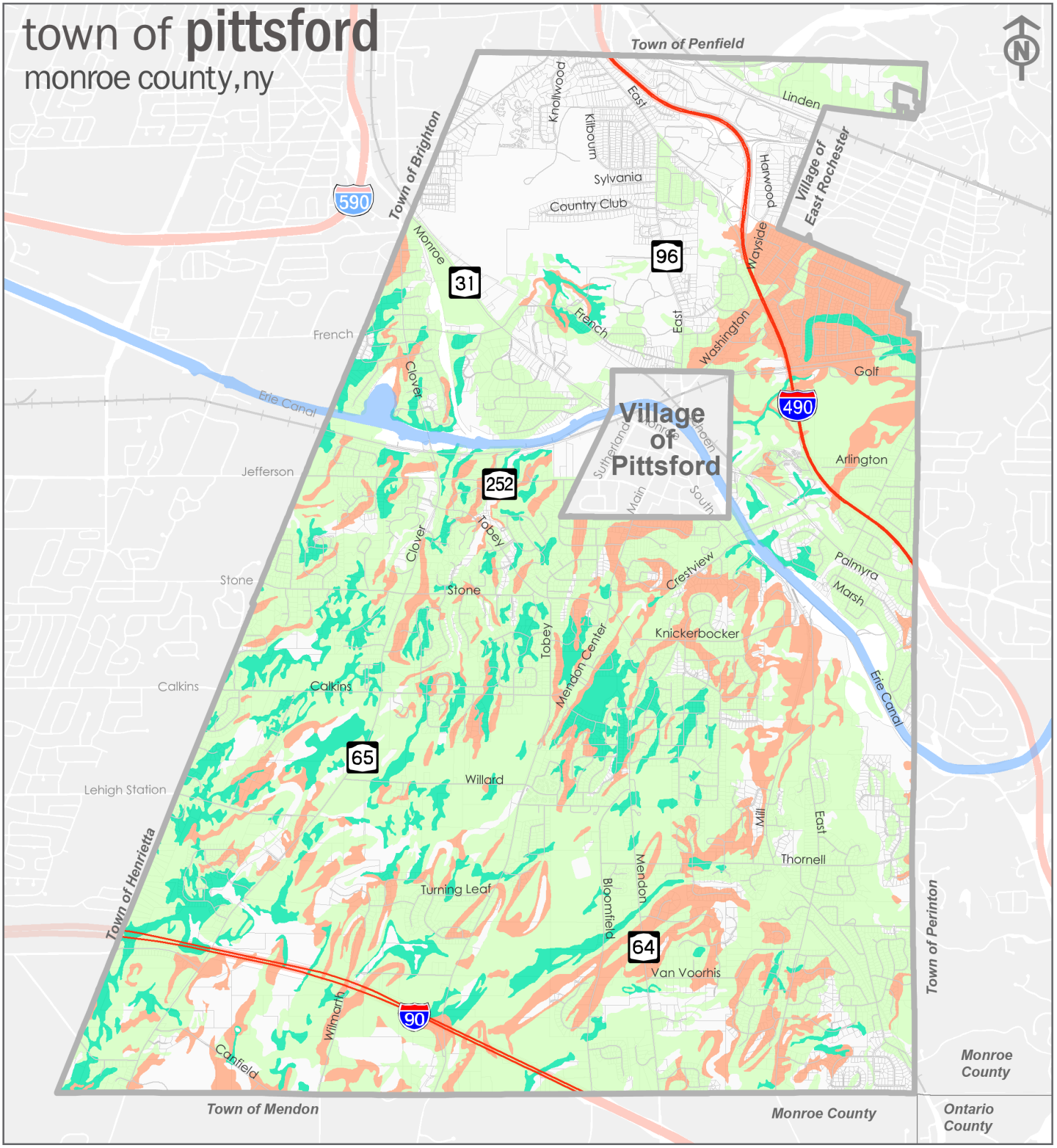
eastern town boundary again in Power Mills Park. Mill Creek, one of Irondequoit Creek's tributaries, continues to move through the south eastern part of the town, and terminates shortly past the southern town boundary near the I-90. Both creeks have multiple tributary streams that extend off the main creeks, and meander throughout the town. The Erie Canal also passes from east to west across the town, mainly following East and West Jefferson Road.

Floodplains

Floodplains are defined as areas near water features that are subject to flooding periodically. There are several floodplains classified as Special Flood Hazard Areas (SFHA) by the Federal Emergency Management Agency (FEMA). SFHAs are defined as an area that has 1 percent or higher chance of being flooded within a year; also known as a 100-year flood area. These SFHAs follow portions of Allen Creek, Irondequoit Creek, and some of both creeks' tributaries.

MAP 12



Prime Farmland

Farmland of Statewide Importance

Prime Farmland if Drained

soils & farmland

0 0.5 1 Miles

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Appendix B: Build-out Analysis

Introduction

The potential development capacity of lands is an important factor to consider when developing policies about how the Town will grow in the future. This Appendix includes the results of a residential build-out analysis. It is not intended to be a site-by-site analysis of development capacity on specific properties. Rather it is intended to be a long-range analysis of overall future development capacity to help inform discussion about the desired timing, scale, intensity, and character of future growth.

Methods & Results

The analysis was completed in the following steps:

STEP #1: Initial Screen of Potentially Developable Parcels

The Town of Pittsford prepared an initial screen of potentially developable parcels in the Town by excluding lands designated as Parks, Open space, Town-owned, and Purchase of Development Rights (PDR) lands. What remained were lands that are vacant and/or that can be potentially subdivided further under current zoning designations. There were approximately 110 parcels, consisting of 1,530 acres identified in the initial screen.

STEP #2: Account for Development Limitations on Specific Parcels

During previous planning efforts, the Town of Pittsford completed detailed analyses of some of the Town's largest undeveloped properties, identifying locations where wetlands, floodplains, and powerline corridors could reduce the total amount of buildable land and thus affect overall allowed densities. These constraints were included in this analysis, accounting for an overall reduction in potentially developable lands (equivalent to about 200 residential units).

STEP #3: Review Zoning Distribution of Identified Parcels

This step in the analysis included identifying the zoning designation of all parcels included in the initial screen, summarized by zone as illustrated below.

Zone	Name	Acres
SRAA	Suburban Residential	34
AG	Agricultural	49
RN	Residential Neighborhood	333
RRSP	Rural Residential S. Pittsford	421
RRAA	Rural Residential	694
Grand Total		**1,530**

STEP #4: Review Maximum Densities of Each Zoning Designation

This step in the analysis included reviewing the Town of Pittsford's current zoning designations and allowed densities. This is summarized below:

Zone Label	Zone Name	How density is determined	Specific Requirements	Resulting Density
AG	Agricultural Zone	Based on size of parent parcel	Parcel less than 2 acres	1 unit total
			Parcel greater than 2 acres	1 unit per acre
PUD	Planned Unit Development	Discretionary	n/a	n/a
RN	Residential Neighborhood	Based on surrounding lots	Average size of 4 adjacent lots	Variable
			If average is over 2 acres, minimum lot size defaults to 2 acres	
RRAA	Rural Residential	Based on size of parent parcel	Parcel less than 10 acres	1.3 units per acre
			Parcels over 10 acres	1.3 units per acre subject to performance standards
RRSP	Rural Residential South Pittsford	Based on size of parent parcel	Parcel less than 20 acres	1 unit per 5 acres
			Parcels over 20 acres	1 unit per acre subject to performance standards
SRAA	Suburban Residential District	Standards apply to all parcels in this zone	n/a	1.7 units per acre subject to performance standards

STEP #5: Calculate Number of Potential New Units Based on Zoning

The fifth step of the analysis included multiplying the total buildable acres within each zoning designation by the allowed number of units per acre allowed by each zone, as summarized below. According to this calculation, the potential capacity of existing developable lands under current zoning regulations is a little over 1,200 housing units. If all 1,200 units were built, this would represent a 12% increase in the number of housing units within the Town. (The Town currently contains 10,813 housing units).

