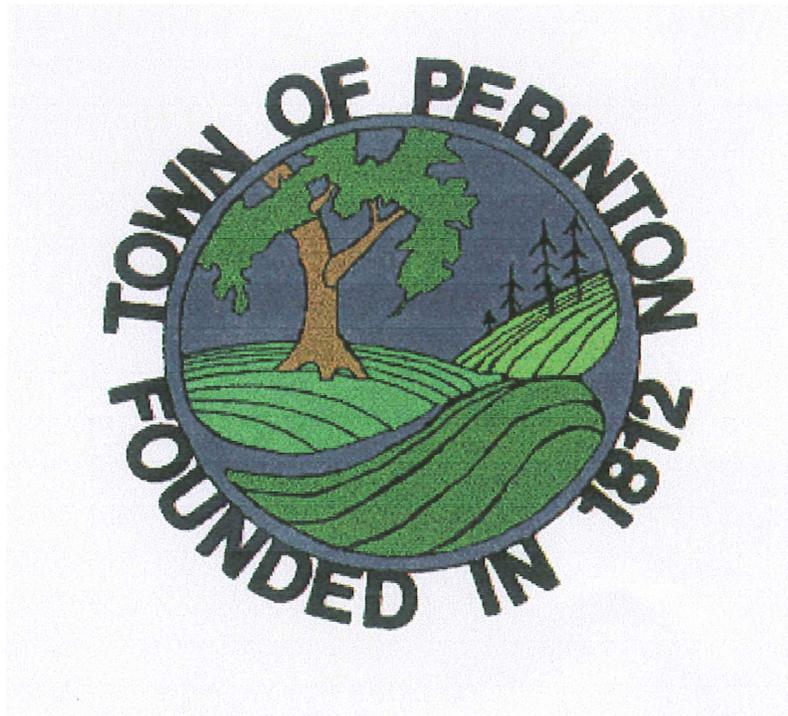


TOWN OF PERINTON COMPREHENSIVE PLAN UPDATE

2000

EGYPT SUBAREA

REPORT AND RECOMMENDATIONS



Endorsed by the Egypt Subarea Subcommittee of the Comprehensive Plan Update Committee and Submitted to the Town Board for Consideration.

Endorsed by the Town Board with the Comprehensive Plan

August 8, 2000

TOWN OF PERINTON
COMPREHENSIVE PLAN UPDATE

Egypt Subarea

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I. INTRODUCTION

A subcommittee of the Comprehensive Plan Update Committee met for several months during 1998 and 1999 to revise and update the Egypt Subarea Report and Recommendations incorporated into the 1989 Master Plan. Principal issues were design of development, reinforcing the Hamlet concept, economic viability of businesses, and transportation. This report represents the recommendations of the Subcommittee. The recommendations are contained in a series of topical Guidelines for Environmental Protection and Growth Management, intended to mirror and provide a more localized focus for similar guidelines in the Comprehensive Plan (Plan). A generalized Concept Plan for Land Use and Circulation (Figure 2) is also included.

These recommendations reinforce and build upon the 1989 Plan, retaining most suggestions but changing strategies that were not effective. The Subarea Committee (Subcommittee) decided to redefine the boundaries of the subarea from that used in the 1989 report. Figure 1 shows the new subarea boundaries. The boundaries of the subarea have been revised to include an area closer to the historical limits of the Hamlet, and to exclude newly developed areas on the fringe. These excluded areas include: the majority of vacant land surrounding the Turk Hill/Route 31 intersection, the area Southeast of the Route 31/Victor Road intersection, and the area between Aldrich Road and Mason Road North of the Route 31 frontage. The subarea now consists principally of parcels fronting upon Route 31 (Pittsford-Palmyra Road), and its principal collectors: Hogan Road, Thayer Road, Loud Road, Mason Road, Victor Road and Aldrich Road.

In 1992, Phoenix Associates prepared a Development Opportunities Study for the Hamlet of Egypt that is included by reference. Although several recommendations are outdated or have already been implemented, the Subcommittee endorses the concept plans for re-development, streetscape improvements, and shared access. Two separate recommendations carried forward from the Phoenix study include rerouting and linking Thayer and Loud Roads and turning the former Comstock Building and adjacent buildings into small specialty shops. These are illustrated in Appendix A and Appendix C.

Recognizing the need for guidance for the review of pending development projects, as part of this subarea study, the Town authorized the Landmark Society of Western New York to identify architectural and visual elements in the Hamlet of Egypt that define its historic character and could be used as design elements for new construction. A report was prepared for the Subcommittee's review, which resulted in a set of style guidelines that are included as a part of this report (Appendix B). It is hoped that they will be adopted and utilized by both developers and the Town's reviewing boards to help implement the Plan's design recommendations.

II. CONTEXT FOR PLANNING

Until recent years, the Hamlet of Egypt has had an identity of its own. It was one of the earliest settlements in the region, pre-dating both Fairport and Bushnell's Basin which were established after the Erie Canal was built. The Hamlet went through several transitions as the area changed around it, from stagecoach village to residential hamlet, to canning community, to its present character. As recently as the 1960's, it was a small, developed oasis in the middle of a large and very active agricultural area with the next nearest communities in Fairport, Macedon and Victor. The area is slowly being engulfed by suburban development and therefore must now be planned in the context of the development pattern of the rest of the Town. The development patterns immediately adjoining Route 31 from Thayer Road East to the Wayne County line are still very similar to those that existed several decades ago. The 1959 Development Plan viewed the Hamlet of Egypt as an industrial center surrounded by agriculture and rural residences. It still remains one of the few areas in the Town with Industrial Zoning.

Intensification of traffic along Pittsford-Palmyra Road (Route 31) and Commercial Zoning have led to the development of a series of retail stores on the north side of Pittsford-Palmyra Road from the Egypt four-corners (Loud, Mason, Route 31) to Hogan Road. This retail development has functionally linked Egypt to the principal commercial center at Routes 31 and 250 yet due to topography, it still remains visually separated from development "over the hill".

Conditions have not changed significantly in the subarea since the 1988 report. Town Centre Plaza has been completed and, although experiencing a turnover of tenants, is considered quite stable. MacGregor's Tavern and several restaurants provide a nightlife, there are new tenants in the Comstock Building, historic Grange Hall, and other buildings and new construction associated with the Keenan Funeral Home. The whole subarea has been sewered or is easily sewered with the construction of the Egypt relief sewer. Thus, the type and scale of development is only constrained by compatible land use considerations, topography and the existing pattern of parcelization. Large, developable parcels, the subject of extensive discussion in the earlier Plan (South of Route 31, East and West of Loud Road, East and West of Aldrich Road, and between Aldrich and Mason Roads), are still vacant. The Humane Society has expanded its facility on Victor Road, the Mason Valley subdivision is nearly complete, and a large parcel west of Thayer Road has been dedicated to the Town as Open Space utilizing the Town's recently adopted Open Space Preservation Law. The Fairport School District is considering a new elementary school site across from the Humane Society¹, and several of the larger vacant properties are again being considered for development. As we look at the future development of Egypt, we look at a small hamlet that is changing character, and at risk of losing its identity.

The major impediment to planning remains the uncertainty of future road widening of Route 31. An "interim" intersection safety improvement project has been authorized by

¹ This is now confirmed, and the school is slated to open in 2003.

the New York State Department of Transportation that would make intersection improvements to Hogan Road, Loud/Mason Roads and Aldrich Road. It is still in the design stage. Until the issue of whether Route 31 will eventually be widened, it is difficult to plan for fronting development or streetscape improvements that would make the area more attractive. A four or more lane plan would favor small pockets of attractive development accessed by car and connected by sidewalks. A three or fewer lane plan would help preserve the hamlet concept, and would favor a more compact pedestrian scale design theme with extensive streetscape improvements. The use and condition of the former Comstock Building also impedes re-development efforts.

The State's public/private funding initiatives, including the encouragement of Transportation Development Districts, provide opportunities for regional and private sector participation in the planning and implementation of transportation improvements. The increase in traffic leading to the need for improvements is a regional problem. New commercial development along the Route 31 corridor benefits from the added traffic, but also causes impacts to highway capacity and safety. It is therefore considered imperative that a corridor study be initiated to look at long-term needs and betterment opportunities.

Notwithstanding the impediments, there are many principals of good planning and specific program and project recommendations that could be adapted to either scenario, and guide development in the interim. These principles and guidelines in the next section are intended to provide this direction.

1. The Hamlet Concept

A hamlet is an area of greater population density, usually also associated with supporting businesses reminiscent of earlier times. Contrasted to a village, a hamlet never incorporated as a separate political entity, and is governed by the town in which it is located. Egypt was one of the first settlements in Perinton, supporting jobs, retail services, and housing representing a nearly self-sufficient community. In a modern economic climate, stable land use occurs principally in conveniently accessed retail or office destinations, or economically self-sufficient neighborhoods. Egypt has neither. Around the Nation and the County, retail strip commercial areas similar to more recent development patterns in Egypt are struggling due to mall competition and electronic commerce. Inefficient traffic circulation and impaired safety are additional impediments to patronage. For Egypt to survive and be a viable and attractive complement to surrounding land use, its identity and land use pattern must change. Reestablishment of a self-sufficient hamlet would be beneficial to the Town and the local community. The Hamlet concept is increasing in popularity as a sustainable development option. The best examples locally are the Villages of Pittsford, Fairport, and Honeoye Falls, and the hamlets of Mendon, Rush, and Bushnell's Basin. Similar revitalization concepts are proposed for the Penfield Four-Corners, Sea Breeze and Charlotte.

2. Community Identity

Egypt has lost its identity as a rural farm-oriented industrial center. Businesses catering to a non-local driving population predominate. Recent development in the Perinton Hills and newer residential areas to the North do not have a community focus. The intent is to strengthen the identity of this area by replacing marginal highway-oriented businesses with more stable businesses catering to the local population, providing physical access between this business center and surrounding areas and creating common development themes. Agricultural and trolley transportation themes have been suggested.

Egypt has a rich history. The Hamlet of Egypt is the oldest community in the Town of Perinton. It was the Town's first settlement, predating both Fairport and Bushnell's Basin, which were established after the Erie Canal was built. In 1803, the present Route 31 was surveyed by the State of New York as a possible stagecoach and mail route. By 1807, the road had been established as a turnpike, between Palmyra and the Genesee River, with tolls along the way. The road passed through the fertile valley, which was named Egypt because its crops survived several years of severe weather that played havoc on the Town's other early settlers. When the corn didn't grow elsewhere, it grew in Egypt. (This and succeeding paragraphs are excerpts from the Landmark Societies' report on the History and Architecture of Egypt).

One of Egypt's first settlers was Thomas Ramsdell, who purchased a large lot in 1802. In 1815, he built a frame house, which stands today as the oldest house in the Town (7516 Pittsford-Palmyra Road). Another prominent early settler was Oliver Loud, who established Egypt's first store in 1815, built a sawmill, and opened one of three taverns that catered to stagecoach passengers (Oliver Loud's Tavern was moved out of Egypt and reconstructed in Bushnell's Basin).

By 1820, Egypt was a thriving hamlet with a stage depot, blacksmith shop, tannery, sawmill, gristmill, and a school. The Town Courts of Justice were held in Loud's Tavern. Egypt's first and only church edifice belonged to the Methodist Episcopal Society who erected their building in 1826.

