

APPENDICES

APPENDIX A: SUMMARY OF PUBLIC COMMENT

APPENDIX B: DEMOGRAPHIC AND ECONOMIC ANALYSIS

2009 COMPREHENSIVE PLAN UPDATE

APPENDIX A: SUMMARY OF PUBLIC COMMENT

Many public comments were received by the town in the course of this planning project and were instrumental in shaping the contents and priorities of the 2009 Comprehensive Plan Update. Comments voiced at the series of public meetings that were held for the comprehensive plan project (see page 5 of this plan for a summary of all workshops and public meetings) were recorded as they were received at the meetings. Public comments were also received in writing, the majority via an email link on the comprehensive plan project website. All comments received were subsequently compiled into a series of lists, organized under three main topic areas: (1) Land Use, (2) Transportation, and (3) Parks, Recreation, Trails and Sidewalks. These “comment lists” were periodically updated throughout the course of the project, as additional comments were received, and posted on the project website for public viewing.

Specifically, the record of comments set forth below represents comments received from the beginning of the project through the presentation of the draft plan on June 17, 2009. Space constraints in the plan required that lengthier comments, particularly written comments, be condensed for inclusion in the plan. However, in such cases, every effort was made to retain the intent and message of the original comment.

Compiled Land Use & Zoning Comments

Accommodating/Managing Growth Pressures

The character of existing residential neighborhoods is being threatened by infill development, in particular, the placement of new homes too close to existing homes.

It is important to preserve the town's historic structures and residences. Former agricultural structures could be preserved by allowing new uses to locate in such structures.

Historic preservation should be balanced with the ability to improve existing properties/structures.

The town should consider historic preservation districts to safeguard the character of unique and historic areas of town.

The plan should address ways for allowing/encouraging reinvestment in existing residential properties, while ensuring that the town's character is maintained.

Develop zoning that reduces the need for frequent variances. When variances are granted, ensure that they are in keeping with the character of the community.

Residential tear-downs & additions in the north end of town are a concern.

Re-subdivision of existing "already developed" lots is a concern.

Develop design guidelines for new trends in residential development.

Tear-downs/larger homes are an opportunity to improve existing housing stock.

What are the fiscal impacts/benefits of continuing to develop areas of town for new residential subdivisions? Is more commercial development needed to finance the town's future?

The town should look to understand where and why variances are being sought and make changes to the zoning that lessens the necessity for variances -- without compromising the desired character of the town.

Zoning should allow for flexibility for the adaptive reuse of historic structures and barns in the town as a means of preserving them.

Development densities permitted by zoning in some areas of Pittsford should be re-examined to bring them into better alignment with current real estate market realities.

"Undersized" lots in the Kilbourn/Alpine area may be unnecessarily creating situations where variances are needed. The zoning in these areas should be revisited, to ensure that it achieves community goals without unnecessary inconvenience to property owners wishing to improve their existing homes. Also, unnecessary variance applications take up town staff time and resources. Some of the lot size/variance issues with the zoning in Kilbourn/Alpine may be an unintended consequence of the AA zoning district -- a zoning district which was created, in part, to deal with limitations on home occupations.

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Accommodating/Managing Growth Pressures - cont.

When variances are granted frequently and routinely, even for good cause, it weakens the integrity of the underlying zoning, especially in the eyes of the public.

The variance process has in some cases turned into a default process for giving the town the ability to provide input on residential expansions/improvements. However, this is not the intent of the variance process.

Subdivisions on smaller lots -- especially lots less than 10 acres in size -- can raise design and layout issues, such as awkwardly placed houses, etc.

A "hybrid code" that includes "form-based" standards -- i.e., looking at the form of new development, instead of just the use and minimum lot standards -- could be useful, particularly for areas of town where the form of development contributes to the unique character.

There is a gap between the town's code and the desired state of the town and particular neighborhoods.

The town should consider site plan approval for single family residential.

The planning board needs some clearer guidelines to fall back on, when considering applications. Where neighborhood identity/character is at stake, design guidelines and more customized zoning can give the planning board firmer ground on which to stand when it makes decisions.

The town should look at flexibility on adaptive re-use of historic structures, especially barns, many of which are in disrepair. The challenge is to arrive at solutions that are also acceptable to the surrounding neighborhoods in which the barns are located. In general, there is not a large market for the adaptive re-use of barns for residential purposes -- it takes a lot of money and a committed individual.

Establish a minimum lot size of .75 acres with a set back of 90 feet. Come visit Pittsford Knolls where the houses look different and the setback is 90 feet. 30 years ago, the architecture planning board required that no two houses look alike. Today, it appears that bigger homes are going onto smaller lots with the same look (vinyl siding). Yards are small, setbacks and lot sizes don't accommodate the size of the homes, etc.

How would incentive zoning work in Pittsford, and how have previous efforts to implement incentive zoning succeeded since the Pittsford 2000 plan?

The plan should consider the potential impacts of development on existing, undeveloped parcels in town, and plan to avoid negative impacts.

Now that the town is getting close to build out, should the town revisit the 50/50 zoning to use more of the remaining lands for development (housing, commercial)? Should the town also consider increasing densities in some areas?

The town should continue to work to protect its historic resources and buildings. It is important to protect resources and neighborhood character in *all* neighborhoods.

What are the growth pressures in Pittsford that the plan is attempting to address? Is the town pressured to grow in order to remain fiscally viable?

'Growing Pittsford Gracefully' should be the town's highest priority.

The 30 foot height restrictions for residential development in the town have benefitted the town by helping to preserve the character of Pittsford.

TOWN OF PITTSFORD

Open Space & Agriculture

The integrity of the town's green spaces and old-growth trees should be protected.
The town's "50/50" zoning should be revisited. Issues to address include the over reliance on "un-buildable" lands for open space; the need for larger, contiguous open space; and ensuring that dedicated open space provides adequate buffering.
The town needs more green space, less government and lower taxes.
The town should continue utilizing "50/50" zoning to protect open space.
Use some protected open space to establish a community garden to raise organic fruits / vegetables.
Preservation of open space character continues to be a priority.
It is important that agricultural uses remain viable in the town.
Efforts should be made by the colleges to preserve open space on the campuses. Additional buffers between campus and non-campus areas may be warranted when there is an incompatibility in scale.
The town may want to look into expanding the 50-50 zoning into other areas of Pittsford.
The 50-50 zoning and the SRAA Zoning are good tools.
The Greenprint has worked well by providing identification of areas that the town wanted to keep as farmland or open space as well as providing the mechanism to acquire and preserve these lands.
New development and open space dedicated to the town should focus on the preservation of views, farms, and scenic and cultural uses that can be appreciated and viewed from public roads.
The town should preserve the integrity of the Lock 62 area. Redevelopment of the Wegmans site has incrementally encroached on this park resource.
The town should ensure that open space dedicated to the town as part of the 50-50 zoning be "good land" that has scenic and recreation qualities -- not just the "leftover" land that would not be developed anyway.
The town should continue to explore ways to augment the amount of permanently protected agricultural properties. The town still has large areas of agricultural lands and high quality soils that deserve protection and that, in addition to already protected Greenprint properties, could help Pittsford to be self-sufficient when it comes to feeding itself.
Long term maintenance of town owned Rural Conservation property, left to go wild? Mow every 5 yrs?
Residents perception, residents seem to have very different ideas about how Rural Conservation lands should look, be used, accessed.
Concerns about resident encroachment onto private areas of Rural Conservation lands (sometimes they own it).
Concerns about resident encroachment onto town owned land and Rural Conservation land.
Re-examine our land use to make sure we don't tax the remaining farmers out of our town.
Recall the great press about the sunflower field along Calkins.
We need to be very cautious about residential encroachment on the beautiful fields of Pittsford.
50/50 lands, once in a conservation easement, should be overseen by a land trust.
Promote local farm stands and farmers markets as this provides a needed boost for local growers as well as a necessary connection to the good earth as we continue to move farther and farther from the reality of where things come from or how food reaches our table.
If we are not already doing so, we should get a return from our open spaces either in the form of land/crop rental or the harvesting of timber.
Make sure the farmers using the town property to raise crops are putting the essential nutrients back into the soil to maintain this valuable farm land. I notice that some property is used for corn year after year without having a cover crop and get a bit worried.
Should the 50/50 program be adjusted to improve results? One example given is that some areas where 50/50 zoning would apply are still viable for farming. Less developed land and preserved farms could reduce traffic impacts.
Replace fallen trees in residential areas and on publically owned land.

2009 COMPREHENSIVE PLAN UPDATE

Areas of Land Use Concern & Potential

The town's tax base may be overly reliant on residential. The plan should investigate whether there is room for more office and commercial land use in town.

The Russo gravel pit is a prime redevelopment opportunity that should be explored in the plan.

The plan should address the future use and development of 3750 Monroe Avenue (Veramark/Singer).

Small scale commercial uses (neighborhood stores/services) should be part of the Monroe Avenue land use mix.

There should be opportunities for limited commercial development in the southern part of town, such as a neighborhood convenience store.

The Linden Avenue area should be enhanced.

There is a lack of convenient office space in the town.

The Monoco Oil site is an issue for the town but also represents a good redevelopment opportunity

The land behind the Veramark building is a good re-development site

Town colleges are reaching "build-out". Where and how should they expand?

The town should address and/or limit student housing, perhaps by limiting the number of non-related people living together, similar to what has been done in the Village of Brockport. Public drunkenness in areas where students live can be a problem.