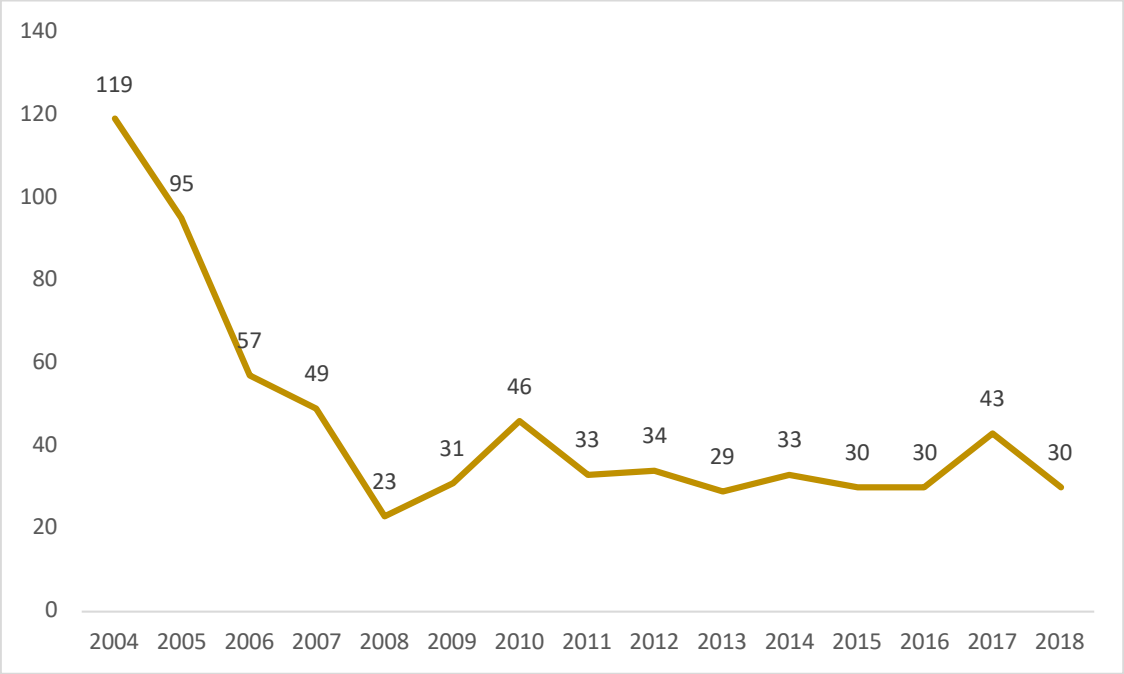
Zone	Name	Acres	Units
SRAA	Suburban Residential	34	39
AG	Agricultural	49	38
RN	Residential Neighborhood	333	183
RRSP	Rural Residential S. Pittsford	421	300
RRAA	Rural Residential	694	702
Grand Total		**1,530**	**1,263**

STEP #6: Review Historical Growth & Calculate Development Capacity

The number of residential permits issued by the Town of Pittsford per year declined 2007-2008 and has remained relatively steady in the years since. The average number of permits issues per year for the last ten years is 50, while the highest was 119 and the lowest was 23.

Reviewing past building trends can help contextualize the capacity of the Town's potentially developable lands. For example, if the Town were to develop at a rate of 50 units per year (the average over the last 10 years), the Town would have 25 years of capacity remaining. If the Town were to develop at a rate of 23 units per year (the lowest number of permits issued over the last 10 years), it would have about 55 years of capacity remaining.

Building Permits Issued Per Year, 2004 - 2018



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Appendix C: Traffic Analysis

Introduction

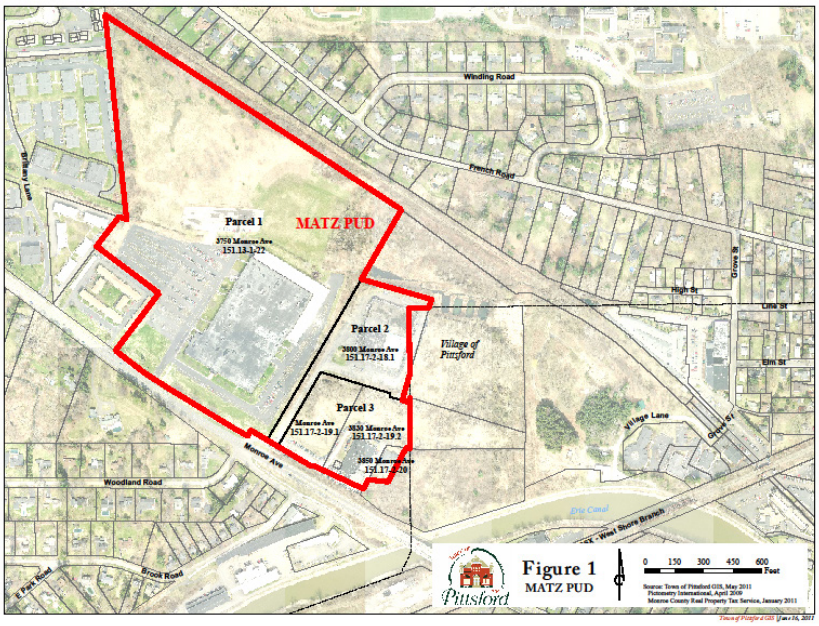
The purpose of the traffic analysis is threefold:

- Evaluate development potential within existing regulations
- Identify traffic impacts of build-out
- Identify potential mitigation

The analysis explores the impacts to Monroe Avenue resulting from potential development within the "MATZ Planned Unit Development" (MATZ PUD), including the impacts of full build out at maximum allowed development intensities, as prescribed within the MATZ PUD District.

MATZ PUD

The potential build out of the MATZ PUD was estimated based on the maximum building square footage and uses allowed by zoning. The MATZ Planned Unit Development District established development thresholds and design requirements for an area located within the Monroe Avenue Corridor. The MATZ PUD consists of three "parcels" containing five tax parcels, as illustrated in the figure below.



The MATZ PUD regulations establish maximum development densities for each parcel, as noted below:

- Parcel 1: This parcel has currently been developed to the extent of an approximately 269,500 square foot building footprint. Additional development on this parcel shall not exceed additional building footprint of 120,000 square feet. (Maximum total building footprint of 389,500 square feet).

- Parcel 2: This parcel has currently been developed to the extent of an approximately 72,500 square foot building footprint. Additional development or redevelopment of this parcel shall not increase such building footprint. (Maximum total building footprint of 72,000 square feet).

- Parcel 3: There is no maximum building footprint specified. This analysis assumed 70,000, which is similar to the existing footprint.

The full MATZ PUD language can be found in Attachment A.

This analysis does not analyze the impacts of a specific development proposal, but rather it the analyzes the potential impacts generated by two potential scenarios: (1) full build out at maximum allowed intensities (i.e. the "worst-case" scenario) and (2) build out that maintains the site's existing building footprint.

The intensities established for the full build out scenario were determined based on the maximum building footprint square footage allowed within each parcel and the highest intensity land uses allowed per the MATZ PUD regulations. In this case, the highest traffic-generating land use allowed within the MATZ PUD is "general office." The full build analysis also takes into account potential development along the corridor that is not within the MATZ PUD. These include the potential 75 Monroe Avenue development and Whole Foods (in Brighton). The analysis assumes the area between French Road and the MATZ PUD will remain residential.

Methods

The following systematic procedure was used:

1. Obtain roadway geometrics, observe traffic operations and obtain Synchro models from previous corridor studies.

2. Obtain turning movement counts. The counts were conducted on Tuesday, October 27th, 2015. Determine the existing weekday AM and PM peak hour turning movements at the intersections.