After the Erie Canal opened in 1825, Egypt's importance waned as the Town's commercial center shifted to the Canal hamlets of Fairport and Bushnell's Basin. The stage line was discontinued in 1842.

In spite of Egypt's lesser importance as a business center, it remained a viable settlement with a church, a school, post office, and small shops. The Town maps of 1852, 1858, 1872 and 1902 illustrate the village-like character of Egypt. The majority of the residential structures that still stand in Egypt today were built in this period. In addition to the groupings of houses and shops, the 1902 map shows Egypt surrounded by prosperous farms. Today, a few remaining parcels of open space retain a sense of their agricultural history, with outbuildings and/or fields and pastures.

The Hamlet changed again the first decade of the twentieth century. The trolley came through, which provided a means for farmers and their produce to get to the City. The Rochester, Syracuse and Eastern Electric Railroad (RS&E) was chartered in 1901 and constructed from 1906 to 1908. The Railroad, 86 miles long, boasted fast and frequent service. The first car to operate ran from Fairport to Macedon on August 17, 1908. In addition to the stations built in primary villages along the way, 64 standard shelters were constructed in rural Hamlets, including one in Egypt, which was located on the northeast corner of Mason and Pittsford-Palmyra Roads.

An industrial presence was firmly established with the creation of Egypt's canning industry, which developed from a small evaporating plant located at the Southwest corner of Loud and Pittsford-Palmyra Roads. Here local produce was dried and sold at local markets. In 1904 the Egypt Canning Company was established, which processed vegetables and fruits grown by local growers for commercial use. The canned goods were transported to Fairport's freight station where they were shipped to larger markets.

In 1914, the first permanent warehouse, a 40' x 90' building, was constructed on the north side of Pittsford-Palmyra Road, near the northeast corner of Mason Road, at an angle but parallel to the trolley tracks. This building was later converted to barracks for migrant workers who began working at the plant in the 1950s. Today the structure houses small shops of Egypt Plaza at 7450 Pittsford-Palmyra Road.

As the company grew, the original wooden buildings were replaced. About 1931 a more modern factory, larger warehouse, and a new boiler room were built. The water tower was probably erected at this time.

In 1937, the Egypt Canning Company joined six other firms to form the Comstock Canning Company. The company continued to buy its produce from local farms and staff its factories with local people. During the 1950s, 375 people, including migrant labor, were employed during the peak season of July and August.

Other changes to the Hamlet included a new one-room District #4 School, which was erected in 1908-1909. It was enlarged to its present appearance in 1931 (7700 Pittsford-Palmyra Road). The school closed in the late 1950s, and the building served as the Fairport Grange until 1997. In 1949 the Fire Hall was constructed.

As a major east-west thoroughfare, Pittsford-Palmyra Road (Route 31) became a major component in the spread of suburban communities. Over the past 30 years, new commercial entities have moved into the Hamlet, mostly single structures scattered along Route 31. In spite of the close proximity of residential development, the Hamlet still retains an identity of a small community surrounded by open space.

3. Traffic Circulation - Route 31

Access to/from Route 31 from residential streets and commercial driveways is severely constrained by the speed and volume of traffic on Route 31. The increasing volume of traffic is much more attributable to development east of Perinton than development within Perinton. Traffic signals are needed to interrupt traffic and provide safe ingress and egress. Currently, however, there is insufficient volume of traffic at Thayer Road/Route 31, Loud Road/Mason Road/Route 31, Town Centre Plaza/Route 31, or Hogan Road/Route 31 intersections to justify a signal. The NYS DOT currently favors a realignment of the Loud Road/Mason Road intersection and a future signal at that location. The Loud Road/Mason Road intersection has the most volume, but also has the greatest potential to increase thru-traffic on the rural and limited-capacity roads in the upland hills south of Egypt, due to its direct connection to Mason Road/Ayrault Road. The future opening of the Lyndon Road Bridge will provide cross Canal access to and from points north, which will bring more traffic to the Mason Road/Loud Road intersection. Traffic studies commissioned by the Town therefore recommended traffic signals at Victor Road (recently installed) and Town Centre Plaza. A realigned Thayer Road/Town Centre Plaza intersection would nearly match the traffic counts of Loud Road/Mason Road intersection with Route 31. Realigning both Thayer Road and Loud Road, to an intersection at Town Centre Plaza, would definitely warrant the needed traffic signal. There are pros and cons to each alternative, and perhaps signals will be warranted at additional intersections, or at Town Centre Plaza without realigning Thayer and Loud Roads. From a pedestrian standpoint, the RS&E Hike/Bike Way and south-side sidewalk would provide access to a protected road crossing at either location. Frontage or back lot access roads for existing north side Route 31 and future south side Route 31 commercial development has also been suggested to reduce the number of driveways on Route 31.

4. Development Stability

The stabilization of business, investment to upgrade vacant property, financing of off-site improvements and design enhancements require a project size, capitalization and revenue potential to be economically viable. The reorientation of business from highway commercial to limited commercial, investor interest in upgrading properties and stabilization of existing business also requires a sufficient local customer base. It is recognized that single-family, low and suburban residential densities on adjoining vacant lands will not create a sufficient local market to accomplish these objectives. Larger projects have greater potential to be financially viable than smaller projects. Underutilized or disjointed businesses are therefore encouraged to combine into larger, more diverse and efficient commercial spaces. Vacant land within the Hamlet of Egypt is recommended for varied density residential development or planned mixed use development, which combined with existing industrially zoned land and current and developing residential areas within 1/2 mile of Egypt, would better achieve the support population necessary for the area to remain economically viable. (See Figure 2 and Appendix C.) It is not the intent to dismiss long-standing standards of quality and

compatibility for the sake of economic development. Instead, the intent is to promote higher quality and compatibility by attracting developers and developments that have the financial resources and expected financial return to help create the desired image.

New land use schemes hold promise for area revitalization. Throughout the country, older commercial areas are being revitalized with the introduction of village-type mixed uses. A recent New York State publication cites several key strategies for making areas more attractive to development. These strategies are:

- Mixed use/pedestrian friendly development.
- Gateway enhancement
- Promotion of tourism
- Introduction of public uses and services.
- Improved design and aesthetics
- Merchant activism to promote change
- Historic preservation

Another National study has identified the characteristic of sustainable communities. These include:

- Mixed use centers that include multiple land uses and compact residential densities and a variety of housing types.
- Access to transit
- Avoidance of continuous commercial zoning along arterial roadways; instead creating pedestrian friendly commercial clusters in easily accessible locations.
- Development incentives that encourage private development to implement public improvements.
- Multi-modal circulation: transit (bus), auto, bike and pedestrian.
- Slowing traffic to make it easier and safer to access adjoining properties.

5. Separation of Commercial and Residential Traffic

The Comprehensive Plan proposes the separation of commercial / higher density development traffic from existing residential development traffic. Commercial and higher density development should be accessed directly from Route 31, and residential traffic directed to Loud, Mason, Aldrich, Hogan, or Thayer Roads. The realignment of Thayer Road to Town Centre Plaza would provide the opportunity to dead-end the existing Thayer Road north of the hill, and serve the current intersection. Future plans also envision the possible relocation of Loud Road to the relocated Thayer Road and independent access to the Dispatch (Comstock) parcel from the current Loud Road intersection.

6. Density Transition and Buffers

The Comprehensive Plan envisions a transition between Route 31, the most intense land use, and single-family residential development surrounding the Hamlet. Highway

frontage commercial development (current pattern) would be curtailed, and new commercial development directed into self-enclosed enclaves (like Town Centre Plaza). Re-development of the existing commercial uses would take on a more local, neighborhood orientation. Development of large vacant parcels within the Hamlet would be planned residential, planned non-residential, or planned mixed use, designed to concentrate development in clusters nearer Route 31 and provide larger open space buffers to adjoining suburban and low density residential properties. New single-family residential development of these vacant parcels was not considered practical or desirable due to their proximity to Route 31.

7. Mixed Use Development

Planned mixed use development is favored over independently designed single use development. Single use developments are constrained by zoning standards intended to separate them from one another, and may or may not be of similar style to adjoining properties, or be compatible with their surroundings. Building location, use, size, style, lot coverage, buffering, ingress and egress, site drainage, and environmental protection can be more easily addressed, and a more attractive project developed when more than one use can be reviewed on a parcel and zoning standards modified as necessary. Any planned mixed use project would have to be pre-designed, be found compatible with development management guidelines, and the land re-zoned for the intended use. The most successful and appealing hamlets and urban subcenters have a strong residential presence. Allowing mixed use provides more options for developers. Encouraging mixed use creates a more stable, dynamic and sustainable neighborhood.

8. Utility Service

The Egypt relief sewer was designed to handle present residential and commercial development, and future growth in the immediate vicinity. At the time of its design, there was the capacity to handle 232 new residential equivalent units in Egypt (deducting all downstream commitments and potential). A total of 127 new residential equivalent units were reserved for approved projects and existing residences and businesses in the vicinity, leaving 105 units for future development. The restraining factor to additional capacity was an 8-inch sewer on Waterford Way, which needed upsizing. This segment of sewer has been upgraded, removing this impediment.

9. Diversification of Housing Types / Styles

The Comprehensive Plan recognizes that the demographics of a community change over time, and with it, the need / demand for different housing types and styles. The Town is noted for its diversity of housing choices. With an aging and more prosperous population, there is an increased need for both senior living complexes, and up-scale rental housing for empty nesters. Countering the concern for transient occupants, Perinton already has rental complexes priced for singles, young adults, and lower income families. The quality of design, construction and maintenance controls rent, which, in turn, influences the occupancy. The typical occupant of these complexes is the previous

owner of a home in the community who doesn't wish to continue to hold a mortgage or may already own a second home. Recent changes in tax laws make it easier to sell appreciated property, without re-investment. There is no reason to believe that these rental complexes will be much different than owned garden homes or townhouses, with occupants of similar age. Variable density residential development in Egypt is considered an appropriate form of land use and also attractive to new residents due to proximity to shopping and recreational opportunities, available infrastructure, and an evolving neighborhood identity.

III. GUIDELINES FOR ENVIRONMENTAL PROTECTION AND GROWTH MANAGEMENT

The Guidelines for Environmental Protection and Growth Management are brief statements of intent, which can be used to guide Town actions in the future. They were derived from review of past plans, suggestions from Committee members, and contemporary land use and transportation planning principles. Policy and action-oriented guidelines are able to provide direction without the rigidity associated with plan maps and text. These guidelines have a very broad range of specificity. Statements of development philosophy are very generalized, while other guidelines point to specific action steps necessary to implement planning objectives. Some complex issues need more attention; therefore, several of the guidelines direct studies to be done to assist in making future decisions.

A. LAND USE AND ZONING

1. The Hamlet of Egypt should be considered a Town subcenter and, as such, an area where denser development and re-development should be encouraged, consistent with the objectives of compatibility with adjacent land uses, limiting natural factors and continued enhancement of the attractiveness of the community.
2. The density and intensity of development shall be greatest closer to the four corners in Egypt (Loud Road, Mason Road, Rt. 31) and become less dense more distant from this subcenter. The gradation in density should also be based upon the availability of sewer and water, topography, access opportunities, safety and capacity of the road system, and compatibility with surrounding land uses.
3. For residential development, higher density development is appropriate near the core, grading outward to traditional suburban densities, and in the east and south to rural densities.