The Veramark property could be a good location for a community center.

The plan should address potential re-use/redevelopment of the Russo gravel pit.

The plan should address the Linden Avenue area.

Monroe Avenue Transition Zone (MATZ) is working well and should be preserved. It has helped to preserve trees and a buffer between the village and the commercial uses to the north/west of French Road. Additionally, the MATZ has created a distinctive gateway between the village and the commercial areas along Monroe Avenue.

The use of cul-de-sacs is good in some areas because it provides for quiet and safety.

The town should "articulate a vision" for the Veramark property (3750 Monroe Ave).

The zoning in the MATZ should allow for a property owner to make improvements to their commercial property.

Some commercial vehicles are being parked in residential areas and are acting as unapproved signs for commercial businesses.

The amount of traffic and parking at group homes in some residential neighborhoods impacts the safety and quality of life for neighborhood residents.

There should be an expanded scope of home occupations allowed in the town to accommodate the recent lifestyle changes that technology has wrought.

The town should look at the impacts of various home occupations and activities to limit those that have a negative impact on neighborhoods, while allowing those that can be accommodated with little or no impact.

Summary of Public Comment

TOWN OF PITTSFORD

Areas of Land Use Concern & Potential - cont.

The town's policies and regulations governing home occupations and accessory residential uses, such as live-in nannies, in-law apartments, etc -- bear revisiting.

The town should do more to support the needs of small businesses, particularly start-up home occupations such as bakeries.

The town should explore ways to make the zoning and subdivision regulations more sensitive in order to preserve unique and historical areas such as the Long Meadow Subdivision, a neighborhood characterized by larger lots and historically significant homes. An example of a recent change to Long Meadow is the enclosure of formerly open areas with fencing. Localized design guidelines could also help to guide development in unique areas.

Guidelines could be created to illustrate to the town and to landowners what desirable subdivision outcomes look like. This could especially benefit unique residential neighborhoods in town, such as Long Meadow.

The comprehensive plan could broadly identify some of the unique areas of town, and describe the qualities that make them unique.

The town should explore utilizing the Monoco site for parking for village and town staff and business employees or for overflow parking for events. A shuttle should run between downtown and the Monoco site at regular intervals. This would be good because of the environmental problems on the site that might prevent a more intensive development of the site.

The town should look at downzoning the current Veramark site (3750 Monroe Ave) to limit additional development on the site, since the full build- under current zoning would create additional traffic congestion along Monroe Avenue.

A variance granted at 3737 Monroe Avenue runs counter to the intent of the MATZ zoning.

There should be an attempt to limit the use of cul-de-sacs in 50-50 zone and in other areas of the town. Cul-de-sacs exacerbate traffic problems and make it more difficult to access 50-50 public land.

The town should explore the creation of a mixed-use corridor in the southern part of Pittsford to provide convenient shops and services to residents in Mendon and the southern part of Pittsford. This may alleviate traffic that currently needs to drive to the Monroe Avenue area for a drugstore or groceries. This area should be walkable.

Some absentee owners are not taking care of their properties. An effort should be made to enforce regulations related to building and property maintenance. Areas where this is a problem include portions of French Road and Monroe Avenue, closest to Nazareth College.

The high concentration of transient, rental properties in the "transition" neighborhoods (Elm, Line, Grove, French and High street areas) erodes a sense of community. Working with the village, a maximum "rental density value" in these areas should be explored. Any re-zoning to rental status should be limited. Out-of-town landlords, in particular, do not effectively screen renters.

Additional landscaping and buffering along Monroe Avenue -- including street trees -- would help to soften and green the area between French Road and the village.

The commercial strip along Monroe Avenue between Clover and the village is too "dense".

The density of the commercial strip along Monroe Avenue between Clover and the village is desirable, as it provides a wide range of interesting and conveniently located businesses.

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Areas of Land Use Concern & Potential - cont.

The town should leverage the Erie Canal whenever possible for recreational uses or for tourism.

Fix up the run down barn on Park Road in front of power plant.

French Road resident concerned office development behind Veramark will negatively impact value/use of his property. Concerns include noise from trucks/cars and parking lot lights. Feels comprehensive plan should consider zoning change to residential, including townhouses. Also concerned about traffic and impacts to character associated with the development of town-owned land along canal and Monroe Avenue.

Concerned about the proposed "Metro High School" on the Nazareth College campus, including increased traffic associated with school buses and parents – including weekends. Shouldn't this type of charter school fall under the jurisdiction of Pittsford schools? Alternative locations should be sought for the school, including Fairport.

Some of the 10+ acre properties in town don't really lend themselves to the conservation subdivision process. "Malverne" is one such property, however the developer in this case wanted to "do the right thing," so the project was largely successful.

Maintain and enhance our thinking about signage, new architecture, refurbished architecture to bring forward an upward movement to architecture integrity, architecture improvement, and the ambience of our town and village.

While the concept of neighborhood retail is a good one, it also poses some concerns, including what to do with vacant commercial buildings if businesses fail.

Pittsford Family Dentistry on Monroe Avenue is a good example of a business that has been designed to fit in with the residential scale of the surrounding neighborhood.

Effort should be made to have businesses design their sites to push buildings closer to the street and place parking behind buildings.

While the plan addresses residential build-out, there is no comparable discussion of commercial or industrial build-out of the town's lands.

What are the future plans for the town for development on Monroe Avenue, since as the price of gas goes up, the desirability of people to visit regional shopping centers could decline? The success of Pittsford Plaza could have a negative impact on the village due to traffic concerns and by drawing businesses out of the village center.

Tailoring land use tools and approaches to fit distinct areas and neighborhoods of Pittsford is a good idea.

The moratorium on sub-dividing lots and the restrictions on future applications for sub-dividing in the Long Meadow historical tract is vital to Growing Pittsford Gracefully.

Promote mom and pops retail establishments in and around the Town. We once had quite a few

The needs of industry should be focused on more in the plan, and the plan should address ways that more land for industrial uses can be identified.

Design guidelines seem to only cover the transition zoning, should also include the BOD and B-1 zoning districts.

Summary of Public Comment

TOWN OF PITTSFORD

Housing

The town needs more moderately priced homes.

A diverse mix of housing stock should be maintained in the town, including a mix of small and large homes.

There need to be more housing options for the town's younger generation.

The conversion of older homes to rentals and absentee landlords is an issue. Property upkeep should be encouraged.

More affordable housing and a wider range of housing types would help more seniors to be able to continue living in the town.

Homes are becoming increasingly larger and more expensive, which in turn is making Pittsford less affordable.

There is an incentive for some people to buy houses for their children attending local colleges. When bedrooms are rented out, it can be a cheaper alternative than living on campus.

The plan should do more to address a variety of housing needs in the town.

What role are tax assessments playing in the decision making process? A concern is that the increased assessments are pricing older residents out of their homes.

There is a need for variety of design in new residential development.

Village and Intermunicipal Partnerships

Redevelop and save Schoen Place barns.

Improve paving at Schoen Place for safety and aesthetics.

The comprehensive plan should include the Village of Pittsford.

There is a strong, collaborative partnership between the town and village.

The relationship between the town, village and school district should be improved in order to provide for better coordination in the planning of land uses, transportation and community facilities and services.

The plan should explore the idea of consolidating the town and village.

A policy statement of the plan should indicate the need for regional planning in all areas, not just in looking at transportation.

A big picture goal for Pittsford should be to retain the quaint, pedestrian scale community center in the Village.

The comprehensive plan should discuss how the town will work with neighboring communities to ensure that their growth and development does not negatively impact the town.

There should be a stronger statement in the plan about regional planning issues and collaboration with regional planning agencies, particularly with respect to solving traffic issues.

The town should work with adjoining municipalities to coordinate zoning, traffic flow, etc. with one another.

2009 COMPREHENSIVE PLAN UPDATE

Town Infrastructure

There is a lack of public water and sanitary sewers in some areas of town.

Septic tank areas should be converted to sewers.

Bury overhead wires.

Address frequent power outages in the Marsh Road area.

Eliminate the catch basins where cattails grow, mosquito's breed and eventually willow trees take over. Not to mention that these unsightly ponds are a hazard to children in the neighborhood.

Recently, FEMA updated the flood insurance maps for the town. In some areas, new floodplains were shown while in other areas, the flood plain areas were increased. The town is working with FEMA to attempt to show the efforts that the town has taken to mitigate existing flood issues and protect areas that are now considered floodplains – so that the flood insurance maps can be revised accordingly. New/improved retention ponds are helping to mitigate stormwater flows.

Reeves Road in the southwestern part of the town, has significant drainage issues. The town should work with the Town of Henrietta to address these issues.

Water pressure issues should be addressed to ensure adequate fire protection in the town.

Sustainability, Environmental

Incorporate the efforts of "Pittsford. Keep it Green" into the Comprehensive Plan (sustainability, energy efficiency, etc.)

There is a relationship between development and the cost of gas and global warming. Mixed use development can help address these issues.

The town and the planning board need to strengthen the protection of natural resources in the town. As a part of this process, the town should revisit the recommendations made by the Resource Advisory Committee as part of the 1995 plan process.

The town should consider encouraging/allowing the construction of alternative energy structures such as solar panels and home-scaled wind facilities on larger residential lots in the town.

The plan should include a broad perspective on the town's role in the global community.