3. Define the trips generated by potential developments.

4. Distribute the new trips through the study area.

5. Estimate projected future traffic at the intersections.

6. Evaluate traffic operations at the subject intersections under:

    - 2015 conditions
    - No Build (2025) conditions
    - Full Build (2025) conditions (with development traffic)
    - Build conditions with mitigation, if needed.

The traffic analyses and evaluations have been performed using standard traffic engineering methodologies in accordance with the 9th edition Institute of Transportation Engineers (ITE) Trip Generation Manual. Data used in the traffic analysis has been collected from field investigations, field visits, intersection traffic counts, potential development intensities and uses, and the New York State Department of Transportation (NYSDOT).

Level of Service (LOS) analysis is a means of determining the ability of an intersection to accommodate traffic volumes. The analysis is based on intersection street geometry, traffic controls and traffic maneuvers. Geometry of an intersection includes the width of each lane, the number of lanes for each movement (generally for left, through and right movements), and if the lane is exclusive to one movement or shared by two or more movements. The analysis produces an indication of the Level of Service at which an intersection is functioning or is expected to function for future conditions.

The Level of Service procedures are provided in the Highway Capacity Manual (HCM) published by the Transportation Research Board, 2010. Version 8 of Synchro was utilized to determine the LOS for the subject intersections using the HCM 2010 methodology. Synchro (explained in greater detail below) implements the methods of the HCM for signalized and unsignalized intersection analyses.

Level of Service is defined by letter characters that range from A to F, with A representing the best traffic operating conditions that have little or no delay and F characterizing the worst conditions that have significant delay. For signalized intersections LOS A through D are usually considered acceptable and LOS E is usually considered representative of conditions where improvements are needed, unless only one lane of an approach is LOS E and the approach is LOS D or better overall. LOS F operating conditions are typically unacceptable, and improvements are needed in the form of traffic control, geometric changes or a combination of both. For unsignalized intersections LOS A through LOS E are usually considered acceptable.

Levels of service for intersections are identified by the average control delay experienced by vehicles in seconds/vehicle. LOS for signalized intersections is determined for each traffic movement and the total intersection. Table 1 shows the range of delay defining LOS for signalized intersections.

Table 1. Level of Service Ranges for Signalized Intersections

LOS	CONTROL DELAY PER VEHICLE (sec)
A	Less than or equal to 10.0
B	Greater than 10.0 to no more than 20.0
C	Greater than 20.0 to no more than 35.0
D	Greater than 35.0 to no more than 55.0
E	Greater than 55.0 to no more than 80.0
F	Greater than 80.0

The software program Synchro, developed by Trafficware, was used to analyze traffic under existing traffic signal operating conditions and to evaluate future mitigation measures required to mitigate traffic congestion under the full build-out condition.

Synchro is a software program utilized in the traffic engineering discipline. It is recommended by the Monroe County Department of Transportation (MCDOT) and the NYSDOT, and considered an industry-approved method to assess existing traffic signal operations, determine the optimum signal operations for individual intersections and determine the optimum coordination system for a series of signals along a corridor.

The program utilizes the existing geometrics, hourly volumes by vehicle type (auto, pedestrians, buses, and heavy trucks), signal phasing, timings and offsets between intersections to establish the best scenario of coordination to minimize vehicle stops and delays and therefore, vehicle fuel consumption. The process of optimizing signal operations utilizes a vehicle simulation technique whereby each vehicle is accounted for as it progresses along the street corridor. Vehicle travel time and stops are recorded and summarized to determine the overall number of stops and delay. Various scenarios of signal phasing and timing at each signalized intersection is evaluated. Through the series of options of phasing and timing in concert with the offset of signal timing between each signal, the optimum signal operation is determined to best serve the road users as they progress along the corridor. Information on the existing traffic signal timing, phasing, and coordination was obtained from the NYSDOT and from field observations.

The software program Synchro, developed by Trafficware, was used to analyze traffic under existing traffic signal operating conditions and to evaluate future mitigation measures required to mitigate traffic congestion under the full build-out condition.

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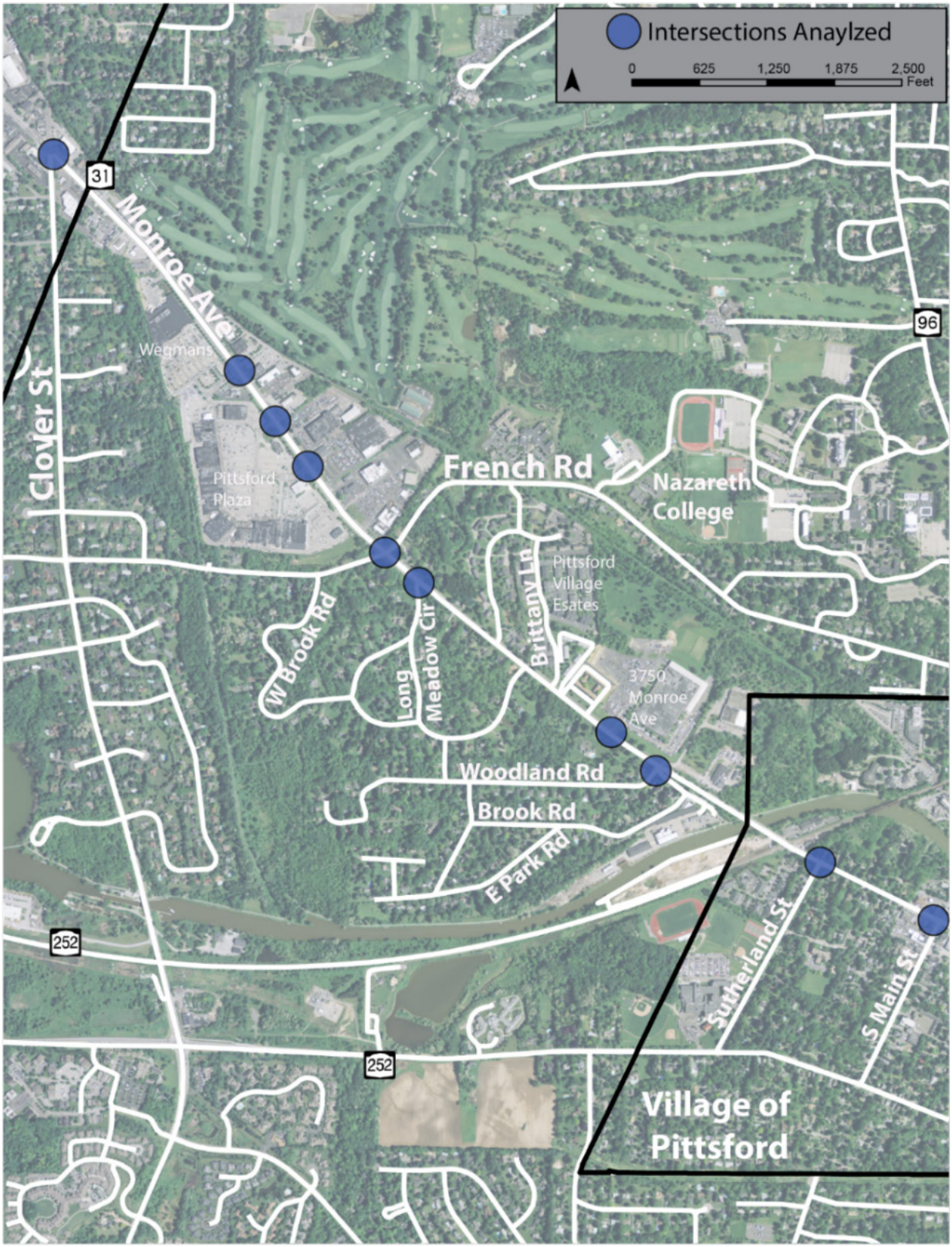
Traffic Conditions

Intersection turn counts were collected on Monroe Avenue on Tuesday October 27th, 2015. Recorded was the number of vehicles making turning maneuvers from each intersection approach during peak weekday time periods. The turning movement counts were collected in 15-minute increments to determine peaking characteristics within the peak hours to be included in the analysis. The counts were comprehensive, including pedestrians, bikes, and classifying vehicles into passenger cars and heavy trucks and were used to update traffic volumes at the 10 intersections shown in Figure 1. Attachment B contains the Peak Hour Intersection Turning Movements for the AM and PM peaks for existing and future build conditions.