4. Adequate buffers and/or land use transitions are needed between new development and low-density rural residential areas to the south, and suburban density subdivisions to the north and northeast.
5. It will be the policy of the Town of Perinton to continue to pursue the preservation of open space in this subarea for the benefit of the citizens of the Town of Perinton through whatever means are available for such preservation, including outright purchase.
6. Industrial Park expansion near the Four Corners shall be discouraged and consideration given to change the zoning to limited commercial, planned residential, restricted business, and/or planned mixed use.
7. Undeveloped areas within Egypt should be considered for their suitability for application of the Town's Open Space Preservation Law or similar density transfer provisions that may be adopted in the future. Larger undeveloped lots in the uplands could be considered for open space uses, and density transferred elsewhere. The more level areas close to the Hamlet's center could be considered for increased density.
8. Areas currently zoned Residential B, not considered suitable for residential development should be rezoned in accordance with the recommendations of this Plan.
9. Due to topographic constraints, the zoning on the south side of Route 31 west of Thayer Road shall remain flexible to allow either commercial, restricted business, or mixed density residential, designed to minimize disturbance of the hillside, provide adequate off-street parking, and provide access to adjoining developable property.
10. Development north of Route 31 should remain similar to current uses, with infill recommended to be office or small retail oriented rather than large building (box) commercial. If possible, access should be combined, and development themes and styles made more uniform to promote a community concept.
11. Promote the continuation of occupancy of existing residences along Route 31. If, in the future, the existing residential property is impacted by outside factors, i.e., traffic, then further extension of restricted business or limited commercial could be considered.
12. Community service and convenience businesses are preferred over businesses primarily drawing regional traffic.
13. The Comstock building is one of the key redevelopment sites in the Hamlet. A combination of zoning restrictions and development incentives should be

initiated to both encourage the owners to change the use and improve the looks of the building and grounds.

14. The Hamlet of Egypt Development Plan from the Development Opportunities Study for the Town of Perinton (“Phoenix Plan”) recommendations for the Hamlet should be incorporated by reference and used as a guide for re-development. Specifically referenced are Figures 4, 5, 6, 7, and 8, included in Appendix C.
15. Limit proliferation and encourage co-location and compatible design of radio and microwave towers in and surrounding the Hamlet.

B. ENVIRONMENTAL PROTECTION AND CONSERVATION

1. The water quality and quantity of White Brook and its tributaries should be maintained.
2. Wetlands north of Route 31 are important for flood protection and water quality. Encroachment on these, necessary to improve access, shall be allowed, but encroachments shall be mitigated with wetland improvements intended to maintain their function and value.
3. The steep slopes south of Route 31 help define the boundaries and character of the Hamlet and, as such, they shall be protected from encroachment.

C. HISTORIC AND CULTURAL RESOURCES

1. Design elements and historic structures that have been identified as important to the Hamlet’s heritage or lineage should be preserved, either by physical restoration, relocation, or commemoration.
2. The Packard-Watson (Nelson) Store at the corner of Loud Road and Route 31 has historic value. It is recognized that little can be done to improve roadway safety or access with the building structure in its current location. Relocation of the building is preferable to demolition.
3. The report and design guidelines prepared for the Hamlet of Egypt by the Landmark Society should be used as a guide for historical preservation efforts.

D. DESIGN OF DEVELOPMENT

1. Commercial development along Route 31 in areas so designated shall be designed or redesigned such that the number of driveways on Route 31 is made as few as practical. This includes the combination of parking areas and accesses, and the construction of alternate frontage and/or rear access roadways.

2. Encourage the curbing, paving, and landscaping of parking areas within the subarea, particularly along the commercial strip on Route 31.
3. Subdivisions and other types of development on the periphery of Egypt shall be designed such that easy access can be provided to the Hamlet both for vehicles and for pedestrians.
4. Due to the increased traffic on Route 31, existing residences with historic and/or architectural significance adjacent to Route 31 which are no longer desired for residential uses shall be considered for re-development as restricted business rather than commercial. It is the desire of the Town that these be maintained with their present design rather than demolished and redeveloped.
5. A street landscaping plan shall be developed to provide visual and functional continuity within the Hamlet of Egypt.
6. Development plans along Route 31 shall be reviewed, with setbacks based upon design guidelines and access management recommendations. Developers may be required to provide right-of-way adjacent to their property, in accord with a three, four or more lane plan and/or provide easements for shared access.
7. Investigate the potential use and interest of property and business owners in a special district for streetscape improvements and/or lighting.
8. The State should be encouraged to provide additional sidewalks, appropriate landscaping, and pedestrian lighting as part of any future planned Route 31 improvements in the subarea.
9. The Town, property owners and developers should utilize and/or refine the design guidelines for the subarea prepared by the Landmark Society to further promote historic use, architectural character, and planning objectives.
10. The Planning Board, Historic Architecture Commission, and/or Town Historian should work with property owners to choose appropriate building materials, forms, and architectural details for re-development and for construction of new buildings in the Hamlet area to help reinforce the Hamlet's character and identity.
11. The Planning Board should use site plan review procedures to require architectural, access, and streetscape improvements consistent with this plan.
12. A sense of place can be reinforced with gateway signing, consistent roadside landscaping and design, banners, and other consistent architectural treatments.

13. Designers and reviewers should consider the visual perception from adjoining developments and from roadways.
14. Developers should be encouraged to incorporate open areas within their developments, and make them attractive and functional parts of the project.
15. The Town or a Special Improvement District could provide additional parking, landscaping, lighting, street furniture and other features necessary to support pedestrian interest and use of the Hamlet.
16. In order to maintain an estate and/or rural land use pattern in the uplands, and in the rural frontage east of the Hamlet, larger lot frontages and encouragement of lot development on the interior of sites off private drives is preferable.

E. PARKS AND RECREATION

1. It shall be the policy to support the extension, connection to other Town open spaces, and continued maintenance of the Crescent Trail and RS&E Hike /Bike Way.
2. Egypt Park should be retained as a community resource by long-term lease or purchase.
3. Egypt Park shall be enhanced to include a greater variety of recreational experiences and to provide access along the RS&E trail.

F. TRANSPORTATION / CIRCULATION

1. Route 31 will continue to be considered the main east/west arterial for the subarea.
2. Turk Hill Road, Mason Road, and Victor Road will be considered the principal north/south collector and minor arterials for traffic originating in or moving through this area, and traffic directed to/from them rather than to/from other north/south roads within the subarea.
3. The rural character of Hogan Road, Thayer Road and Loud Road shall be maintained, and measures implemented to discourage their use by through traffic.
4. Traffic carrying capacity of roadways in this subarea shall be maintained by discouraging frontage development on narrow lots along the roads. Rather it shall be the policy to favor lots to be developed from internal roadways with limited connections to the principal roadway.

5. Route 31 shall be improved all the way to the Wayne County line, to include highway safety enhancing improvements at intersections, highway widening, and reduction of the proliferation of roadside utility poles and signs, and combining accesses wherever possible.
6. The Loud Road-Mason Road intersection shall be improved and realigned with any new construction along Route 31.
7. Intersections at Hogan Road, Thayer Road, Loud Road, and Aldrich Road shall be improved in conjunction with future highway widening of Route 31.
8. The feasibility of one or more traffic lights at existing or future intersections in the subarea shall be investigated.
9. A special traffic signal, that can be activated as needed, should be installed at the Egypt Fire Hall to allow emergency equipment safe ingress and egress off Route 31.
10. Development of undeveloped acreage south of Route 31 should be accessed by new or relocated roadways that minimize additional road cuts. In the interim, until these are constructed, single-family residential development should seek access to Loud and Thayer Roads. Non-residential, higher density, and mixed use development of these parcels would be better serviced from Route 31, with shared points of ingress and egress.
11. The Town should develop a plan for cross property access easements necessary to consolidate accesses along Route 31.
12. The Town should develop linkages between existing and planned sidewalks and the RS&E trail.
13. Link residential, commercial, and recreational places with sidewalks and trails to accommodate non-vehicular access.
14. Commercial and residential development in the area will result in more pedestrian activity, and a greater need to facilitate safe pedestrian crossings of Route 31. An architecturally compatible bridge or tunnel is preferable to crosswalks to link the north and south sides of Route 31.
15. Satisfactory long-term improvement of side road delay times for left turning motorists cannot be achieved without signalization. Traffic studies should be performed in association with design of any improvements to thoroughly evaluate the needs for, benefits of, and preferred locations for traffic signals.

16. Pre-planning of right-of-way needs and design objectives can provide the Town with guidelines that it can use during the development review process to reduce future costs of land acquisition, pavement restoration, and intersection improvements. In order to accomplish these objectives now, the New York State Department of Transportation must be flexible to modify its design/construction procedures, if necessary, to accommodate Town objectives, and to provide future right-of-way widening and design requirements which can be utilized for review of new developments.
17. The limited capacity for through traffic along this section of Route 31 indicates that widening to a three, four or more lane section at some locations may be justified.
18. Significant improvements can be made to the capacity and safety of Route 31, within the existing right-of-way. This includes widening for left turn lanes on Route 31, and right turn lanes to Route 31 at most intersections.
19. The realignment of Loud Road and/or Thayer Road to intersect Route 31 at Town Centre Plaza would meet warrants for installation of a traffic light. This option should be carefully considered and fully evaluated in conjunction with Route 31 design studies.
20. A realigned Loud Road or Thayer Road should follow a circuitous route to discourage use as a by-pass route to Turk Hill Road, Victor Road, or the Town of Victor.
21. Effective frontage development policy and developer correction of deficiencies attributable to their development can provide some temporary improvement to localized access and safety impediments.
22. Roadway improvement plans, uniform frontage policy, dedication of right-of-way, spot improvements associated with new development, and financial contributions for capacity improvements and enhancements must be addressed on a regional level. The County line should not constrain this planning. The most appropriate forum for these discussions is the Genesee Transportation Council.
23. Request the Genesee Transportation Council and the New York State Department of Transportation to initiate a corridor study to plan safety and capacity improvements, access management guidelines, streetscape improvements, etc.
24. Discuss potential roadway realignments and shared accesses with affected property owners and prospective developers. Secure the ability to implement realignments in the future. The design approval process can be used to further

investigate alternatives that have the greatest potential benefit, such as the merger of Loud and Thayer Roads across from Town Centre Plaza.

25. Work with the State, other local communities bordering Route 31, businesses fronting on Route 31, legislators, and developers to devise a plan for funding Route 31 improvements. This may take the form of a Transportation Development District (TDD) or similar public/private agreement. The TDD is similar to other special improvement districts in that it can borrow funds and levy assessments for highway improvement purposes.
26. Work with New York State Department of Transportation to establish uniform traffic access guidelines for new development fronting on Route 31.

G. ECONOMIC / BUSINESS DEVELOPMENT

1. A local Business Association is needed to represent business owners, encourage business growth, and implement property improvements consistent with this plan.
2. A mixed use development theme has a greater chance of preserving the economic viability of the Hamlet than continuation of a policy that encourages commercial development of the Route 31 frontage.

IV. CONCEPT PLAN FOR LAND USE AND CIRCULATION

Figure 2 is a concept plan for land use and circulation that demonstrates how application of the guidelines could result in an attractive and functional development pattern. These concepts are further illustrated in Appendices C and D.