The town should pursue lighting standards that are night-sky friendly, such as a "Dark Sky" ordinance.

SMART energy usage should be encouraged. Approaches include building codes to provide incentives to developers using advanced energy-saving techniques. The continued development of trails, sidewalks and bicycle routes and trail amenities such as resting places and secure areas for bicycles.

The town should explore the idea of allowing windmills.

The town should explore the idea of allowing outdoor wood furnaces.

Take the care and maintenance of our trees up a notch. Get the state, county or our town to bring in some forestry management to areas with trees or areas where trees should grow. Clean up the bad looking brush, plant new trees, harvest for a profit the mature trees but in general upgrade the silvaculture of the town and village.

Tell folks to stop feeding geese and just let them fly by with a brief stop over.

Not far behind the deer problem is a looming problem with crows. Look at Auburn. Crows, like deer can also spread disease as well as being genuinely just unpleasant.

Continue the recycling program for wood chips, it is great, and it is green.

The deer population is becoming a nuisance and will only get worse. They are devastating gardens and spring flowers such as tulips. Further, as time goes on ticks will become a problem as well. A plan is needed to not only control but to reduce the existing population for the safety of humans and for our beautiful flora.

The town should consider selectively thinning mature trees in some of its town-owned woods for lumber. The town could generate revenue from the stumpage. Additionally, selective thinning thins out hazardous trees, allows for smaller trees to gain a foothold and helps productive and beneficial tree species to thrive.

TOWN OF PITTSFORD

Fiscal Discipline & Taxes

School taxes/spending is too high.

A balance should be struck between fiscal responsibility/taxes and town goals/opportunities.

The Comprehensive Plan should look at the fiscal health of the community.

The town should look at the fiscal implications of constructing more housing, since most residential development costs more in services than they bring in to a local government in taxes, especially for schools.

A fiscal impact model could be used not only to evaluate land use policies and decisions, but other decisions as well.

The town should spend money on things that are necessities, not luxuries, especially in light of the current global financial crisis.

Make government more efficient and smart so that taxes do not rise. Use brains to run our programs and not just bucks from an over taxed populace.

My husband frequently tells me of all the money we could be saving by moving to a low-tax state like North Carolina but as frequently I remind him that you really do 'get what you pay for'. While we do pay A LOT, we receive much and we appreciate your efforts both for your fiscal restraint but mostly for creating a community that is a pleasure to be a part of.

If you the citizen throw leaves and grass into the road gutter, they will plug the sewer drain and look ugly and it will cost the town and you the citizen, in higher taxes which you will complain about later, to clean it up!

Pittsford/New York State residents pay some of the highest taxes in the United States. Property taxes should not be raised, particularly in light of the weak economy. Town officials have a responsibility to use town tax dollars efficiently. It's time to cut spending. High taxes are driving people out of Pittsford and out of New York State.

Miscellaneous

The active discussion of planning and zoning issues via the comprehensive plan process and by other planning efforts has allowed the town to be proactive, putting it ahead of the curve in comparison to other communities in the region.

The town should provide a better orientation to new residents that would highlight town services, town history, and the obligations attached to becoming a resident of the Town of Pittsford.

More health care services should be provided in town.

The town possesses high quality planning and code enforcement staff.

Preserve the rights of property owners and clearly define expectations.

It is important to understand demographic trends and statistics, in order to plan for and meet the needs of town residents.

Make a plan to accommodate the bright entrepreneurs of Pittsford with an incubator type location and enticements

Use more paving stones and/or pavers instead of asphalt or cement.

Educate the citizenry as they seem to think that the street is a dumping ground.

We hope that there will be specifics in the Comprehensive plan rather than the general overview approach. It is difficult if not impossible for residents to comment on generalizations of what might be.

The town should identify the "shovel ready" projects that may be built through the proposed Federal Stimulus Plan legislation. These projects should be disclosed in the plan, since they will impact what may be possible with the Comprehensive Plan.

2009 COMPREHENSIVE PLAN UPDATE
Compiled Transportation Comments

Problematic Intersections & "Pressure Points"

The town needs to look at problem intersections, but also at the bigger transportation perspective.
Pittsford Plaza growth has been great for the town, but has also caused more traffic along Monroe Ave.
Additional development along Monroe Avenue could create traffic problems along the Monroe Avenue Corridor. Areas of concern include Veramark, the Pittsford Colony property, and Pittsford Plaza. New development should not decrease the level of service along Monroe Avenue, at key intersections, and along other roads.
The benefits of additional development and revitalization of Monroe Avenue/Pittsford Plaza exceed the costs of additional traffic.
The town needs to make the connection between land use and transportation.
Woodland Road (left turn only out to Monroe) is difficult to get out of.
Traffic impacts for new development in the town needs to be assessed.
Drivers at French Road and Monroe have to sit through up to 3 light changes to make a left onto westbound Monroe. Left turn arrows on both sides of Monroe are needed for turning movements.
Concerns about safety at the so-called "Crash Corner" of Jefferson and Main Streets.
The town should look at providing roundabouts at some intersections, including at the intersection of Jefferson Road and South Street.
East Street and Knickerbocker Road intersections at Jefferson Road/96 should be realigned to create right angled intersections. The double back effect at Knickerbocker is a remnant from when a railroad track was in the way. It's long gone now...
The town should take a proactive role in transportation planning and not rely on other organizations, such as NYSDOT, whose solutions often involve bigger intersections and wider streets that are out of character with the town. New developments should be required to identify traffic impacts, and it is better to review collective impacts of development than looking at each project in isolation. The new rear exit road from Nazareth onto French Road and expansions to Pittsford Plaza have resulted in large traffic impacts to adjacent streets such as Monroe Ave, Clover St and French Rd.
The town needs a better partnership with other local towns (especially Brighton) in estimating the traffic impact (especially on Monroe Avenue) of future developments. Other roadways (Jefferson Road, etc.) in Pittsford are also a concern.
The plan needs to address traffic management. Pressure points include: Jefferson&Sutherland; village; Main St & Monroe. Timing of traffic signals could help.
Provide a left turn arrow at busy intersections (Jefferson & Main, French & Clover, French & Monroe, Mitchell & Jefferson).
Traffic flow/timing of lights need to be improved.
Investigate highway by-pass around town/village.
Widen some roads to 3 lanes (Jefferson and Main, for example).
There is a "bottleneck" in the area of the Canal Bridge and railroad tracks along Monroe Avenue that constrains traffic.
Provide a bridge over Monroe Avenue for the Railroad.

TOWN OF PITTSFORD

Problematic Intersections & "Pressure Points" - cont.

Sutherland & Monroe is a problem intersection.

Mitchell/Route 31/Route 96 is a problem intersection.

The Main & Stone intersection should be improved, as recommended in the '95 comprehensive plan.

The railroad crossing at Monroe should be upgraded.

Traffic backups on Monroe Avenue should be addressed.

The timing of traffic signals along Monroe Ave, from Veramark to the village, should be improved.

The Monroe Ave. train trestle needs to be repainted. Trains should be slowed down at this location.

The village should look into incorporating one-way streets in some areas, particularly in Schoen Place. Perhaps the railbed could be utilized as a one way street as well.

The Town should look at '77 county transportation plan for potential transportation related projects.

Reliance on cul-de sac's have limited the ability of the town to create a system of parallel roads, so traffic is forced onto the main roads in the town, creating congestion.

If bottlenecks are not addressed, traffic will continue to be pushed off the primary roads that should be carrying the traffic and onto residential streets that should not.

Jefferson Road eastbound at Sutherland, where there is no left turn lane. Long backups here even when traffic is not heavy. At least provide a shoulder for through traffic to keep moving and not get stuck waiting for a left turning vehicle.

South Main Street and Jefferson –no left turn lanes. There is almost enough width and vehicles can get by left turning vehicles at times, but it's tight and unpredictable. This intersection has substantial backups during the peak hours.

Waits have amounted to as much as 10 minutes at the intersection where Route 64 meets Mendon Center Road and Stone Road (Milepost). When will this intersection be fixed?

People may not mind sitting in traffic here and there, but let's not go so far as to become dysfunctional. The detrimental environmental impacts of long delays and congestion are significant.

"Conventional wisdom" regarding traffic management is not always right. Sometimes "solutions" cause more problems. For instance, enlargement of an intersection to solve a congestion problem may ultimately make the intersection more difficult to negotiate.

Concerned about increasing traffic coming into the Town of Pittsford from the new development southeast of town. Many people living in these areas drive up Route 64, turn right at Tobey Road and then onto Main Street and the village. One solution is a bypass route that comes out at Clover/Jefferson. The State is making improvements to that intersection and Pittsford should take advantage of that work. Another solution is widening of a road between Lusk Farm and Clover to accommodate extra traffic. There may also be a way to route traffic over Clover via a road placed further south so that traffic never gets to the corner of Route 64 and Tobey.

The town and village are working together to address concerns about signal timing in the village, particularly at Main and State Street. It appears that the New York State Department of Transportation recently altered the signal timing, which has led to traffic back-ups in the town/village.

The plan should do a better job describing traffic and transportation issues in the town. During rush hour, it can take approximately 30 minutes to go across the village from Nazareth to Reitz Parkway. Several intersections were specifically mentioned for improvements, including the intersection of Main St. and Jefferson Road and South Street at Locust Street in the village.

Many transportation issues are joint town-village issues.