Figure 1. Location Map of Study Intersections



Detail intersection level of service results are provided in Attachment C. The existing conditions results are summarized below:

- Monroe Avenue intersections operate at acceptable levels (excluding impact of rail crossing, which is significant during peak hours).
- High volume lanes operate at LOS D or better.
- Traffic flow is moderate to poor with some periods of delay.
- Signal timing improvements could offer some relief for minor movements, yet this would take capacity away from high volume movements, such as Monroe Avenue through traffic.
- 2025 No Build (Background) Conditions are very similar to existing because little growth is expected, save the Palazzo Plaza / Whole Foods development in Brighton and 75 Monroe Avenue.

Future Traffic Operations

The future traffic analysis includes the 2025 full build-out scenario referred to as "Full Build" and the baseline scenario of "No Build" which includes no change on the MATZ PUD parcels. To project the 2025 No Build peak hour traffic volumes (background traffic), the existing peak hour volumes were increased by 0.25% per year to account for normal traffic growth and any development outside the area of study. Also included in the background traffic were the following background developments: Palazzo Plaza / Whole Foods development in Brighton and 75 Monroe Avenue.

The vehicle traffic volumes for the Full Build condition were determined by adding the No Build traffic to the traffic expected from full build-out. This was accomplished by analyzing the full build-out plan to estimate the trip generation for each parcel in the MATZ PUD and assigning the trips to the roadway system based on existing and expected travel patterns along the Monroe Avenue Corridor. Then the trips for the MATZ PUD were superimposed on top of the background traffic.

The 9th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition - 2012) was used to determine the trip estimate. Calculations for the trip generation can be found in Attachment D.

Scenario 1: Full Build

The "full build" scenario includes development at the MATZ PUD at maximum allowed intensities, in addition to other potential development along the Monroe Avenue Corridor in Pittsford and Brighton, including 75 Monroe in Pittsford Village.

Parcel 1: 389,000 square feet (office uses)

Parcel 2: 72,000 square feet (office uses)

Parcel 3: 70,000 square feet (office uses)

The projected full build traffic operations during peak hours are expected to range from LOS A to F as shown in Attachment C. The Monroe Avenue corridor, with no mitigating measures implemented, is expected to exhibit overall service levels of E or F at 3 intersections.

Impacts & Mitigation

This scenario would have the following impacts on trip generation and level of service along the Monroe Avenue Corridor:

- Total number of site trips would almost double, representing an increase by 594 in the AM and 530 in the PM, for a total of 953 AM trips and 911 PM trips
- Significant impacts to Monroe Avenue
- Long delays and congestion expected especially at critical intersections (Clover Street, French Road and Main Street)

The impacts resulting from traffic generated by the Full Build scenario would require mitigation improvements in order to ensure ongoing function of the roadway.

Scenario #2: Reduced development intensity

The "reduced development intensity" scenario includes development of the MATZ PUD at lower intensities than are currently allowed. This scenario assumes future development at the site will be limited to the existing building square footage. However, it is noted that this scenario accounts for potential office uses, which are higher traffic generators than the uses that exist within the PUD today.

Parcel 1: 269,000 square feet (office uses)

Parcel 2: 72,000 square feet (office uses)

Parcel 3: 70,000 square feet (office uses)

Impacts & Mitigation

Impacts resulting from this scenario on the Monroe Avenue corridor could be accommodated with mitigation improvements that could include:

- Internal cross-access between Parcels 1, 2 and 3, and widening the driveway entrance to the PUD to allow two entering lanes, among others.

Conclusion

Impacts of full build out at maximum allowed intensities (per MATZ PUD regulations) in the vicinity of the PUD site will require widening Monroe Avenue and either installation of a signal at Woodland Road or extensive modifications to the existing signalized PUD intersection. Development of less overall square footage under Scenario 2 would require reconfiguration of two intersections, but would not trigger the need to widen Monroe Avenue in the vicinity of the PUD.

Attachments:

Attachment A: MATZ PUD District

Attachment B: Turning Movements

Attachment C: LOS Tables

Attachment D: Trip Generation Tables

Attachment D: Trip Generation Tables

Attachment A: MATZ PUD District

Attachment B: Turning Movements

Weekday AM Peak Hour

7:45-8:45 a.m.

0.25 % growth compounded annually 2015-2025

Monroe Avenue at Clover Street		SRF 2010	Existing Adjusted 2015	No Build Year 2025	Palazzo Plaza Whl Fds	75 Monroe Avenue	2025 No Build with back dev	3750 Monroe Parcel 1	3800 Monroe Prcls 2-3	2025 Full Build
	Left	0	0	0	0	0	0	0	0	0
EB	Thru	856	1008	1033	4	10	1047	162	108	1317
	Right	310	310	318	7	0	325	0	0	325
	Left	17	17	17	0	2	19	1	1	21
WB	Thru	753	668	685	34	40	759	26	15	800
	Right	88	88	90	0	6	96	4	2	102
	Left	707	707	725	32	0	757	0	0	757
NB	Thru	197	197	202	1	0	203	0	0	203
	Right	45	45	46	0	1	47	9	6	62
	Left	104	104	107	7	2	116	25	16	157
SB	Thru	124	124	127	4	0	131	0	0	131
	Right	112	112	115	0	0	115	0	0	115

Monroe Avenue at Wegmans Driveway		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	6	6	6	0	0	6	0	0	6
EB	Thru	824	976	1001	11	13	1025	196	130	1351
	Right	171	171	175	0	0	175	0	0	175
	Left	64	64	66	0	0	66	0	0	66
WB	Thru	755	670	687	34	48	769	31	18	818
	Right	2	2	2	0	0	2	0	0	2
	Left	91	91	93	0	0	93	0	0	93
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	55	55	56	0	0	56	0	0	56
	Left	1	1	1	0	0	1	0	0	1
SB	Thru	1	1	1	0	0	1	0	0	1
	Right	2	2	2	0	0	2	0	0	2

Monroe Avenue at Pittsford Plaza		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	69	69	71	0	0	71	0	0	71
EB	Thru	725	877	899	11	13	923	196	130	1249
	Right	44	44	45	0	0	45	0	0	45
	Left	7	7	7	0	0	7	0	0	7
WB	Thru	767	682	699	34	48	781	31	18	830
	Right	30	30	31	0	0	31	0	0	31
	Left	9	9	9	0	0	9	0	0	9
NB	Thru	1	1	1	0	0	1	0	0	1
	Right	8	8	8	0	0	8	0	0	8
	Left	15	15	15	0	0	15	0	0	15
SB	Thru	1	1	1	0	0	1	0	0	1
	Right	11	11	11	0	0	11	0	0	11

Monroe Avenue at Pittsford Plaza East		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	41	41	42	0	0	42	0	0	42
EB	Thru	651	803	823	11	13	847	196	130	1173
	Right	13	13	13	0	0	13	0	0	13
	Left	13	13	13	0	0	13	0	0	13
WB	Thru	830	745	764	34	48	846	31	18	895
	Right	1	1	1	0	0	1	0	0	1
	Left	8	8	8	0	0	8	0	0	8
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	9	9	9	0	0	9	0	0	9
	Left	3	3	3	0	0	3	0	0	3
SB	Thru	0	0	0	0	0	0	0	0	0
	Right	5	5	5	0	0	5	0	0	5

Monroe Avenue at French Road		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	127	127	130	2	0	132	0	0	132
EB	Thru	457	609	624	9	13	646	196	130	972
	Right	35	35	36	0	0	36	0	0	36
	Left	124	124	127	0	5	132	3	2	137
WB	Thru	724	639	655	27	48	730	31	18	779
	Right	7	7	7	0	1	8	0	0	8
	Left	54	54	55	2	0	57	0	0	57
NB	Thru	91	91	93	0	0	93	0	0	93
	Right	72	72	74	0	1	75	19	12	106
	Left	13	13	13	0	0	13	3	2	18
SB	Thru	124	124	127	0	0	127	0	0	127
	Right	132	132	135	5	0	140	0	0	140

Weekday AM Peak Hour

7:45-8:45 a.m.