It is important to point out the difference between ideas shown on a concept plan and actions associated with a project. Projects are proposals for specific improvements or changes for which there are immediate plans (and usually funding mechanisms and/or approvals) to follow through. Recommendations in a concept plan are to be considered over time and are usually prompted or followed by individual actions, each of which require separate approvals. Recommendations for roadway or driveway realignments, changes in future land use, and illustrative concept drawings are thoughts for future consideration, each to be evaluated on their merits when a development proposal or funding opportunity arises. The specific types of development that are allowed in each area continue to be dictated by current zoning. Unlike a zoning map, the categories of land use shown on the Concept Plan for Land Use and Circulation do not define specific boundaries. The zoning process could, however, progressively implement these ideas as development unfolds.

It should be emphasized that it is not an objective to actively promote development throughout the Town, nor is there any target date for making land use changes. The Concept Plan for Land Use and Circulation, and supporting Guidelines for Environmental Protection and Growth Management, simply represent a framework for responding to development requests and other implementation opportunities in the next five to ten years.

Key elements of the plan include:

- Back lot access to Route 31 frontage development.
- Shared driveways and access points.
- Relocated Loud and Thayer Roads
- Extensive streetscape enhancements
- Village-type retail cluster centered upon a renovated old Comstock building.
- Planned residential and mixed use development on larger vacant properties close to the Hamlet center.
- Building design consistent with historic character.
- Tunnel or other safe crossing for pedestrians and bicyclists where the RS&E trail crosses Route 31.
- Reinforced identity with common signing, lighting, architectural style, banners, etc.
- Pedestrian linkages between businesses and to adjoining or integrated residential developments.
- Traffic signals at key intersections
- Linking the RS&E Hike/Bike trail to other Town-owned open space and the Crescent Trail.
- Historic District designation (completed)

Existing Perinton Town-owned or controlled open space includes the RS&E Perinton Hike/Bike Way, the hill west of Thayer Road acquired using the Town's Open Space Preservation Law, the Mason Valley and Carmel Estates wetlands, the White Brook wetlands, and Egypt Park. Other designated open space includes the Town Law Section 278 reservation for the Roundtree subdivision, and the pastures and woodlands at Lollipop Farm.

Suburban Residential development, which would include both single family and Section 278 varied style housing, is recommended east of Aldrich Road, and within the Mason Valley subdivision.

Low Density Residential development of densities less than one unit per acre is recommended east of Loud Road, east of Victor Road, and the steep slope LDD area between Loud Road and Thayer Road. These are areas currently zoned Residential Sensitive or Residential Transition, or where these designations may apply in the future. In these areas there is an expressed intent to keep the density of development low to protect areas with environmental sensitivity, maintain rural character, preserve open

space, and limit requirements for suburban level utilities and services further from community centers.

Planned Residential, which would allow various types and styles of residential development designed in a neighborhood unit is proposed for the southerly portion of the Ranney parcel west of Mason Valley, south of the Planned Mixed Use area between Loud Road and Thayer Road, northeast of Victor Road, and west of Mason Valley bordering the Roundtree Subdivision. The planned designation implies that the project or area has a unifying development concept, which would be reinforced by building architecture, streetscape improvements, landscaping, and an internal circulation system. Property would have to be rezoned by the Town Board, usually after a development plan for the project was accepted.

Planned Mixed Use, which would include planned residential and other retail services or office uses, is recommended across Route 31 from Egypt Park, on both sides of Loud Road and Thayer Road nearer the Route 31 frontage, and north of current development on Hogan Road. This designation is intended to foster new and rehabilitated development of areas that require a unifying development concept, access management, and pedestrian scale amenities to continue to thrive. These areas also need a user/patron clientele that is steady and predictable. There are three ways to accomplish this: to incorporate new residences into the area adjacent to or on the upper floors of businesses; provide pedestrian linkages to existing development areas in close proximity; or concentrate specialized shopping opportunities and support services such that the area becomes a leisure-time destination.

Planned-Non-residential development is recommended between Hogan Road and Mason Road, north of Route 31 approximately to the RS&E right-of-way. These are areas where the predominant land use is or is intended to be retail, office or industrial, planned as integrated projects with supporting services and amenities for tenants. They would usually have a unifying theme or style. Residential use is not considered appropriate for these areas.

Limited Commercial is recommended for the northwest corner of Hogan Road and Route 31. Industrial is restricted to existing industrially developed areas on both sides of Mason Road, north of Egypt Plaza and the Egypt Fire Hall.

Photographs and narratives better describing these land use concepts are included in Appendix D.

There are several potential roadway realignments or back-lot accesses shown. The most prominent are relocated Loud Road and Thayer Road, across from Town Centre Plaza at a new traffic signal. The current Thayer Road and Loud Road intersections would end in cul-de-sacs. There are advantages and disadvantages to the realignment of Thayer and Loud Roads. The Town should consider other options that may still provide for a traffic signal at Town Centre Plaza in addition to or rather than the Loud Road-Mason Road intersection, and still discourage “cut-through” traffic from using Loud or Thayer Roads.

Other road realignments to provide back-lot or interior access include: a roadway connecting Town Centre Plaza with Mason Road; an extension north from the Victor Road/Route 31 intersection; around the former Comstock building; a connection between the Keenan Funeral Home parcel to Loud Road; and a loop road servicing future development south of Route 31 at the base of the hill in the Western part of the subarea.

Sidewalks would be provided on both sides of Route 31, on the north to Aldrich Road and on the south to Victor Road. The hike/bike Way would be extended across the Egypt Fire Hall frontage to a safe crossing near the current entrance to Keenan Funeral Home, or routed to a signalized crossing.

Design of projects is important to reinforce the development theme for the subarea. Design guidelines produced by the Landmark Society and endorsed by the Committee are included in Appendix B. Appendix C includes sketches from the Phoenix Study, and others produced with this report to illustrate some re-development and infill opportunities utilizing the design and land use guidelines of this Plan.

V. IMPLEMENTATION

Implementation of any plan requires a variety of public and private actions. These are described in Chapter 7 of The Town of Perinton Comprehensive Plan Update – 2000.

An important action necessary to implement the plan is a change of zoning for several key parcels. These are intended as near term, corrective actions. The Concept Plan for Land Use and Circulation would guide other actions. The current zoning is shown on Map 2 of the Comprehensive Plan Update 2000. Much of the Hamlet is currently zoned Commercial or Industrial. These land use districts allow an intensity of development that is not consistent with the desire to create a pedestrian-friendly Hamlet. It is also important to adopt and then apply a new mixed use zoning district incorporating appropriate limiting criteria with respect to size and scale of structures, lot coverage, and landscaping that would encourage business and residential uses to intermix. The planned use districts would only be applied to property for which concept plans had been prepared and approved, and would require Town Board re-zoning action. The following other rezones within the subarea are recommended:

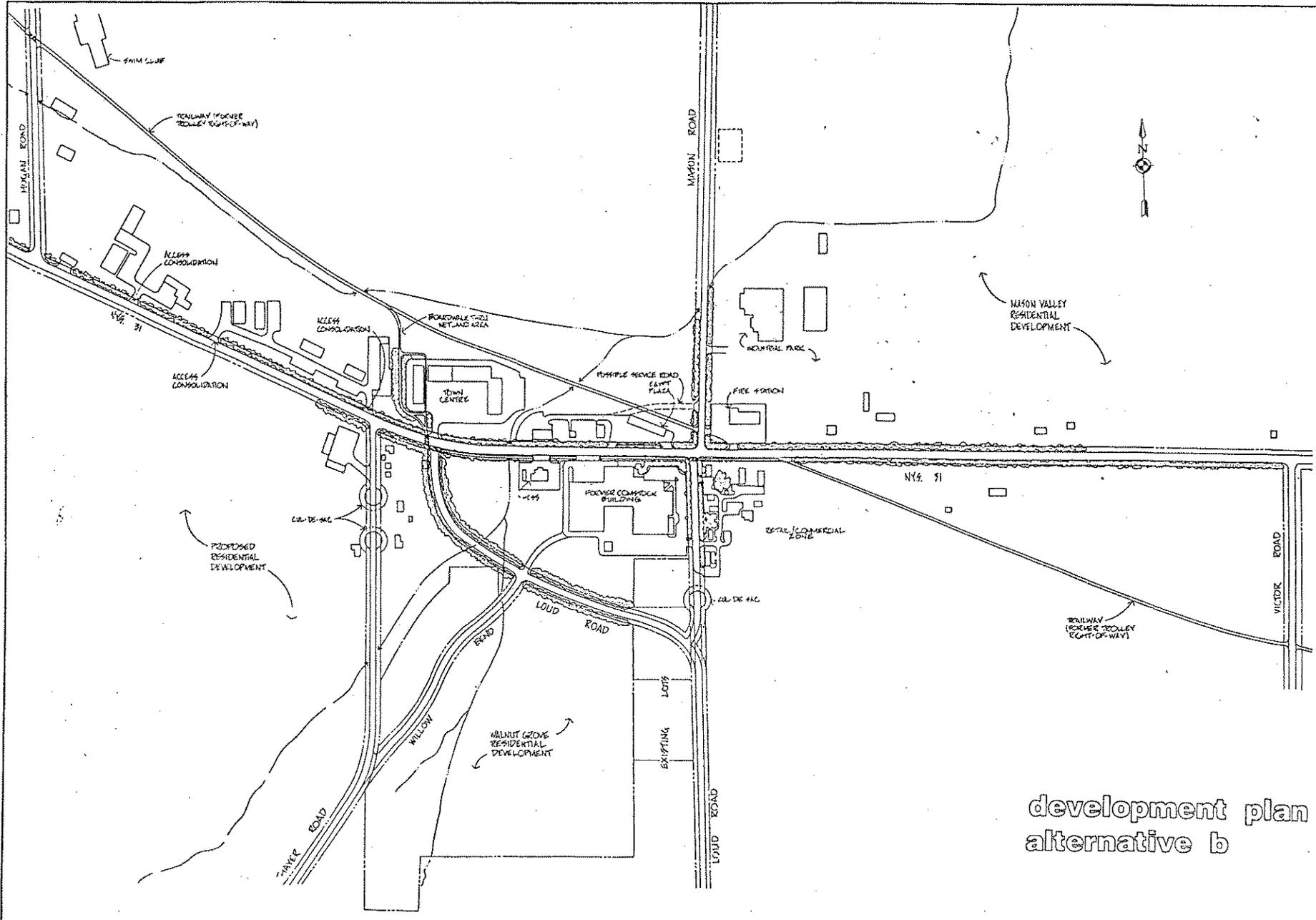
- Steep slope LDD between Loud Road and Thayer Road from Residential 'B' to Residential Sensitive.
- Comstock property, from Industrial to Planned Mixed Use or Limited Commercial.
- Portions of the Ranney parcel within the subarea from Residential 'B' to Planned or Mixed Density Residential designation.
- South of Route 31, east and west of Thayer Road, to Mixed Use or Limited Commercial.
- The northwest corner of Hogan Road and Route 31 to Limited Commercial.

Other important implementation actions include:

- Capitalizing on the theme of the recent historic designation.
- Corridor Study for Route 31 to plan safety and capacity improvements, access management guidelines, signal locations, and streetscape improvements.
- Form an Egypt-Area Business Association.
- Endorsement of the Landmark Society's design guidelines by the Town's various boards.