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Safety and Quality of Life

Drivers should be reminded not to block side roads, perhaps signage? A specific location mentioned was at Woodland and Monroe.

Use traffic cameras to capture speeders and other traffic offenders, including people that do not stop at crosswalks.

Traffic on Woodland is going too fast. Too many people are using the road as a speedway. Traffic calming measures should be investigated.

The village is great to walk around but can be dangerous.

Cars are not slowing down at crosswalks. There is a need for education and a change in driving culture to respect and defer to pedestrians.

Many crosswalk signs posted in the crosswalks are battered and do not inspire confidence in pedestrians.

Other areas have been successful in alerting drivers to pedestrian rights through both education and enforcement activities. These include Toronto, Portland OR, New Jersey and Massachusetts.

Perhaps the town could utilize undercover crosswalk cops to enforce pedestrians' legal rights in the crosswalk.

Drivers are speeding (50-60 MPH on a 35 Max MPH road) on roads with soft or no shoulder. A specific road mentioned was Stone Road.

The development of businesses between French Road and the village line along Monroe Avenue may cause similar traffic issues related to ingress and egress. Note many parts of Monroe Avenue in the Town of Brighton between Highland Avenue and 12 Corners.

The town should be aware of landscaping and aesthetics along its roads. Some of the good examples are the areas along Monroe Avenue near Pittsford Plaza, including Wegmans and Wendy's. On the north side of the road from Blockbuster to French Road, landscaping has not occurred.

Would it make sense to place the East Avenue/Fairport Road area on a "road diet" to provide additional areas for sidewalks and trails while preserving traffic flow?

Look into the concept of peak hour reversible lanes along some main roads in the town

Work with the School District to limit student vehicle use. Additionally, request that the school go to a "closed campus."

The town should remember that as traffic and congestion increases, people will find alternatives, potentially through existing neighborhoods.

Concern about the development of the Monoco Oil Property and its impact along Monroe Ave.

Signs should be placed at the Railroad gates reminding people not to stop past the white line so they are not stuck on or near the tracks when a train is approaching.

There is a lack of streetlighting on French Road.

The town needs to improve pedestrian safety, particularly at major intersections.

Utilize traffic calming measures.

Speed control and enforcement are needed on town roads.

The noise and aesthetics associated with 490 and the Thruway should be addressed.

There should be a standard 25 mph speed limit on town residential streets.

Jefferson Road going west out of the village is a problem area -- mainly excessive speeds.

Summary of Public Comment

TOWN OF PITTSFORD

Safety and Quality of Life- cont.

The safety of walkers and drivers in the village should be addressed.

Better signage and enforcement of speed limits is needed.

Provide more attractions and buggy rides.

Wheelchair accessibility in the town should be addressed.

The 30 mph speed limit on French is appropriate given the number of senior citizens, children and the driveways. However, an additional 30 mph sign needs to be placed just before or on the curve when heading east on French. The first speed sign, when heading east, is just before the hill leading up to the SSJ nursing home. There is not another sign until one passes Winding Rd.

Cars speed up to climb the initial incline near the apartments and then do not slow down. The new speed sign does not need a separate pole. It could be placed on the pole with one of the existing "caution curve" arrow signs. The sign just before Dr. Collins "box" house would be a logical choice because it is not in anyone's front yard.

People are currently walking and bicycling along many important town roads, even though some of these roads do not have adequate room for walkers and bikers.

Awkward design of turning lanes can pose safety problems for users, particularly bicyclists. A specific example of this is the intersection of Tobey at Clover, where three lanes merge into two. A clearer indication of turning lanes, potentially with yellow reflective paint, could help to clarify rules governing turning movements .

Every effort should be made to reduce the noise "pollution" in town from the roadways, such as French Road. Noisy road surfaces make it too loud to sleep with the windows open. Because Pittsford is surrounded by expressways/thruway and has little control over those road surfaces, every effort should be made to quiet the roadways the town does control. Noise is one "pollutant" that has steadily increased over the past 15 years and negatively impacts the community.

Within the last two months traffic has increased in the village at almost all times of day and with it has come a hostile and unsafe atmosphere. Massachusetts, specifically the Boston area is notorious for horrific traffic and horrific drivers but in the historic village of Concord the streets are as mannerly as can be with cars honked at by other motorist for failing to yield to pedestrians -it's a whole other driving world there & we need some of that!! Until you have this squarely in hand and under control I don't think there is any use in bothering to pursue extensions to the sidewalk system -you must first make it safe!

In areas such as along Monroe Avenue near Pittsford Plaza and in the village, pedestrian improvements should be a higher priority. Large parking lots are difficult to cross for pedestrians.

In some areas, particularly in the village, parking spaces are too close to intersections.

Nice work by the way in redoing the cement gutters along suburban streets instead of tarring and chipping over the old work. I recall citing the tarring and chipping of these gutters as being just plain ugly quite a while ago and the practice seemed to cease.

Along Boughton Avenue in the village, parking on both sides of the street makes it hazardous. However, the parked cars also slow down automobile traffic, which in turn may make conditions safer for pedestrians and residents of the street.

Motorists in downtown Pittsford are gradually modifying their habits to be more respectful of pedestrians, since pedestrian yield signs, among other things, were deployed some years ago. Other design improvements could help with pedestrian safety, such as more uniform, consistently designed crosswalks.

2009 COMPREHENSIVE PLAN UPDATE

Public Transportation

RTS should provide public transit between the Marketplace Mall/RIT area and the Village.

There should be an internal circulator within the town connecting the village, apartment complexes, the Nazareth and St. John Fisher campuses and Pittsford Plaza. This could serve a mixture of users, including students, seniors, and other residents of the town.

The Elderberry Express shuttle service for seniors should be evaluated and potentially enhanced.

The plan should address public transportation.

Shorter/smaller RTS buses should be utilized in the town.

Reinstitute trolley service in village, possibly to Rochester.

Bus shelters should also be provided on the Pittsford Plaza side of Monroe Avenue.

French Road is a narrow road and it should not be accommodating RTS buses. There used to be a weight limit sign on French Road -- thinks it was 4 ton. When neighbors agreed to allow the re-zoning/variance for the Sisters of St. Joseph to build their nursing home, they never agreed to having RTS bus service to the nursing home. If French Road is going to be used as a regular RTS bus route, residents have the right to know about it in advance and be given time to sell their properties.

Bus service is needed along Jefferson, between the village and Marketplace Mall.

Parking

There needs to be an education program to let people know about where parking is in the village. There is no parking shortage in the village, people just need to realize that they a village is not like a shopping plaza -- that you can't always expect to pull right up to the store.

Parking space requirements for retail businesses should be revisited to ensure they adequately accommodate the parking needs of the town's increasing population, density, and number of non-Pittsford shoppers.

There is a parking shortage in the village which could be solved with a parking garage and/or ramp.

Provide structured/underground parking in the Village of Pittsford (similar to Fairport).

Utilize Monoco Oil site for remote parking lot for village/town and business employees, serviced by a shuttle.

Provide incentives for town & village staff and business employees to carpool.

Raise awareness of parking facilities amongst town residents.

TOWN OF PITTSFORD

Compiled Parks, Recreation, Trails & Sidewalks Comments

PARKS

<i>Town 50/50 open space properties</i>
Need access to some "50/50" open space lands/trails; parking especially needed
Long-term management plan needed for non-agricultural open space
Be selective with 50/50 lands - negotiate for good/usable lands
<i>Distribution and use of parks</i>
NE part of town lacks parks
Existing parks in south end of town need to be improved/utilized
Parks should be "winterized" with amenities such as warming huts so they can be used in winter
Take advantage of the canal (more recreation facilities; possible community center)
Done properly, dog parks have been successfully implemented in other parts of the country. There is support for this in the town. Locations include the former Monroe County Water Authority Well and a location on Linden Ave.
NE part of town needs parks; potential park next to Monroe Golf Club should be explored
The town could use some skateboarding parks.
Exploit the canal in Winter. For example close two locks raise the level a bit, if needed, and clear if for activities including free skating during the winter. Charge a small admission for coming onto the ice and bring vendors who would need to share the profits but ... don't raise taxes to "get it done". The canal is a wasted resource during the winter and this need not be the case.
Sponsor speed skating races and/or snowmobile races
<i>General park comments</i>
Safety in the parks is a concern (drugs, cars); perhaps the plan can include routine monitoring.
The character of parks and open spaces should be graduated, by design, from urban to rural to match the character of nearby neighborhoods, i.e., neighborhoods in rural areas should have rural style open spaces (natural terrain, preserved habitats, low impact uses, etc.), urban neighborhoods should have urban parks (parking, active recreation areas and facilities-sports, picnic facilities, etc.).
Kings Bend type facilities -- picnic areas, pavilions -- should be considered in other town parks. Usage fees could potentially pay for some park improvements elsewhere in town.
Some amenities that would be useful in town parks include bathrooms and water-fountains.
<i>Specific facility comments</i>
King's Bend Park: horseshoe pit; ice skating on pond
Great Embankment Park: more fields, pavilion, picnic tables, horseshoe pit, dog park
Park Road School/Powder Mills Park: improvements/amenities needed
The creek through Powder Mills Park is full of fallen trees and trash with picnic tables tossed in. This changes the path of the creek in natural ways, but suggests a remedy is needed to clear debris.
Like the lodges at Kings Bend Park, however, the rental rates are expensive
Lots of good meeting space (schools, town buildings, senior center)
King's Bend Park is a great park, good facilities
The playground at Thornell Farm Park could be expanded
Powder Mills Park and Mendon Ponds are great facilities; maintaining connections to these parks is important
The town's parks have opportunities for all age groups/diversity
A new Town recreation center--Lincoln School is outdated, too small, and so forth; former Monaco Oil co is perfect place for new rec center, where we could have more space, more facilities (think Skaneateles) and a center that would be fitting for Pittsford.
Erie Canal Park/Towpath experience is working well