0.25 % growth compounded annually 2015-2025

Monroe Avenue at Longmeadow Circle		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	0	0	0	0	0	0	0	0	0
	Thru	533	685	702	9	14	725	218	144	1087
	Right	9	9	9	0	0	9	0	0	9
WB	Left	2	2	2	0	0	2	0	0	2
	Thru	818	733	752	26	54	832	34	20	886
	Right	0	0	0	0	0	0	0	0	0
NB	Left	37	37	38	1	0	39	0	0	39
	Thru	0	0	0	0	0	0	0	0	0
	Right	7	7	7	0	0	7	0	0	7
SB	Left	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0

Monroe Avenue at 3750 Monroe Avenue		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	90	219	225	0	0	225	218	0	443
	Thru	455	478	490	9	14	513	0	144	657
	Right	0	0	0	0	0	0	0	0	0
WB	Left	0	0	0	0	0	0	0	0	0
	Thru	791	700	718	26	54	798	0	20	818
	Right	52	60	62	0	0	62	93	0	155
NB	Left	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
SB	Left	6	4	4	0	0	4	14	0	18
	Thru	0	0	0	0	0	0	0	0	0
	Right	15	21	22	0	0	22	34	0	56

Monroe Avenue at Woodland Road		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	30	30	31	0	0	31	0	144	175
	Thru	418	439	450	9	14	473	14	0	487
	Right	13	13	13	0	0	13	0	0	13
WB	Left	16	16	16	0	0	16	0	0	16
	Thru	817	734	753	25	54	832	93	0	925
	Right	14	14	14	0	0	14	0	61	75
NB	Left	25	25	26	1	0	27	0	0	27
	Thru	0	0	0	0	0	0	0	0	0
	Right	27	27	28	0	0	28	0	0	28
SB	Left	0	0	0	0	0	0	0	10	10
	Thru	0	0	0	0	0	0	0	0	0
	Right	1	1	1	0	0	1	0	20	21

Monroe Avenue at Sutherland Street		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	0	0	0	0	0	0	0	0	0
	Thru	372	393	403	8	21	432	13	9	454
	Right	43	43	44	1	2	47	1	1	49
WB	Left	81	81	83	0	0	83	0	0	83
	Thru	869	786	806	24	5	835	87	57	979
	Right	0	0	0	0	0	0	0	0	0
NB	Left	36	36	37	1	0	38	6	4	48
	Thru	0	0	0	0	0	0	0	0	0
	Right	37	37	38	0	0	38	0	0	38
SB	Left	0	0	0	0	0	0	0	0	0
	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0

Monroe Avenue at Main Street (Rte 96)		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	102	102	105	2	3	110	2	1	113
	Thru	263	284	291	5	14	310	9	6	325
	Right	50	50	51	1	4	56	2	2	60
WB	Left	136	136	139	0	0	139	0	0	139
	Thru	648	565	579	16	3	598	59	39	696
	Right	73	73	75	0	0	75	0	0	75
NB	Left	163	163	167	5	1	173	16	10	199
	Thru	266	266	273	0	0	273	0	0	273
	Right	53	53	54	0	0	54	0	0	54
SB	Left	83	83	85	0	0	85	0	0	85
	Thru	259	259	266	0	0	266	0	0	266
	Right	110	110	113	3	1	117	12	8	137

Weekday PM Peak Hour

4:45-5:45 p.m.

0.25 % growth compounded annually 2015-2025

Monroe Avenue at Clover Street		SRF 2010	Existing Adjusted 2015	No Build Year 2025	Palazzo Plaza Whl Fds	75 Monroe Avenue	2025 No Build with back dev	3750 Monroe Parcel 1	3800 Monroe Prcls 2-3	2025 Full Build
EB	Left	0	0	0	0	0	0	0	0	0
	Thru	1498	1491	1529	49	49	1627	21	16	1664
	Right	700	700	718	18	0	736	0	0	736
WB	Left	105	105	108	0	1	109	8	6	123
	Thru	1319	1349	1383	44	25	1452	135	102	1689
	Right	155	155	159	0	4	163	21	16	200
NB	Left	351	351	360	31	0	391	0	0	391
	Thru	142	142	146	2	0	148	0	0	148
	Right	79	79	81	0	3	84	1	1	86
SB	Left	263	263	270	32	8	310	3	3	316
	Thru	167	167	171	16	0	187	0	0	187
	Right	136	136	139	0	0	139	0	0	139

Monroe Avenue at Wegmans Driveway		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	100	100	103	1	0	104	0	0	104
	Thru	1150	1143	1172	78	60	1310	25	20	1355
	Right	649	649	665	2	0	667	0	0	667
WB	Left	256	256	262	0	0	262	0	0	262
	Thru	1025	1055	1082	42	30	1154	164	124	1442
	Right	58	58	59	0	0	59	0	0	59
NB	Left	468	468	480	2	0	482	0	0	482
	Thru	3	3	3	0	0	3	0	0	3
	Right	282	282	289	0	0	289	0	0	289
SB	Left	57	57	58	0	0	58	0	0	58
	Thru	26	26	27	0	0	27	0	0	27
	Right	36	36	37	0	0	37	0	0	37

Monroe Avenue at Pittsford Plaza		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	79	79	81	0	0	81	0	0	81
	Thru	1196	1189	1219	77	60	1356	25	20	1401
	Right	177	177	181	1	0	182	0	0	182
WB	Left	38	38	39	0	0	39	0	0	39
	Thru	1169	1199	1229	41	30	1300	164	124	1588
	Right	13	13	13	0	0	13	0	0	13
NB	Left	106	106	109	1	0	110	0	0	110
	Thru	4	4	4	0	0	4	0	0	4
	Right	91	91	93	0	0	93	0	0	93
SB	Left	52	52	53	0	0	53	0	0	53
	Thru	8	8	8	0	0	8	0	0	8
	Right	63	63	65	0	0	65	0	0	65

Monroe Avenue at Pittsford Plaza East		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	101	101	104	1	0	105	0	0	105
	Thru	1143	1136	1165	75	60	1300	25	20	1345
	Right	75	75	77	1	0	78	0	0	78
WB	Left	171	171	175	0	0	175	0	0	175
	Thru	989	1019	1045	39	30	1114	164	124	1402
	Right	12	12	12	0	0	12	0	0	12
NB	Left	124	124	127	1	0	128	0	0	128
	Thru	19	19	19	0	0	19	0	0	19
	Right	147	147	151	0	0	151	0	0	151
SB	Left	87	87	89	0	0	89	0	0	89
	Thru	23	23	24	0	0	24	0	0	24
	Right	113	113	116	1	0	117	0	0	117

Monroe Avenue at French Road		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
EB	Left	280	280	287	16	0	303	0	0	303
	Thru	838	831	852	47	60	959	25	20	1004
	Right	205	205	210	12	0	222	0	0	222
WB	Left	118	118	121	0	3	124	16	12	152
	Thru	703	733	752	25	30	807	164	124	1095
	Right	19	19	19	0	0	19	3	2	24
NB	Left	161	161	165	5	0	170	0	0	170
	Thru	202	202	207	0	0	207	0	0	207
	Right	129	129	132	0	6	138	2	2	142
SB	Left	6	6	6	0	1	7	0	0	7
	Thru	92	92	94	0	0	94	0	0	94
	Right	287	287	294	9	0	303	0	0	303

Weekday PM Peak Hour

4:45-5:45 p.m.