APPENDIX A

PHOENIX ASSOCIATES CONCEPT PLAN



development plan
alternative b

APPENDIX B

DESIGN GUIDELINES PREPARED BY LANDMARK SOCIETY

Design Elements of Egypt's Historic Structures

The character of Egypt's historic structures, as discussed in the previous sections, is primarily vernacular and small scale. Most of the existing structures are 1-1/2 to 2 stories high, with a few having three stories. There are few decorative elements that are distinctive to Egypt.

When new buildings are considered, architectural compatibility rather than conformity should be the rule. Perinton's Historic Preservation Law instructs the Historic Architecture Commission to consider the principles of compatibility to include:

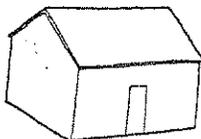
- 1) The scale of proposed alteration or new construction in relation to the property itself, surrounding properties and the neighborhood.
- 2) Texture and materials, and their relation to similar features of other properties in the neighborhood.
- 3) Visual compatibility with surrounding properties, including proportion of the property's front façade, proportion and arrangement of windows and other openings within the façade, roof shape and the rhythm of spacing of properties on streets, including setback.

These principles also can be applied to Egypt. Contemporary designs and materials, used in a manner compatible with the sense of Egypt's historic character, should be encouraged.

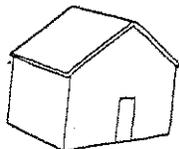
The following basic elements are indicative of Egypt's architectural character.

Roof shapes

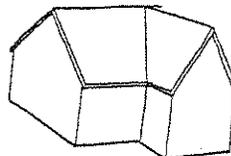
- 1) Gable - including front-gabled, side-gabled and cross-gabled. The pitch of the gable can vary, as reflected in the different architectural styles in Egypt.



side-gabled

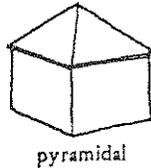
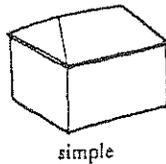


front-gabled

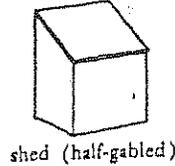


cross-gabled

2) Hipped/Pyramidal



3) Shed (primarily commercial) with square or false front.



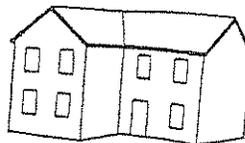
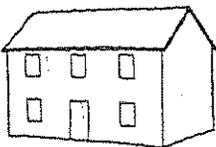
N.B. The mansard roof seen on many contemporary commercial structures in Egypt has no historic precedent in the hamlet. The mansard roof is found on late-19th-century Second Empire residences, of which there are none in Egypt.

Materials & Textures

- 1) Wood (or simulated wood) siding, with clapboard or shingle as the basic cladding.
- 2) Architectural concrete block - rough or decorative facing combined with wood single or siding on second floor.
- 3) Although there are no brick or stone structures in Egypt, these materials may be considered for use as a secondary material, such as for trim or accent.
- 4) Other treatments which are compatible with the historic character of Egypt also may be permitted.

Massing.

Most structures in Egypt are simple rectangles or squares with side wings or rear extensions. Some are articulated with porches, window bays and roof dormers.



Structures are limited to 1-1/2 to 2 stories, with a few examples having 3 stories.

Proportion & Scale.

Heights and widths of neighboring buildings should relate to each other. The elevation of new buildings should not vary more than the average of the number of stories of the existing adjacent buildings.

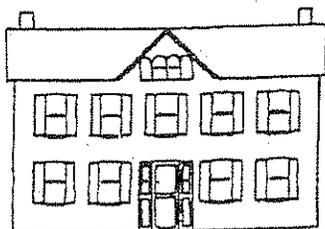
The relative proportion of a building to neighboring Buildings, to pedestrians, or to its surroundings in general, is the building's scale. Scale does more to determine the visual impact of a structure than does any other single aspect of building design. In Egypt, the relatively small and uniform scale of its historic buildings is evident, especially where there are groupings of these buildings.

The large scale of the remnants of the former Egypt Canning Company can be kept in relative harmony with its surroundings if components are added that break up the long warehouse-like expanses that are seen from the street.

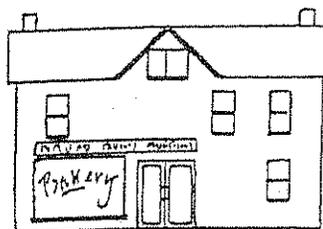
Facade treatment of structures

Basic to the character or "feel" of Egypt is the rhythm and proportion of facades along the street.

- 1) Rhythm of openings. The relationship of windows and doors should be maintained. Most of Egypt's residences are symmetrically aligned. Windows are generally rectangular, double-hung, and have divided lights, from 1/1 to 6/6.



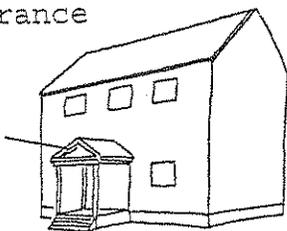
*original rhythm of openings
maintained*



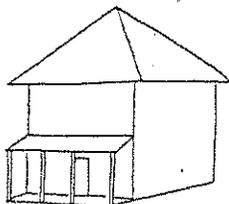
*rhythm of openings
disrupted*

2) Porches.

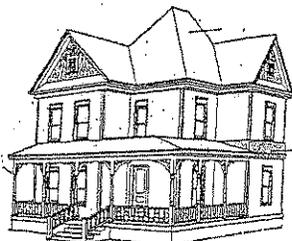
a) Center entrance



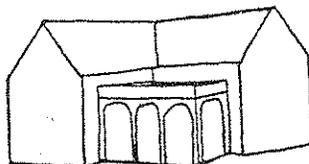
b) Full-width



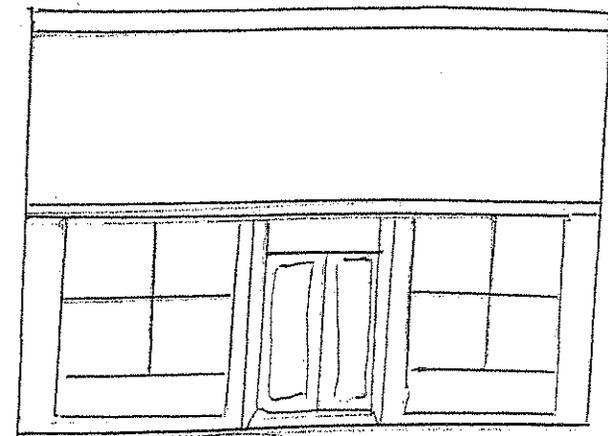
c) Wrap-around



d) Side



3) Commercial structures. Large window openings or storefronts with front doors in human scale (see historic views of Nelson's store.)



- 4) Industrial structures (i.e. former Egypt Canning Co.). New construction on site should recall historic appearance of complex. (See historic views.)

Consideration may be given to replacing the existing remnants of the former Egypt Canning Co. with the former grouping of small structures to recapture 19th century village feeling of Egypt.

Directional expression of buildings and street orientation.

To retain historic village character of Egypt, especially in the center of the hamlet, structures should face the street with little setback, matching that of existing historic structures.

Spatial relationships of Buildings.

To retain the historic village character in Egypt, buildings should have a close and human relationship with each other, such as what exists along the north side of Pittsford-Palmyra Road and at the north end of Loud Road. New construction of residential structures should maintain a village quality by locating close to the center of the hamlet, well within its defined limits. To help define Egypt's limits, an attempt should be made to retain open space around the center. This will help define where the village or hamlet begins and ends and will prevent sprawl (low density development on large amounts of land) from creeping outward, thereby destroying Egypt's historic character.

Landscaping and Other Streetscape Features.

In order to promote a comfortable human interaction within the hamlet, conducive to pedestrians rather than automobiles, the following are recommended.

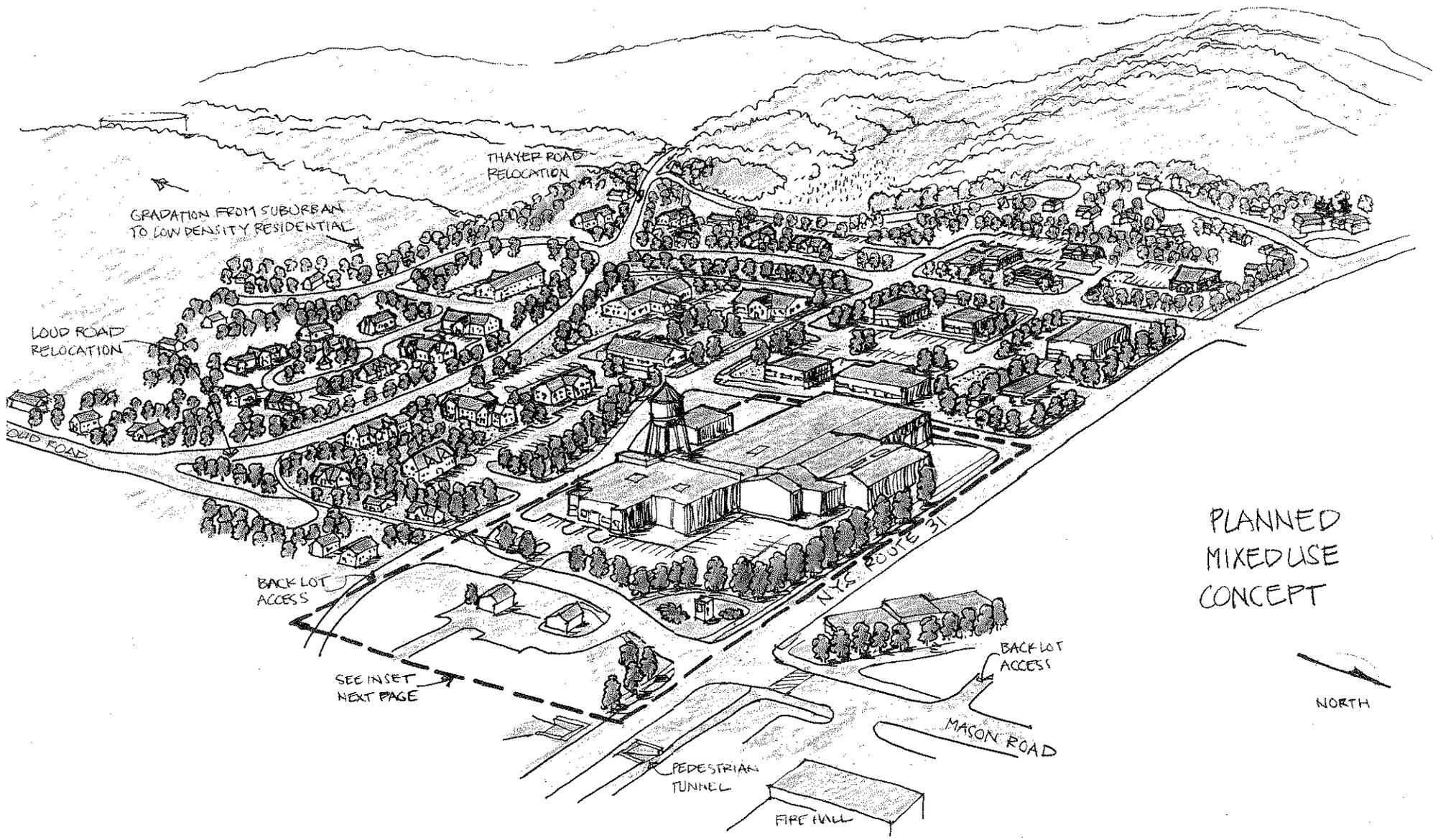
- 1) Street trees. Historic photos show shade trees along Pittsford-Palmyra Road.
- 2) Sidewalks. Historically, there were no sidewalks as people walked in the street. However, with high speed automobile traffic, sidewalks are necessary to encourage people to walk and to enjoy the architectural and rural surroundings.