2009 COMPREHENSIVE PLAN UPDATE

RECREATION

Recreation Programs and Facilities

Town recreation programs and community events are successful

There may be unfilled recreation needs for seniors, late teens and young adults

Triathlon is a great event but could be expanded upon

Good variety of programs offered through the Rec Center

May need to conduct a use survey to sort through different groups and future needs

Conduct a survey of the use recreational facilities in town; consider use trends when building/maintaining facilities

Town should market the recreation programs already available

Explore the types of facilities/programs that might attract young families and/or other demographics that the town might want to attract

Good cooperation between schools and youth athletic teams

Town should have a pool

Town should have a skateboard park/ice rink

We don't have an adequate recreation center

Youth soccer league is growing; demand/need for fields is not being met

There is limited space at the Community Center

Collaboration between town and schools on use of pools saves taxpayers money - we should make people aware of this

Check in with the YMCA (may be moving) - could be an opportunity

The Veconi property (a property that could be considered for rec center site) is wooded and developing this property as a recreation center could change the context of the village (currently surrounded by woodlands).

Recreation center does a good job with outreach and mailings

Put timers on tennis court lights (to avoid wasting energy)

Need low-cost/no-cost recreational programs for families

Don't need to centralize a community center - distribute resources throughout town so people don't have to drive

The community center should be carefully evaluated. Is it needed? What will it cost? Take a good look at what we have and all of the alternatives

Perinton residents pay for a community recreation center - built with tax dollars and there's also a monthly fee - Pittsford residents should be aware of this

The town does not need a community center with a pool and gym. The town currently has 4 taxpayer funded pools in town and many gyms. There are outdoor pools at the YMCA as well as at the Tennis Club of Rochester and Midtown Athletic Club (opening in May '09), both of which are "public clubs".

The town should have an indoor water park, similar to the new one in Perinton.

Look at feasibility of creating one central location for community center on the canal to tie everything together

The town's recreation needs are very large. The plan should address that there is a need and demand for a field house and/or community center. Spiegel is an aging facility.

Summary of Public Comment

TOWN OF PITTSFORD

Recreation Programs and Facilities - cont.

People are spending money to meet their recreation needs outside of town. Would the Veremark property be a good site to provide recreational amenities?

The town needs to study and understand who it is serving and how it is meeting current and future recreation needs. A study/assessment of recreation needs vis-à-vis the Pittsford population should be conducted.

It is especially important to meet the recreation needs of senior adults and younger families.

The town needs more playgrounds and field space.

Instead of centralizing recreation facilities, what about multiple locations spread out across the town?

The town's athletic programs have shrank as groups like the Mustangs have filled the sports niche.

The town should consider looking at vacant buildings to lease/use to meet sports/recreation needs.

The town and sports community should work together to meet common goals.

Schools are charging maintenance/user fees in some cases.

The swimming club i-- PACK-- s doing "pretty well." There are about 130 members in the club. PACK has a good working relationship with the school district. However, the 6-lane pools available at the schools are now considered obsolete. 8-lane pools would allow PACK to host competitions. Also, a 50-meter long course, like Webster's, would be nice.

Would a sports bubble work in Pittsford?

A field house could potentially serve the needs of the schools, local colleges -- not just sports clubs.

The soccer program should strive to cultivate a stronger relationship with the school system.

What about hockey?

Given that the town is reaching build-out, different sports clubs should work with the town to estimate what a realistic full-build out need for the sports club is, and then find ways to meet that need. One issue, however, is that participation rates in various sports can change over time and nobody knows what the "next big thing" is in sports.

The town should explore partnerships with the colleges on new athletic facilities -- though the town's needs would need to be equally represented and accommodated in any partnership.

Sports clubs may need to self-police and try to limit the development of more and more teams. At some point, there is a reasonable capacity limit to how many teams the town can be expected to accommodate. The town and sports clubs should explore this.

The schools, town and sports clubs have a great working relationship. While there is always room for improvement, this relationship is special -- it does not exist in many communities.

The town is an aging community and will need to address the rec needs of older citizens. For instance, "over 50 leagues" are becoming increasingly popular in many areas of the country.

Concert series along the canal are great. Try to bring forward plans for a natural or artificial amphitheater that can improve the acoustics and audience enjoyment.

2009 COMPREHENSIVE PLAN UPDATE

Athletic Fields

Town's athletic fields are overused

Need an athletic field house

Need more/higher quality athletic fields

Use school facilities to meet Town recreation needs

Kids and parents are traveling far to access fields; may need an indoor facility/field house

Money is currently going to other towns for the use of private recreation facilities; Pittsford could facilitate the development of a private rec. facility such as a field house (i.e. by leasing land).

Lighting athletic fields could help, but neighbors don't like it.

The town needs adult softball fields.

Soccer participation has grown substantially. Over 1,500 kids are involved, of which about 800 are non-competitive. Over 40 travel teams. 98% are Pittsford residents.

There is an increasing demand on town athletic fields.

More fields are needed to serve the needs of younger children.

Out of town teams frequently come to Pittsford to play matches.

The soccer program utilizes school fields.

Since 1977, the town has added just one soccer field.

The lacrosse league pays about \$25,000 per year, to utilize indoor space in other towns.

Soccer spends about \$90,000 to use the indoor space at Brighton sports zone.

Booking space at schools, for some sports, is so difficult that they don't do it anymore.

Lacrosse season tends to be heaviest in the fall, while soccer drops off in the fall.

Soccer and baseball face many of the same issues.

T-ball teams have no place to play.

There is a well run, centralized town system in place to assign fields/facilities in the town to various sports groups. It works well, but there is also room for improvement. The town uses a matrix. Possible improvements could include a more "real time" system that would allow sports teams to interface with each other and trade field times/locations.

Other towns have great facilities -- turf fields, etc.

Lights and turf go hand-in-hand.

More supply of fields and facilities will help everyone.

TOWN OF PITTSFORD

Athletic Fields - cont.

Multi-acre park properties, such as Chatham Woods could be great places to cheaply and easily install informal sports fields, backstops, etc. However, such properties were originally conceived as "passive" open space -- cannot easily accommodate parking or intense active sports uses, without impacts to surrounding residential neighborhoods.

Some claim that the Barker Road fields are underutilized, but lacrosse enthusiasts say they use them all the time.

Sports fields in the town need to be rested more often than they currently are. However, when fields are taken off-line to rest, the town is faced with complaints from those that want to use the fields.

Most damage to sports fields occurs during wet conditions. Sports clubs need to continue to help the town to enforce no-play rules when weather conditions are bad.

Ideal state for soccer in the Town of Pittsford: half-dozen fields reliably available for soccer use at any one time; another facility like Thornell Farm Park -- a set of three fields - would be good; an indoor facility located in Pittsford would be convenient location-wise, and would also solve a town, and larger regional, supply problem

Ideal state for baseball in the Town of Pittsford: indoor space for hitting practice; more informal areas for backstops -- could the perimeter of Thornell Farm Park work?; solve the athletic field supply issue between May 1 and June 30 (when little league is in session); enough fields for community ball in the spring season; by July there is no longer a capacity issue for baseball

Ideal state for Lacrosse in the Town of Pittsford: would rather pay \$10 to stay in Pittsford than pay \$7 to utilize a facility/field in Brighton or Irondequoit.; Lacrosse should continue to cultivate the good relationship it has with the schools; more fields would help ease the supply problem, as would indoor facilities/field house

Thornell Farm Park needs fences between fields, to keep balls from straying. However, some feel that "over fencing" parks can be aesthetically unappealing and that no system of fences can catch every stray ball.

Lights don't necessarily help the youth leagues -- they aren't the answer to everything. However, lights could allow for adult games to be scheduled later, freeing up more space for daylight usage by youth leagues. One issue is that in the past, residents have come out strongly against lights for fields in their neighborhoods.

Priority use of fields and facilities located in town should always be given to town residents.

The schools and town have a right-of-first-refusal agreement for use of athletic facilities.

2009 COMPREHENSIVE PLAN UPDATE

TRAILS and SIDEWALKS

Completing the sidewalk & trail system

Fill gaps in trail system

Incorporate sidewalks into new residential development

Revisit the town's sidewalk plan

Build more sidewalks; helps to get people around on foot and combats childhood obesity

Trail interconnections between adjacent neighborhoods should be provided

The policy of building unconnected cul-de-sacs should be discontinued. However, if cul-de-sacs continue to be built, they should be connected by trails, such as the "post and mowed grass" variety (ex. Stephanage to Farm Field). Children should be able to bike to school and to the village safely.

More green space, including walking trails, bike paths, wooded areas and other green areas.

The plan may need to develop a more coherent vision for sidewalks and trails, or at least recommend some direction and some updates to the town's current sidewalk plan.