0.25 % growth compounded annually 2015-2025

Monroe Avenue at Longmeadow Circle		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	0	0	0	0	0	0	0	0	0
EB	Thru	943	936	960	46	67	1073	27	22	1122
	Right	30	30	31	1	0	32	0	0	32
	Left	6	6	6	0	0	6	0	0	6
WB	Thru	833	863	885	25	33	943	183	138	1264
	Right	0	0	0	0	0	0	0	0	0
	Left	7	7	7	0	0	7	0	0	7
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	4	4	4	0	0	4	0	0	4
	Left	0	0	0	0	0	0	0	0	0
SB	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0

Monroe Avenue at 3750 Monroe Avenue		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	62	41	42	0	0	42	27	0	69
EB	Thru	848	862	884	46	67	997	0	22	1019
	Right	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0
WB	Thru	709	668	685	25	33	743	0	138	881
	Right	20	12	12	0	0	12	13	0	25
	Left	0	0	0	0	0	0	0	0	0
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left	49	63	65	0	0	65	78	0	143
SB	Thru	0	0	0	0	0	0	0	0	0
	Right	130	201	206	0	0	206	183	0	389

Monroe Avenue at Woodland Road		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	6	6	6	0	0	6	0	22	28
EB	Thru	869	897	920	46	67	1033	78	0	1111
	Right	22	22	23	0	0	23	0	0	23
	Left	33	33	34	0	0	34	0	0	34
WB	Thru	689	640	656	25	33	714	13	0	727
	Right	5	5	5	0	0	5	0	10	15
	Left	11	11	11	0	0	11	0	0	11
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	22	22	23	0	0	23	0	0	23
	Left	15	15	15	0	0	15	0	59	74
SB	Thru	0	0	0	0	0	0	0	0	0
	Right	29	29	30	0	0	30	0	138	168

Monroe Avenue at Sutherland Street		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	0	0	0	0	0	0	0	0	0
EB	Thru	829	857	879	40	13	932	73	55	1060
	Right	117	117	120	6	1	127	5	4	136
	Left	53	53	54	0	0	54	0	0	54
WB	Thru	644	595	610	25	27	662	12	9	683
	Right	0	0	0	0	0	0	0	0	0
	Left	23	23	24	0	2	26	1	1	28
NB	Thru	0	0	0	0	0	0	0	0	0
	Right	54	54	55	0	0	55	0	0	55
	Left	0	0	0	0	0	0	0	0	0
SB	Thru	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0

Monroe Avenue at Main Street (Rte 96)		SRF 2010	Adjusted 2015	Year 2025	Palazzo Plaza	75 Monroe	NB w/ back dev	3750 Monroe	3800 Monroe	Full Build
	Left	141	141	145	6	2	153	10	8	171
EB	Thru	627	655	672	28	9	709	50	37	796
	Right	153	153	157	6	2	165	13	10	188
	Left	144	144	148	0	0	148	0	0	148
WB	Thru	443	394	404	15	18	437	8	6	451
	Right	97	97	99	0	0	99	0	0	99
	Left	153	153	157	6	5	168	2	2	172
NB	Thru	227	227	233	0	0	233	0	0	233
	Right	132	132	135	0	0	135	0	0	135
	Left	173	173	177	0	0	177	0	0	177
SB	Thru	312	312	320	0	0	320	0	0	320
	Right	94	94	96	4	4	104	2	1	107

Attachment C: LOS Tables

Intersection	Approach		2015 Existing				2025 No Build				2025 Full Build			
			Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh	LOS	Control Delay (sec/veh)
Monroe Ave at	Eastbound	T T	D	35.0	D	37.1	D	39.7	D	64.6	F	97.8	F	73.9
Clover St	Eastbound	R	A	8.7	B	19.3	A	9.0	C	22.2	A	9.1	C	22.4
	Eastbound	Approach	C	28.9	C	31.4	C	32.4	C	51.4	F	80.2	E	58.1
Signalized	Westbound	L	C	22.0	C	26.0	C	23.7	C	29.0	C	26.0	C	34.9
	Westbound	T	C	20.4	C	21.8	C	22.8	C	28.9	C	23.5	F	54.4
	Westbound	TR	C	20.4	C	22.7	C	22.7	C	31.3	C	23.5	F	65.1
	Westbound	Approach	C	20.5	C	22.5	C	22.8	C	30.1	C	23.5	E	58.4
	Northbound	L L	D	44.7	E	57.4	D	47.2	E	63.8	D	47.2	E	64.1
	Northbound	TR	C	33.3	D	48.8	C	32.9	D	49.6	C	32.9	D	49.7
	Northbound	Approach	D	42.2	D	54.9	D	44.2	E	59.9	D	44.2	E	60.1
	Southbound	L L	D	46.2	D	51.7	D	47.4	D	55.4	D	48.7	E	55.8
	Southbound	T	D	46.6	D	47.8	D	47.7	D	48.0	D	47.7	D	47.9
	Southbound	TR	D	46.6	D	47.8	D	47.7	D	48.0	D	47.7	D	47.9
	Southbound	Approach	D	46.4	D	50.2	D	47.5	D	52.6	D	48.2	D	52.9
	Overall		C	31.9	C	32.6	C	34.4	C	45.0	E	55.3	E	58.0
Monroe Ave at	Eastbound	L	A	6.4	B	12.8	A	6.5	B	13.6	A	6.6	B	13.9
Wegmans	Eastbound	T T	B	10.4	C	26.4	B	10.7	C	36.5	B	13.3	D	40.9
	Eastbound	R	A	4.7	B	17.3	A	4.8	B	19.5	A	4.8	B	19.5
Signalized	Eastbound	Approach	A	9.5	C	22.5	A	9.8	C	29.9	A	12.3	C	32.8
	Westbound	L	A	6.6	D	39.0	A	6.9	D	48.3	A	10.3	D	45.4
	Westbound	T	A	7.2	A	3.3	A	7.7	A	4.0	A	7.9	A	7.8
	Westbound	TR	A	7.2	A	3.2	A	7.6	A	3.9	A	7.8	A	7.9
	Westbound	Approach	A	7.2	A	9.9	A	7.6	B	11.9	A	8.0	B	13.5
	Northbound	L	D	36.8	E	59.7	D	36.9	E	64.9	D	36.9	E	64.9
	Northbound	LT	C	32.8	D	38.9	C	32.8	D	36.9	C	32.8	D	36.9
	Northbound	R	C	32.8	D	38.9	C	32.8	D	36.9	C	32.8	D	36.9
	Northbound	Approach	D	35.3	D	51.9	D	35.3	D	54.4	D	35.3	D	54.4
	Southbound	LT	D	44.2	D	50.2	D	44.2	D	50.1	D	44.2	D	50.1
	Southbound	R	D	45.1	D	43.7	D	45.1	D	43.6	D	45.1	D	43.6
	Southbound	Approach	D	44.6	D	48.3	D	44.6	D	48.1	D	44.6	D	48.1
	Overall		B	10.9	C	25.0	B	11.1	C	29.1	B	12.5	C	30.0
Monroe Ave at	Eastbound	L	A	3.8	A	6.3	A	3.9	A	6.4	A	3.9	A	6.4
McDonalds	Eastbound	T	A	0.9	A	1.6	A	1.0	A	0.9	A	1.5	A	0.6
	Eastbound	TR	A	0.9	A	1.6	A	1.0	A	1.0	A	1.4	A	0.6
Signalized	Eastbound	Approach	A	1.1	A	1.9	A	1.2	A	1.2	A	1.6	A	0.9
	Westbound	L	A	4.7	A	6.6	A	4.7	A	6.8	A	4.7	A	6.8
	Westbound	T	A	2.9	A	2.3	A	3.1	A	2.7	A	3.3	A	4.7
	Westbound	TR	A	2.8	A	2.2	A	3.1	A	2.6	A	3.2	A	4.5
	Westbound	Approach	A	2.9	A	2.4	A	3.1	A	2.8	A	3.2	A	4.6
	Northbound	L	C	35.0	D	39.2	C	35.0	D	39.3	C	35.0	D	39.3
	Northbound	TR	D	35.2	C	35.0	D	35.2	C	34.6	D	35.2	C	34.6
	Northbound	Approach	D	35.1	D	37.2	D	35.1	D	37.1	D	35.1	D	37.1
	Southbound	LTR	D	35.9	D	41.9	D	35.9	D	42.1	D	35.9	D	42.1
	Southbound	Approach	D	35.9	D	41.9	D	35.9	D	42.1	D	35.9	D	42.1
	Overall		A	3.1	A	7.0	A	3.2	A	6.5	A	3.2	A	6.9
Monroe Ave at	Eastbound	L	A	2.7	B	11.0	A	2.7	B	12.2	A	2.7	B	16.5
Cheesecake	Eastbound	T	A	0.7	A	3.1	A	0.7	A	4.4	A	1.2	A	4.8
Factory	Eastbound	TR	A	0.7	A	3.0	A	0.7	A	4.4	A	1.1	A	4.9
Signalized	Eastbound	Approach	A	0.8	A	3.7	A	0.8	A	4.9	A	1.2	A	5.7
	Westbound	L	A	3.5	A	9.0	A	3.5	A	9.3	A	3.5	A	9.0
	Westbound	T	A	0.6	C	23.0	A	0.7	C	24.2	A	0.7	C	26.4
	Westbound	TR	A	0.6	C	23.0	A	0.7	C	24.1	A	0.7	C	26.3
	Westbound	Approach	A	0.7	C	21.0	A	0.7	C	22.2	A	0.8	C	24.4
	Northbound	L	D	37.0	D	42.5	D	37.0	D	43.2	D	37.0	D	43.2
	Northbound	TR	D	36.9	C	32.8	D	36.9	C	32.6	D	36.9	C	32.6
	Northbound	Approach	D	36.9	D	37.0	D	36.9	D	37.1	D	36.9	D	37.1
	Southbound	L	D	37.0	D	41.5	D	37.0	D	41.4	D	37.0	D	41.4
	Southbound	TR	D	36.5	C	31.2	D	36.5	C	30.9	D	36.5	C	30.9
	Southbound	Approach	D	36.7	D	35.2	D	36.7	D	35.0	D	36.7	D	35.0
	Overall		A	1.7	B	16.5	A	1.6	B	17.0	A	1.7	B	18.5