- 3) Parking lots should be behind buildings. Parking lots in located in the rear of buildings encourages human interaction with the hamlet and help maintain an attractive streetscape.
- 4) Signage for Walkers. To encourage the use of the trolley path by walkers and bikers, signs should be placed near the access to trail on Pittsford-Palmyra Road. These signs should also give historical information on the trolley, early settlers, and other aspect of Egypt's history.
- 5) Utilize small open areas (Mason Rd. & Pittsford-Palmyra Rd.) as mini-parks for people to gather. Defined public areas help provide a sense of community. An attractive and sheltered bus stop might be a recreation of the trolley shelter.

The places where we live and work should be built on a people scale rather than a car scale. To give us a feeling of warmth and security, we need communities with sidewalks, lots of street trees, and houses and stores drawn close to the street and to each other. We need places that give us a feeling of belonging and togetherness, not moonscape parking lots and yawning roadways that make anyone not in a car feel alien.

Thomas Hylton, Save Our Land Save Our Towns

APPENDIX C
CONCEPTUAL DESIGN ILLUSTRATIONS



GRADATION FROM SUBURBAN
TO LOW DENSITY RESIDENTIAL

THAYER ROAD
RELOCATION

LOUD ROAD
RELOCATION

OLD ROAD

BACK LOT
ACCESS

SEE INSET
NEXT PAGE

PEDESTRIAN
TUNNEL

FIRE HALL

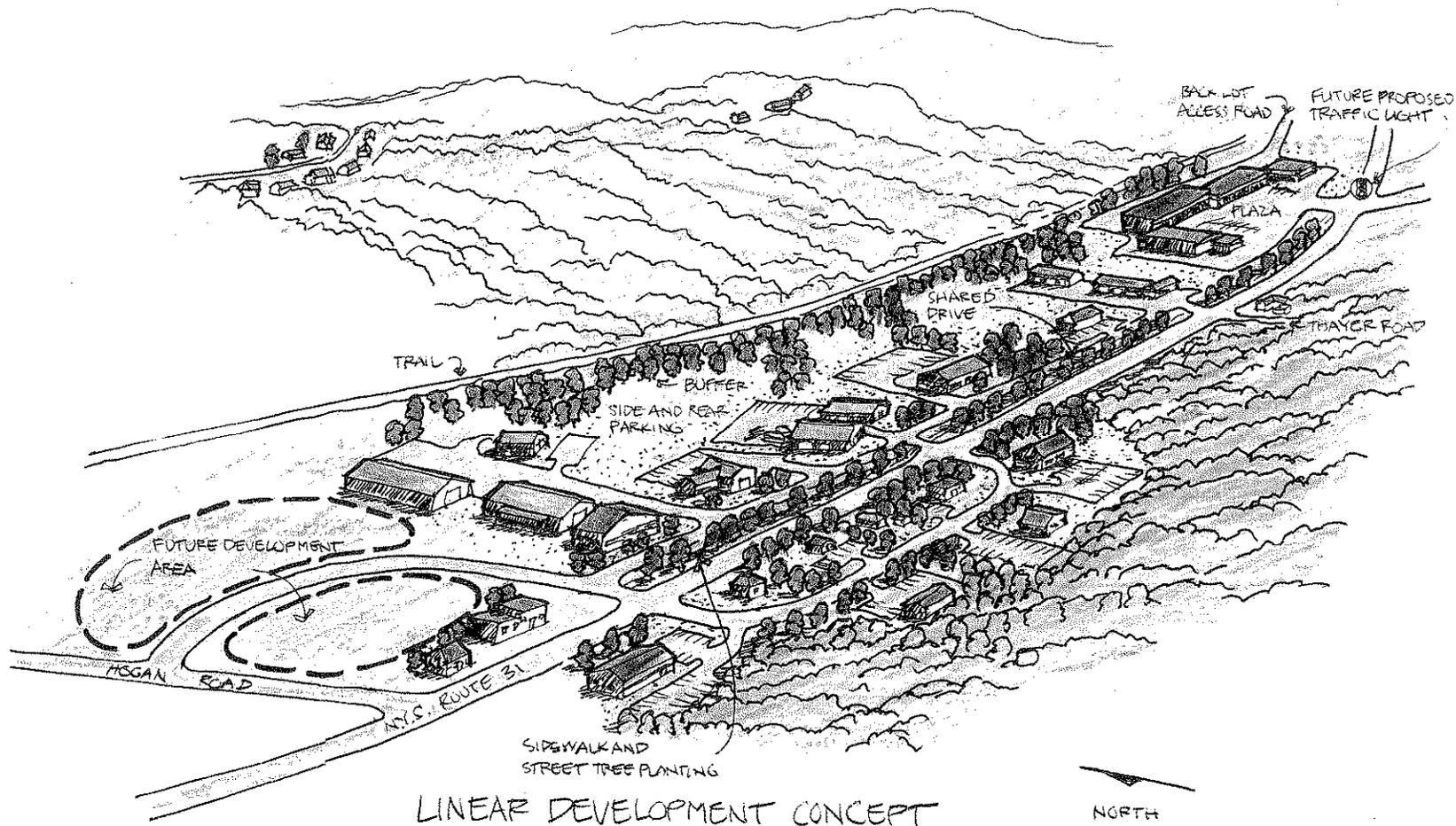
N.Y.S. ROUTE 31

BACK LOT
ACCESS

MASON ROAD

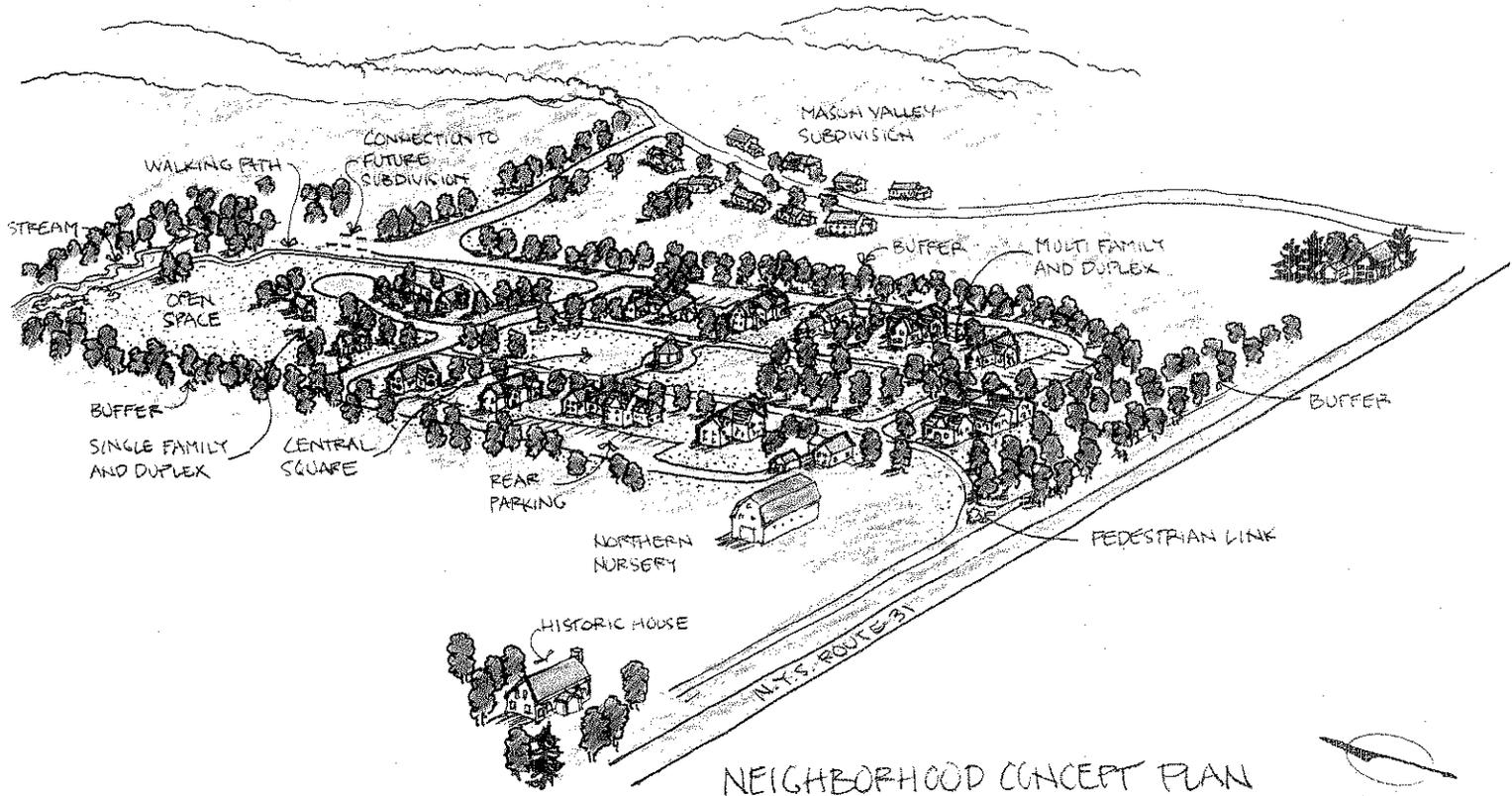
PLANNED
MIXED USE
CONCEPT

NORTH



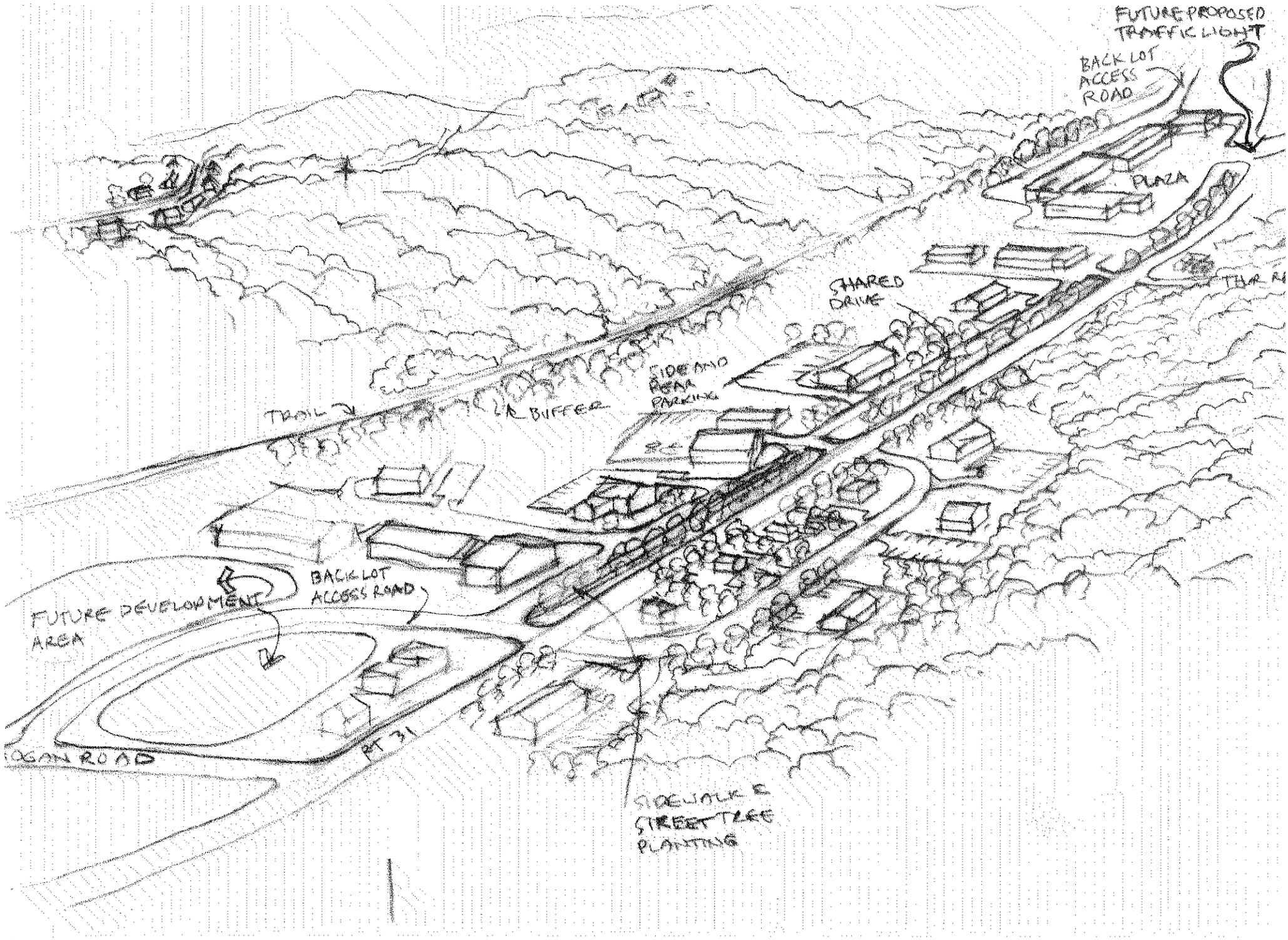
LINEAR DEVELOPMENT CONCEPT





NEIGHBORHOOD CONCEPT PLAN





FUTURE PROPOSED TRAFFIC LIGHT

BACK LOT ACCESS ROAD

PLAZA

SHARED DRIVE

SIDE AND REAR PARKING

TRAIL

LA BUFFER

FUTURE DEVELOPMENT AREA

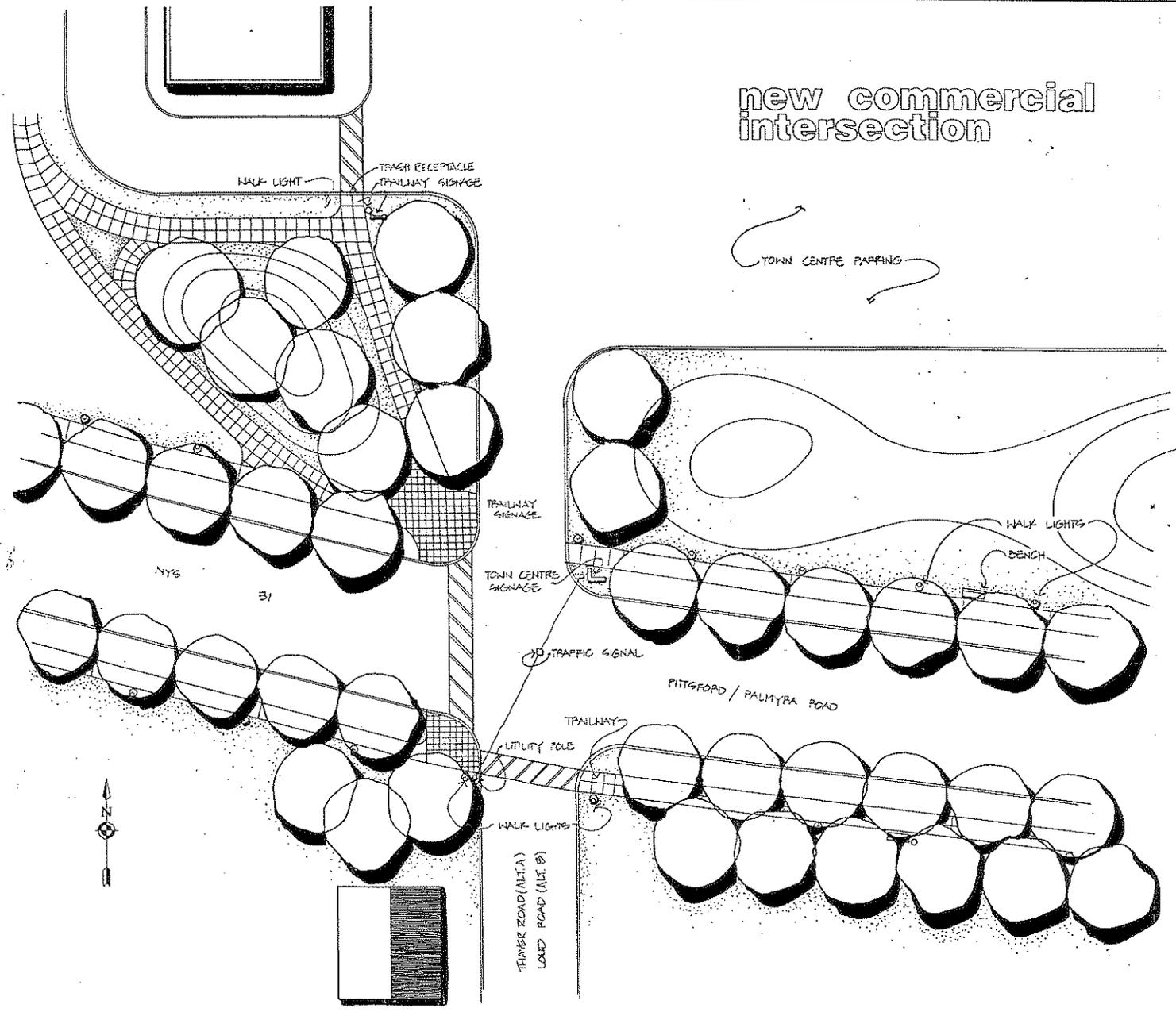
BACK LOT ACCESS ROAD

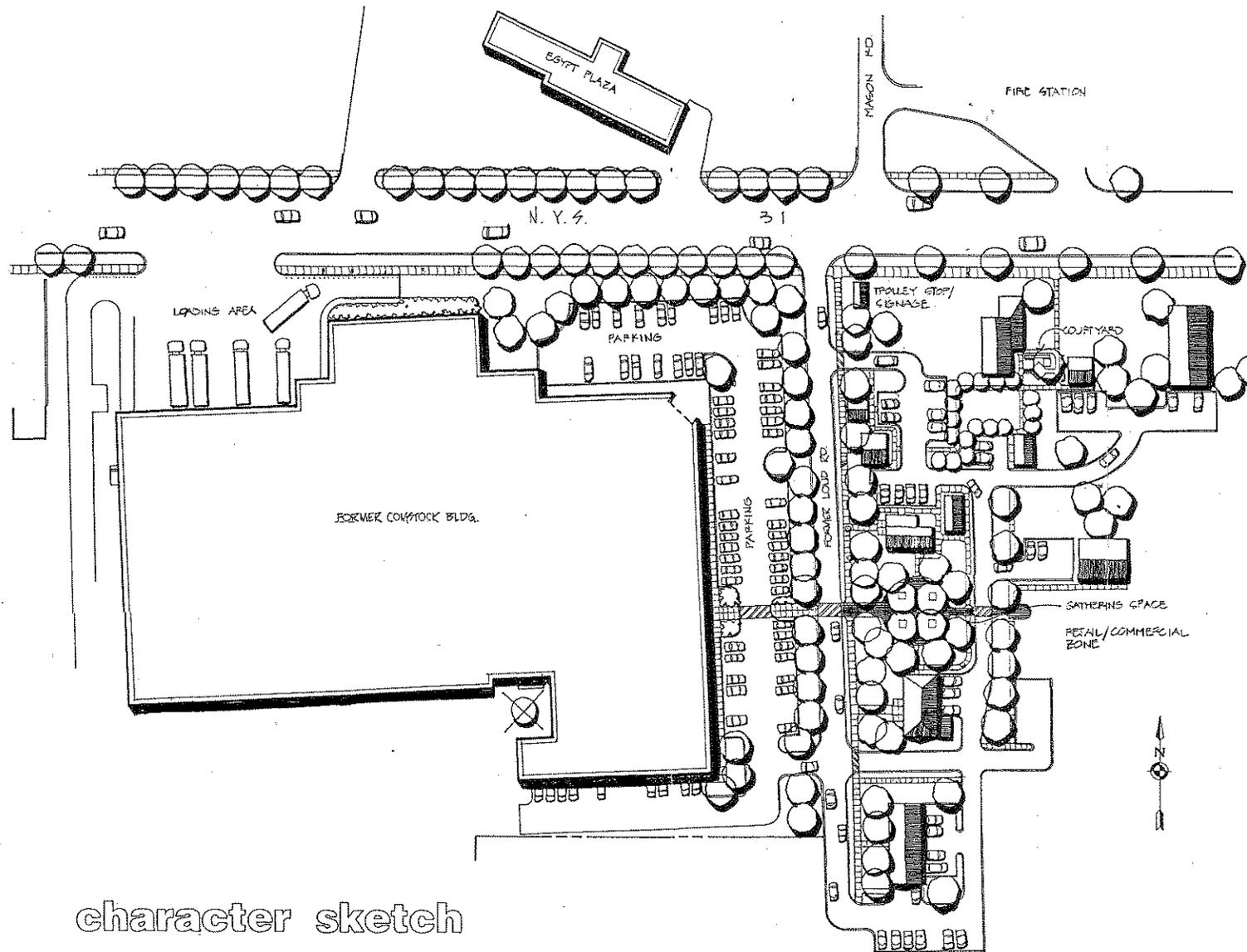
LOGAN ROAD

PT 31

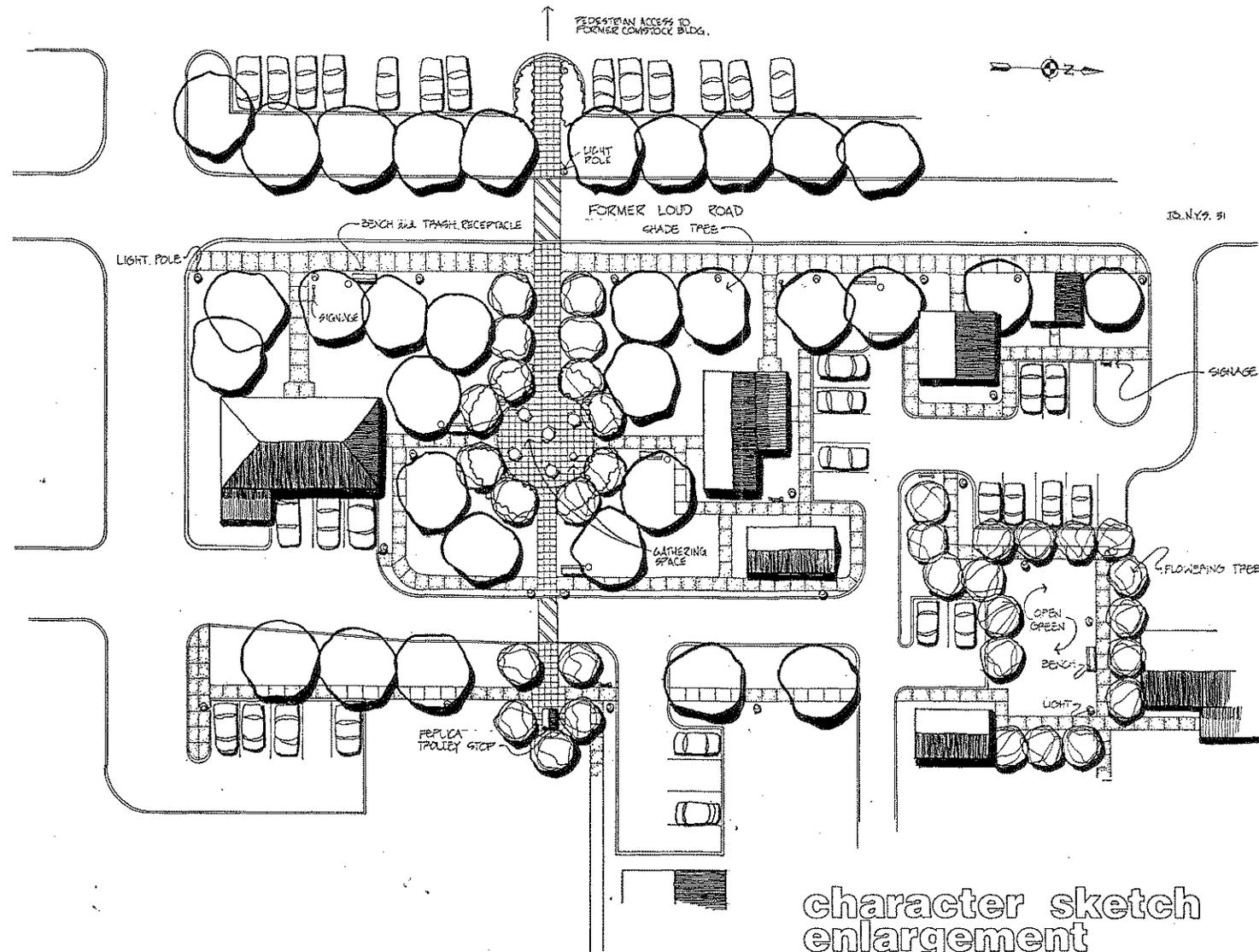
SIDEWALK & STREET TREE PLANTING

new commercial intersection

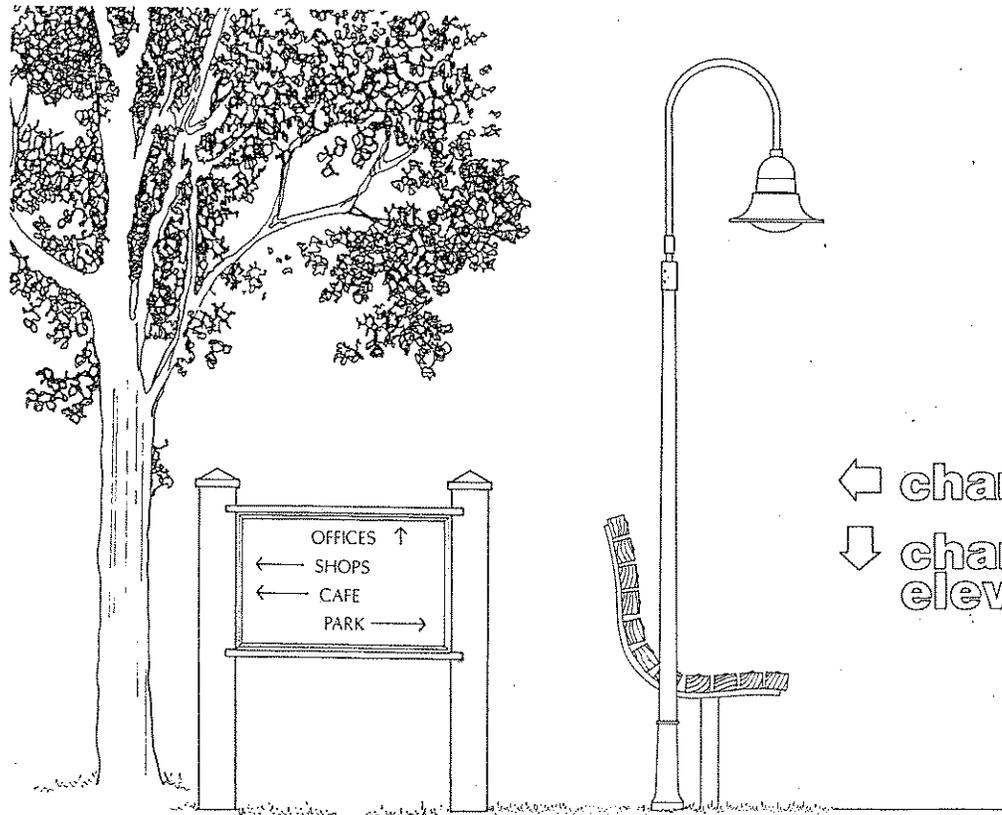




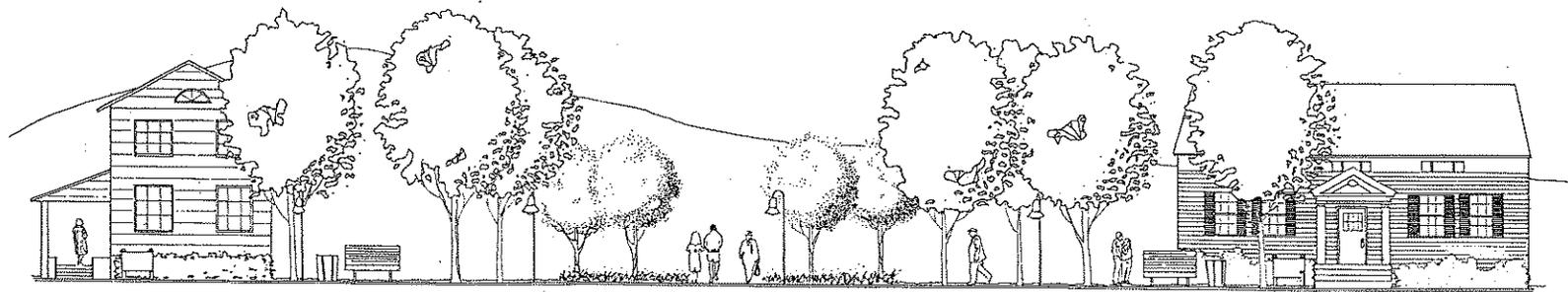
character sketch



character sketch