Specific trail connections mentioned

Connect trails to: the village, schools, Bushnell's Basin, the colleges, places where seniors live

Connect Thornell Road to Bushnell's Basin

A useful trail connection would be from Greythorne Hill to a proposed development north of Greythorne. This trail connection is not shown on the town's trail plan.

Connection between the canal path and Mitchell Road is needed

Connection between village and Tobey Estates (cornfield)

There should be better connections with Tinker Nature Park in Henrietta. From the Greythorne Hill neighborhood, one has to walk along Calkins to get to the park. An off-road trail connection could be made between Pittsford Hill Lane and Tinker Nature Park through the woods southeast of Greythorne Hill, which could also connect to the trail behind Wessex Court.

Nazareth students and some senior citizens are trying to walk/jog/bike down French Road to reach the Plaza and village, which is a very dangerous situation due to cars driving 40 mph and higher. A solution could involve tying in a "private" neighborhood trail loop into Grove Street. However, property owners do not want sidewalks because of liability.

The power line right-of-way between Tobey Estates and the village

Between Sutherland HS and surrounding residential areas

TOWN OF PITTSFORD

Specific sidewalk connections mentioned

Connect colleges to the town/village

Sidewalks connections needed in south end of town

Fill gaps along state/county roads

Sidewalks in Mendon HS area need upgrades

There are no sidewalks at Woodland and Monroe. Pedestrians/bicyclists have to cross over to the northerly side of Monroe to reach sidewalk.

Sidewalks needed on East Ave between St. John Fischer and Brighton

Sidewalk should be considered for the stretch of East Avenue from Saint John Fisher College to the village of Pittsford. It would be great to connect the neighborhoods along East Avenue and the colleges with the village of Pittsford with a safe walking route.

The town should look at installing sidewalks along Stone Road from Tobey to Clover. Since last comprehensive plan was completed there has been an enormous increase in housing activities and population along Stone Road corridor. In addition to Stone Road pavement itself being in not in very good shape, it is very narrow (hardly 10 feet lanes), no shoulders on either side. There has been an extensive increase of Pedestrian & jogger's traffic along this stretch of road.

Trail management issues mentioned

Pave the Auburn Trail

Plow the canal path in the winter for pedestrians

I would strongly discourage plowing the canal path in winter, since the path is a wonderful opportunity for folks to engage in winter activities like cross country skiing and snowshoeing. Removing the snow would be counterproductive. For folks choosing to walk, there are Yax Trax and similar items that can be attached to the bottoms of shoes for traction. A plowed path is much more likely to form ice which is not as safe as snow for walking.

Use canal for winter activities

Crushed stone or drainage improvement could help alleviate muddy conditions on the trail between Park Square and Sandy Lane.

There is a concern about safety along some trails in the town. Specific examples cited include drinking, being followed and gunshots.

Provide a water fountain on walking trails

Informing residents about parks, trails, etc.

The public should be educated about the town's trail system

Maps should be provided to show trail system

Create a map of greenprint lands and trails

Town's email list is underutilized; use to announce sessions, distribute comments, etc.

2009 COMPREHENSIVE PLAN UPDATE

Bicycle and pedestrian amenities

Ensure the town is pedestrian-friendly

Make roads bike-friendly

Dedicated bike trails and safe on-road bike trails needed

Bike lands needed for connectivity

Look at transportation alternatives that do not force people to rely on cars

No bus shelters on Monroe Avenue coming from the City to the Village

Provide a bike lane from Pittsford Plaza to Woodland and the village

Encourage N-S and E-W connectivity

It's easy to get around the town on bike

We visited the Eastern Shore of Maryland where there are wide bicycle lanes everywhere and a large industry catering to the cyclists Why we don't have more of that here? We live in the Autumn Woods neighborhood off of Mendon Center Road and we gladly share the road with the many cyclists we encounter but it is nerve wracking for us and for them without any bike lanes. Consider adding a bike lane from Tobey Rd all the way to the entrance of Mendon Ponds Park -it makes so much sense.

Trails in the vicinity of Stone Road between Clover and Tobey are not very user-friendly, not well maintained, lack drainage at many places. They could also be widened in certain places where it is difficult for two persons to walk along with each other. Trails are an asset to the community, however if these aren't maintained well and aren't user friendly, they can become a liability to the community.

OTHER COMMENTS

Miscellaneous

Town does a great job of honoring its history (events, tours, etc.)

Parks, trails etc. encourage a sense of community

Use old library on 31F or resolve

Investigate recreational shared services (town-village)

Need lower speed limits on streets - safe neighborhoods - encourages kids to play

Plant more trees, whenever and wherever. Many trees have been damaged or lost over the years by ice storms and other events. Trees make great memorials for loved ones, and can be the focal point for memorial services, such as that held for the former town parks director several years ago.

The library should be a resource to patrons of all ages – especially young people. As an example, the library could do a better job accommodating the needs of youth groups, such as the technology badge requirements for the Girl Scouts. Other library systems in the region run “badge programs” for the Scouts to meet such requirements. This is especially important since the town recreation center does not offer internet access.

People want "places to gather" -- the success of the Pittsford library demonstrates this.

There is a national push for health and fitness. The town should join it.

Private fundraising by sports groups can be effective.

Allow spaces for kids to play within any new development over a certain number of homes.

TOWN OF PITTSFORD

2009 *COMPREHENSIVE PLAN UPDATE*

APPENDIX B: DEMOGRAPHIC AND ECONOMIC ANALYSIS

TOWN OF PITTSFORD

2009 COMPREHENSIVE PLAN UPDATE

INTRODUCTION

The Town of Pittsford's 1995 *Comprehensive Plan Update* included a detailed inventory of demographic and economic data. Many of the trends that were identified at that time continue today in Pittsford. Following is a review of some of these trends and what they mean for planning Pittsford's future.

Pittsford's Population is Stabilizing

The Town of Pittsford's most intensive population growth occurred during the 1920's and the post-WWII housing boom. Between 1980 and 2000, the town's population continued to grow at a moderate pace. The most recent census estimates show a trend of decreasing population growth. Pittsford, as well as many of the suburban towns surrounding Rochester continue to experience positive population change, while the historic urban centers such as the City of Rochester and Village of Pittsford continue to experience negative growth. **Table 1** provides more detail on population change in the Town of Pittsford, surrounding communities, and Monroe County.

Table 1: Population Change: 1980 to 2007

	Pop. 1980	Pop. 1990	% Change 1980-1990	Pop. 2000	% Change 1990-2000	Pop. 2007 (est.)	% Change 2000-2007 (est.)
Pittsford, Town	22,620	24,497	8%	27,219	11%	28,278	4%
Monroe County	702,238	713,968	2%	735,343	3%	729,681	-1%
Pittsford (Village)	1,568	1,488	-5%	1,418	-5%	1,321	-7%
City of Rochester	241,741	231,636	-4%	219,773	-5%	206,759	-6%
Town of Henrietta	36,134	36,376	1%	39,028	7%	45,240	16%
Town of Mendon	5,434	6,845	26%	8,370	22%	8,735	4%
Town of Brighton	35,776	34,445	-4%	35,588	3%	34,357	-3%
Town of Perinton	38,329	43,015	12%	46,090	7%	45,531	-1%

Source: U.S. Census Bureau; Census 1990 and Census 2000; American Fact Finder; and Genesee Finger Lakes Regional Planning Council

The Number of Households in Pittsford Grew while the Household Size Declined

Between 1990 and 2000, the number of households in the Town of Pittsford increased slightly faster than the population while the average size of a household in Pittsford decreased from 2.77 people to 2.65 people. This decrease in household size may be attributed to many factors, including the town's aging population. See **Table 2** for more details.

TOWN OF PITTSFORD

2009 COMPREHENSIVE PLAN UPDATE

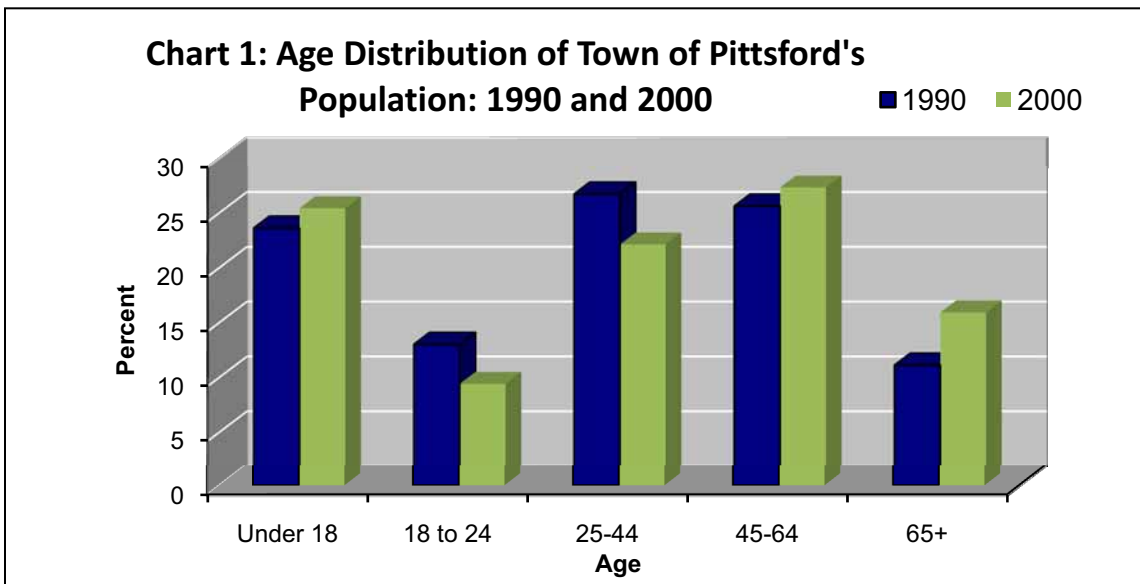
Table 2: Housing Characteristics for the Town of Pittsford

	1990	2000	% Change
Population	24,497	27,219	10.0%
Number of Households	8,199	9,448	13.2%
Average Household Size	2.77	2.65	-4.5%

Source: U.S. Census Bureau; Census 1990 and Census 2000

Youth and Seniors are Important and growing Components of Pittsford's Population

The three largest age groups to make up the Town of Pittsford's population are those under 18, between 25-44, and between 45-64. The under 18 and 45-64 groups both grew between 1990 and 2000, as well as substantial growth in the 65 and over age group. These trends illustrate the important need to provide services for youth and seniors both presently and in the future.