Intersection	Approach		2015 Existing				2025 No Build				2025 Full Build			
			Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh	LOS	Control Delay (sec/veh)
Monroe Ave at	Eastbound	L	B	13.4	C	28.0	B	14.6	C	32.5	B	15.6	D	45.3
French Rd	Eastbound	T	C	24.1	D	46.6	C	25.6	D	50.8	D	39.8	F	66.5
	Eastbound	TR	C	24.0	D	46.7	C	25.5	D	51.7	D	39.5	F	68.6
Signalized	Eastbound	Approach	C	22.3	D	42.7	C	23.8	D	47.4	D	36.9	E	63.1
	Westbound	L	B	13.6	C	25.3	B	14.4	C	28.8	C	20.4	D	35.2
	Westbound	T	B	19.1	D	36.7	B	21.3	D	43.7	C	22.2	F	125.9
	Westbound	TR	B	19.0	D	36.4	B	21.1	D	43.2	C	22.0	F	125.4
	Westbound	Approach	B	18.1	D	35.0	B	20.2	D	41.5	C	21.9	F	114.9
	Northbound	L	C	26.8	D	38.7	C	26.5	D	43.4	C	26.4	D	43.4
	Northbound	TR	C	24.0	C	24.8	C	23.5	C	25.4	C	24.3	C	25.6
	Northbound	Approach	C	24.7	C	29.3	C	24.3	C	31.4	C	24.8	C	31.5
	Southbound	L	C	28.0	C	30.5	C	27.5	C	31.4	C	28.3	C	31.6
	Southbound	TR	D	48.2	F	139.2	D	49.6	F	160.7	D	49.1	F	160.7
	Southbound	Approach	D	47.3	F	137.5	D	48.6	F	158.4	D	47.8	F	158.4
	Overall		C	24.2	D	50.7	C	25.4	D	57.0	C	31.5	F	86.6
Monroe Ave at	Eastbound	Approach	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Long Meadow	Westbound	Approach	A	0.0	A	0.2	A	0.0	A	0.3	A	0.1	A	0.5
	Northbound	Approach	E	35.1	D	33.3	E	44.7	E	44.4	F	153.6	E	69.6
Unsignalized	Overall		A	1.1	A	0.4	A	1.3	A	0.5	A	3.6	A	0.8
Monroe Ave at	Eastbound	LT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
3750 Monroe	Eastbound	T	A	2.9	A	9.6	A	3.2	B	10.9	A	5.5	B	17.3
Ave	Eastbound	Approach	A	2.0	A	4.6	A	2.2	A	5.3	A	3.3	A	9.0
Signalized	Westbound	T	A	2.4	A	8.0	A	2.6	A	8.5	A	3.9	B	13.3
	Westbound	TR	A	2.4	A	7.9	A	2.6	A	8.5	A	3.9	B	13.2
	Westbound	Approach	A	2.4	A	7.9	A	2.6	A	8.5	A	3.9	B	13.3
	Southbound	L	C	31.1	C	26.3	C	31.0	C	26.2	C	30.2	C	26.3
	Southbound	R	C	33.5	D	41.8	C	33.4	D	42.6	C	33.2	F	189.2
	Southbound	Approach	C	33.1	D	38.1	C	33.1	D	38.7	C	32.5	F	145.5
	Overall		A	2.8	B	12.6	A	3.0	B	12.7	A	4.7	D	50.2
Monroe Ave at	Eastbound	Approach	A	0.9	A	0.2	A	1.0	A	0.1	A	5.7	A	0.7
Woodland Rd	Westbound	Approach	A	0.4	A	0.9	A	0.4	A	1.0	A	0.4	A	1.1
	Northbound	Approach	C	21.2	D	25.1	C	25.8	D	32.7	F	149.2	F	83.6
Unsignalized	Southbound	Approach	B	11.9	C	24.6	B	12.5	D	32.5	F	247.7	F	657.4
	Overall		A	1.5	A	2.1	A	1.7	A	2.4	B	14.2	F	112.4
Monroe Ave at	Eastbound	Approach	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Sutherland St	Westbound	Approach	A	0.8	A	0.9	A	0.8	A	0.9	A	0.7	A	1.0
	Northbound	Approach	E	38.2	F	57.3	E	50.9	F	100.1	F	122.4	F	194.5
Unsignalized	Overall		A	3.1	A	3.1	A	3.9	A	4.9	A	8.6	A	8.8
Monroe Ave at	Eastbound	L	B	17.8	B	15.4	B	19.1	B	16.2	C	22.3	B	16.4
Main St	Eastbound	T	B	18.3	C	30.9	B	18.8	C	35.4	B	18.1	D	45.5
	Eastbound	R	B	10.9	B	12.9	B	11.0	B	13.2	B	10.7	B	13.3
Signalized	Eastbound	Approach	B	17.3	C	25.7	B	17.9	C	29.0	B	18.1	D	35.9
	Westbound	L	B	13.6	C	25.5	B	13.9	C	31.8	B	13.4	D	49.6
	Westbound	T	C	24.7	C	20.7	C	27.5	C	21.6	C	34.8	C	21.6
	Westbound	R	B	12.4	B	12.3	B	12.5	B	12.6	B	11.9	B	12.7
	Westbound	Approach	C	21.6	C	20.5	C	23.8	C	22.5	C	29.6	C	26.3
	Northbound	L	C	22.2	D	36.0	C	25.2	D	55.5	D	38.7	F	82.1
	Northbound	T	C	27.3	D	37.4	C	29.5	D	40.9	C	34.6	D	45.3
	Northbound	R	B	18.6	C	28.7	B	20.0	C	31.6	C	23.8	D	35.4
	Northbound	Approach	C	24.6	C	34.7	C	27.0	D	43.1	C	35.0	D	54.5
	Southbound	L	C	23.3	C	32.1	C	24.9	D	39.5	C	28.6	D	49.1
	Southbound	T	C	31.2	D	40.6	C	33.5	D	45.5	C	38.0	D	52.1
	Southbound	R	C	23.0	C	27.5	C	24.6	C	30.1	C	28.6	C	33.6
	Southbound	Approach	C	27.7	D	35.9	C	29.7	D	41.1	C	33.7	D	47.9
	Overall		C	22.6	C	28.4	C	24.4	C	32.7	C	29.1	D	39.6