Source: U.S. Census Bureau; Census 1990 and Census 2000

Pittsford Remains a Family-friendly Town

The town's average household size of 2.65 is higher than the national average, as well as the average in Monroe County (see **Table 3**). This reflects Pittsford's family-friendly nature.

TOWN OF PITTSFORD
2009 COMPREHENSIVE PLAN UPDATE

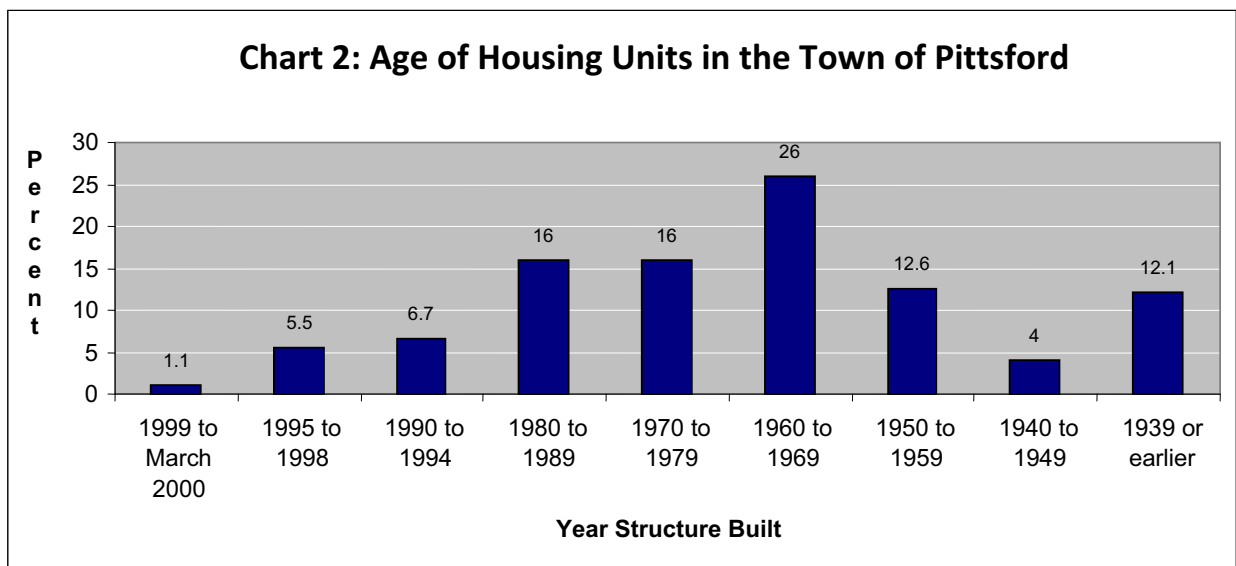
Table 3: Housing Characteristics for the Town of Pittsford Compared to Monroe County, US

	Pittsford	Monroe County	United States
Housing Units	9,709	304,388	115.9 million
Vacancy Rate	2.7%*	5.9%	9.0%
Average Household Size	2.65	2.47	2.59

Source: U.S. Census Bureau; Census 2000

Construction of New Homes in Pittsford has Decreased Since the 1980s

The majority of the housing units in the Town of Pittsford were built between the 1950s and 1990s, with a major spike in the period between 1960 and 1969. Since the time period of 1980-1989, construction of new structures has decreased substantially (see **Chart 2**). This same trend is evidenced in the decline of residential construction permits granted by the Town of Pittsford between 1980 and 2008. Chart 3 shows a steady decline in residential permits granted beginning in the late 1980s, except for one small peak between 2003 and 2004.



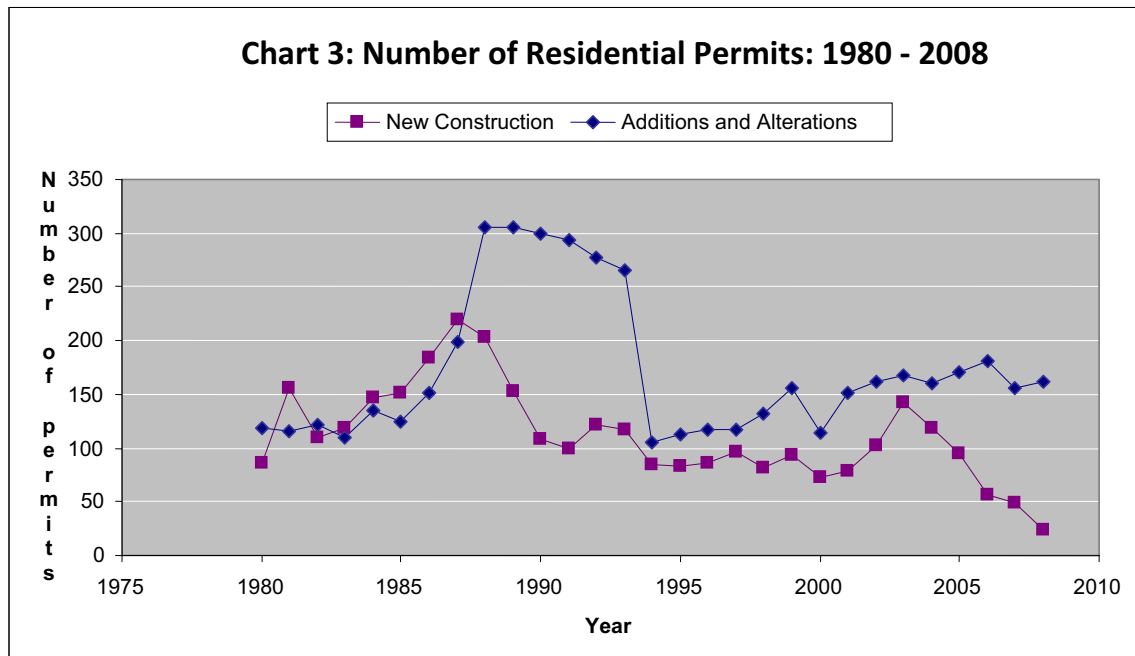
Source: U.S. Census Bureau; Census 2000

TOWN OF PITTSFORD

2009 COMPREHENSIVE PLAN UPDATE

Additions and Alterations to Existing Housing Stock are Showing a Slow but Steady Increase

Since the mid-to late 1980s, the number of permits granted by the Town of Pittsford for residential additions and alterations has exceeded the number of permits granted for new construction (see **Chart 3**). Since 1995, permits for residential additions have, for the most part, continued to rise in a slow but steady fashion. As the Town continues to approach full build-out, new construction will continue to level off. At the same time, the town's housing stock will continue to age. More and more homeowners are expected make additions and improvements to the existing housing stock in the town.



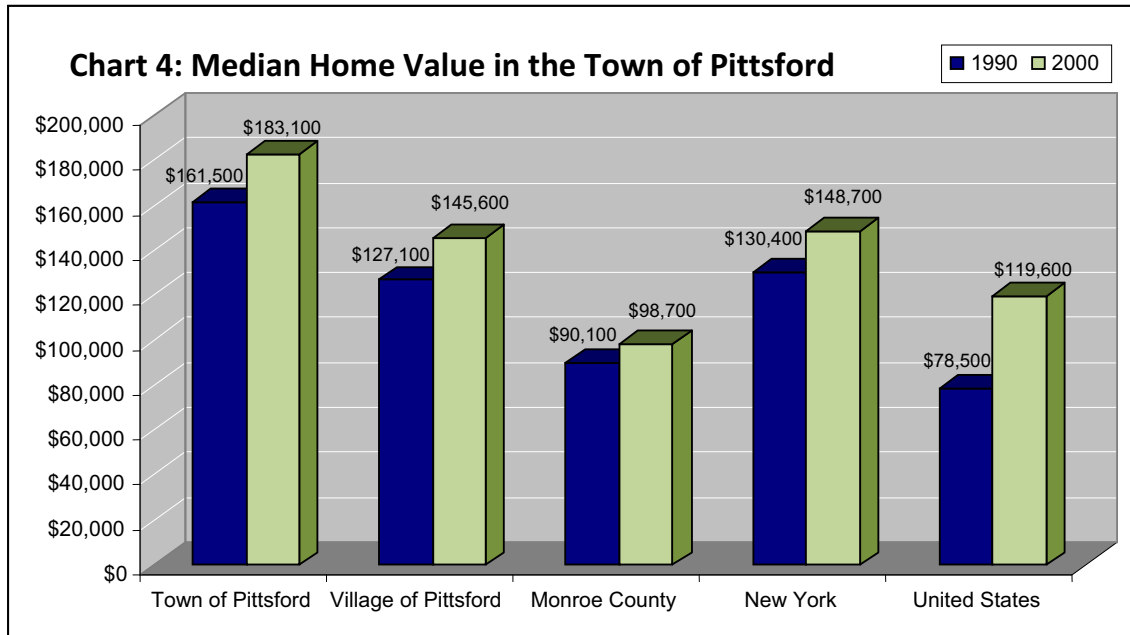
Source: Town of Pittsford

Pittsford's Home Values and Median Incomes are Some of the Highest in the Region, and They Continue to Rise