Attachment D: Trip Generation Tables

TRIP GENERATION

PARCEL 1

Weekday AM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	389.0 Ksf	**672**	89	598	74

Weekday PM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	389.0 Ksf	**626**	15	94	532

PARCEL 2

Weekday AM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	72.0 Ksf	**142**	89	126	16

Weekday PM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	72.0 Ksf	**144**	15	22	122

PARCEL 3

Weekday AM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	70.0 Ksf	**139**	89	124	15

Weekday PM peak hour

LU Code	Description	Rate/KSF	Size	Trips	% In	In	Out
715	Single Tenant Office Building	equation	70.0 Ksf	**141**	15	21	120

TOTALS

Weekday AM peak hour

LU Code	Description	Rate/KSF	Size	Trips
715	Single Tenant Office Building	equation	531.0 Ksf	**953**

Weekday PM peak hour

LU Code	Description	Rate/KSF	Size	Trips
715	Single Tenant Office Building	equation	531.0 Ksf	**911**

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Appendix D: Priority Project Implementation Table

Introduction

The Pittsford Comprehensive Plan Update identified a range of actions focused around the topics of Community Character, Mobility, Healthy Living, and Partnerships. A number of short-term projects have been identified to help jump start implementation with an emphasis on priorities identified by the community including: land use, community character and natural resource protection, open space preservation, alternative energy, and multi-modal transportation.

The successful implementation of many of the recommendations in this plan will require a review and update to the Town's existing Zoning Code.

The tables on the following pages reflect the top, short-term projects for the Town and its partners to undertake in the next 1 to 3 years. This is not intended to be an exhaustive list of activities, but reflects actions that can create a strong framework for other activities.

Goal Area	Action	Estimated Costs	Potential Funding Sources	Responsible Party	Notes
All Areas	Review and update the Town's Zoning Code to facilitate implementation of the Comprehensive Plan Update.	$80,000 - $100,000	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	Cost estimate is for a full update of the Zoning Code.
Community Character	Evaluate zoning in the areas (a) between the Water Authority property at the reservoir and the Thruway, boarded by Mendon Center Road and West Bloomfield Road; and (b) west of Mendon Center Road, the area south of the Autumn Woods development, between Autumn Woods and the Thruway.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Review the MATZ PUD, to evaluate whether it continues to serve the best interests of Pittsford and its residents and to determine whether it is conducive to accomplishing goals for the Monroe Avenue corridor stated in this Comprehensive Plan and in other statements of Town policy.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Amend the Town's current cluster development standards to provide that open space required to meet minimum requirements, or to be provided in exchange for increased density or other accommodations, be situated along roadway corridors. This places it where it can be seen, therefore providing the greatest community benefit. Such open space should be required in addition to the landscaped buffers referenced elsewhere in this section. Development placing housing next to a road or close to it, with open space on the other side of the houses, should be discouraged.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Rezone existing golf courses to RRAA status to ensure future development is subject to requirements that are consistent with the Town's open space development goals.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Adopt a Scenic Resource Overlay District to identify appropriate corridors and establish standards for maximum heights, signs, and landscape screening. Corridors should include, but are not limited to: Clover Street, Knickerbocker Road, Calkins Road, Lehigh Station Road, Route 31 east of the Village of Pittsford, Mendon Road, Mendon Center Road, Jefferson Road west of the Village, East Jefferson from Mitchell Road to the Town Line, East Avenue, Willard Road, and Washington Road from the Village Line to I-490.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Consider requirements that limit development on scenic topographic features, such as hillsides.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.

Goal Area	Action	Estimated Costs	Potential Funding Sources	Responsible Party	Notes
Community Character	Incorporate into the Town's Zoning Code and other ordinances green infrastructure standards for new development, consistent with the policies stated above and in compliance with applicable State laws and current best practices.	*See note	Town of Pittsford	Town Board, Planning, Zoning, and Development Department	*Cost included in the full Zoning Code update.
Community Character	Seek partnerships and funding resources to continue to expand the Town's Greenprint through the identification or purchase of suitable parcels, properties, and development rights.	Staff time	Town of Pittsford	Town Board	
Community Character	Monitor the amount and scale of potential future development, forecasted population changes and demographic shifts that may affect needed infrastructure and services for Pittsford residents.	Staff time	Town of Pittsford	Department of Public Works	
Mobility	Develop and implement a local Complete Streets policy to encourage and create safe and inviting transportation facilities for pedestrians, cyclists, and cars.	$10,000	Town of Pittsford, Transportation Alternatives Program (TAP)	Town Board, Consultant support	
Healthy Living	Identify Town-owned lands that could be used for solar energy collection installations and confer with energy advisors and other towns that have implemented such programs.	Staff time	Town of Pittsford, NYSERDA Clean Energy Communities Program	Town Board	
Healthy Living	Use the Active Transportation Plan to guide priorities for trail and sidewalk connections, with emphasis on the following: • Monroe Avenue between the Village and Pittsford Plaza; and • Connections between the southern portion of the Town, through the Village: (a) west to Pittsford Plaza; and (b) north to the colleges and beyond to the town line with Brighton.	Varies depending on project	Town of Pittsford, Transportation Alternatives Program (TAP), DOT, DOS, NYSERDA	Varies depending on project	Refer to the Active Transportation Plan for more detailed information about projects.

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Appendix E: Potential Funding Sources

There are a multitude of grant opportunities available through state and federal agencies. The New York State CFA consolidates programs available through 12 state agencies, acting as a single point of entry for access to funding. The CFA replaces multiple applications for funding with a single, annual application for economic development resources. Applications are coordinated through the Regional Economic Development Councils and grant resources are available for projects that align the Regional Economic Development Plan. Specific funding sources and programs can be added, phased out or changed from year to year and should be monitored. In order to pursue such grants, the Town would need to consider hiring a grant writer or a grant-writing firm.

Economic incentives and inducements are important tools used within New York State to help businesses grow, reduce business costs, and reward job creation. The State offers a variety of incentive programs and consolidates nearly all of its significant programs under the administration of Empire State Development Corporation. Frequently, these programs benefit businesses only. Others are allocated to local and regional economic development entities to fund projects in specific communities.


Town of
1796
Pittsford