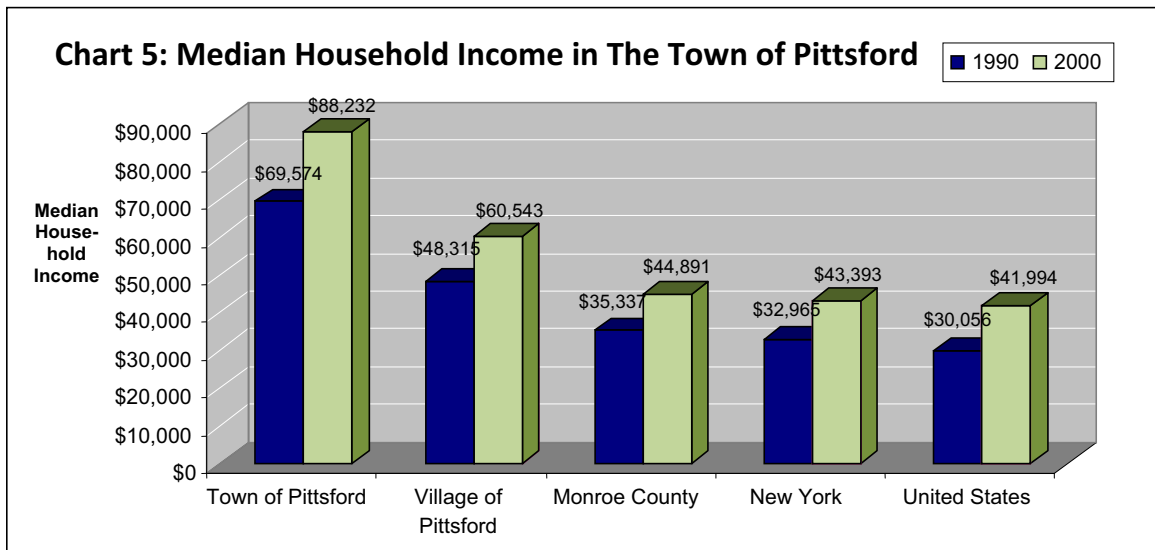
According to census 2000 data, the median home value in the Town of Pittsford was \$183,000 - almost double that of Monroe County. The above average home values in the Town of Pittsford are a reflection of the town's higher than average household incomes, as well as the town's long-term investment in planning which has helped to create a high-quality community in which people want to invest. At \$183,100 in 2000, Town of Pittsford's median household was more than double the state and national median income.

TOWN OF PITTSFORD

2009 COMPREHENSIVE PLAN UPDATE



Source: U.S. Census Bureau; Census 1990 and Census 2000



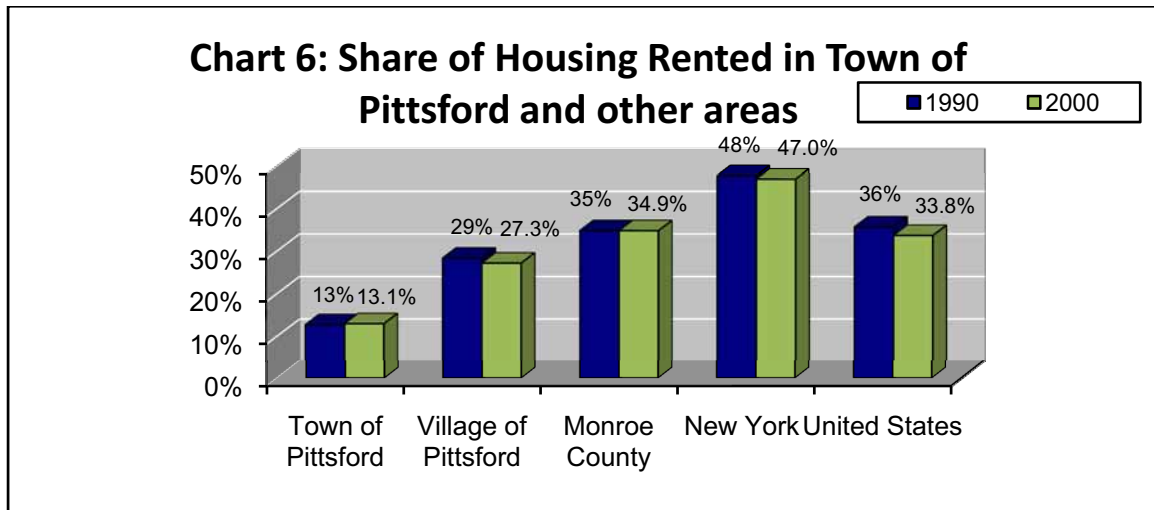
Source: U.S. Census Bureau; Census 1990 and Census 2000

Pittsford's Share of Housing Rented is Low

At 13%, the share of Pittsford's housing that is rented relatively low compared to Monroe County and other areas. The town's share of rental has remained stable at 13% in 1990 and 13.1% in 2000.

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Source: U.S. Census Bureau; Census 1990 and Census 2000

Employment Shift from Industrial to Health and Service Sectors

Tables 4 and 5 identify the top 20 major employers in the Rochester Metropolitan Area in 1993 (compiled during the town's last comprehensive plan update) and 2008. These tables illustrate changes in some of the region's long-standing machining industries such as Kodak, Xerox, and Bausch & Lomb, all of which have substantially reduced the number employed between 1993 and 2008. At the same time, the educational, health and service-related sectors have all increased their influence in the region, with the University of Rochester/Strong Health, Wegman's, Via Health, Rochester City School District and Unity Health System at the top of the list.

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Table 4: Major Employers in the Greater Rochester Area, 1993

	Company Name	Number Employed
1	Eastman Kodak Company	36,800
2	Xerox Corporation	14,000
3	University of Rochester	8,747
4	Wegmans Markets	4,717
5	Bausch & Lomb	4,300
6	AC Rochester (GM)	4,000
7	ITT Automotive	3,373
8	Rochester Gas & Electric	2,647
9	Rochester Telephone	2,439
10	Chase Manhattan	2,350
11	Mobil Chemical	2,334
12	Rochester Institute of Technology	2,286
13	Rochester General Hospital	2,209
14	Genesee Hospital	1,850
15	Goulds Pumps	1,516
16	Park Ridge Health Systems	1,326
17	Harris R.F. Communications	1,285
18	Blue Cross/Blue Shield	1,228
19	St. Mary's Hospital	1,178
20	Walmart	1,125

Source: Town of Pittsford Comprehensive Plan Update, 1995

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Table 5: Major Employers in the Greater Rochester Area, 2008

	Company Name	Number Employed
1	University of Rochester/Strong Health	18,671
2	Wegmans Food Markets Inc.	13,683
3	Eastman Kodak Co.	9,200
4	Xerox Corp.	7,636
5	ViaHealth	7,005
6	Rochester City School District	6,220
7	Unity Health System	5,222
8	Monroe County	4,880
9	Lifetime Healthcare Cos.	3,649
10	City of Rochester	3,500
11	Rochester Institute of Technology	3,435
12	Paychex Inc.	3,115
13	ITT Industries Inc.	2,845
14	Greece Central School District	2,561
15	Harris Corp. RF Communications Division	2,200
16	Hillside Family of Agencies	2,200
17	Monroe #1 BOCES	1,755
18	Bausch & Lomb Inc.	1,700
19	Delphi Corp.	1,685
20	Monroe Community College	1,683

Source: Greater Rochester Enterprise;
<http://www.rochesterbiz.com/Business/Information/Lists.aspx>

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Table 6: Top 20 Occupations, Town of Pittsford, 2000

	Occupation	Male	Female	Total
1	Management	1,635	616	2,251
2	Sales and related occupations	1,014	664	1,678
3	Office and administrative support	296	1,329	1,625
4	Business and financial operations	545	348	893
5	Teachers, primary, secondary, and special education	141	494	635
6	Physicians and surgeons	380	126	506
7	Engineers	335	47	382
8	Postsecondary teachers	195	108	303
9	Computer specialists	175	124	299
10	Registered nurses	22	260	282
11	Other teachers, instructors, education, training, and library occupations	45	212	257
12	Lawyers	165	72	237
13	Transportation and material moving occupations:	158	43	201
14	Other production occupations, including supervisors	101	83	184
15	Life and physical scientists	126	53	179
16	Counselors, social workers, and other community and social service specialists	20	147	167
17	Child care workers	10	139	149
18	Construction and extraction occupations	128	21	149
19	Media and communications workers	67	70	137
20	Therapists	24	112	136

Source: US Census, Table PCT86. SEX BY OCCUPATION FOR THE EMPLOYED CIVILIAN POPULATION 16 YEARS AND OVER