enlargement



← character detail
 ↓ character sketch elevation



APPENDIX D

KEY AND EXPLANATION OF

LAND USE CLASSIFICATIONS FOR FIGURE 2

**KEY AND EXPLANATION OF LAND USE CLASSIFICATIONS
FOR FIGURE 2 - CONCEPT PLAN FOR LAND USE AND CIRCULATION**

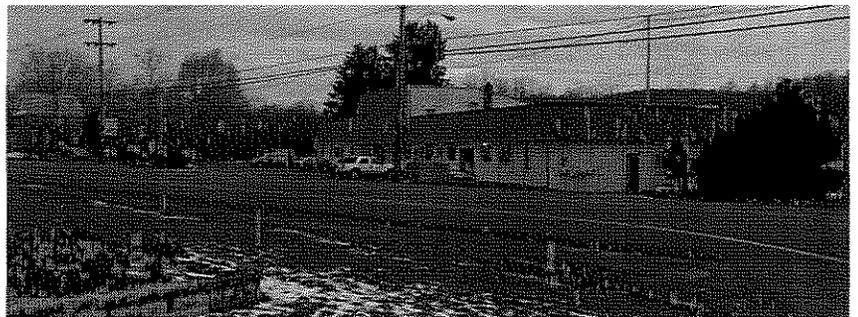
IND Industrial

These are areas where the predominant land use is or is intended to accommodate product assembly, repair, fabrication or storage. In Perinton, heavy manufacturing is not an allowed use. These areas are normally larger buildings on larger lots. Some office uses may be intermixed. The predominant current zoning is Industrial (IND).



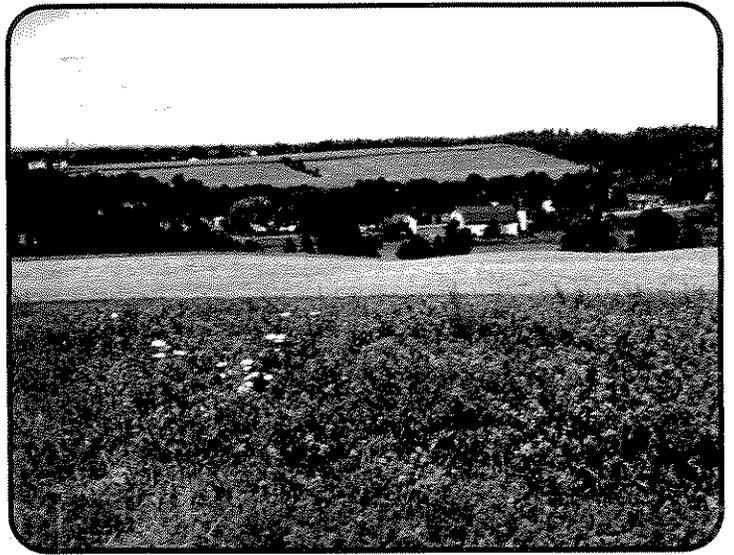
LC Limited Commercial

These are areas where the size of commercial buildings and the type and intensity of use are restricted. These areas normally provide community or neighborhood services, and are intended to be designed to be equally accessible for pedestrians and automobiles.



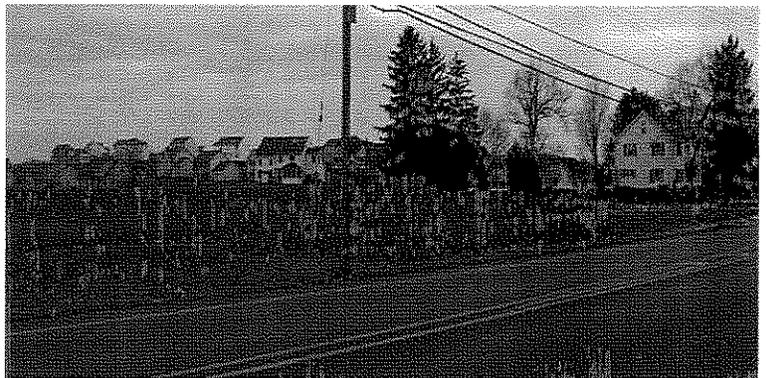
LR Low Density Residential

These are areas that are intended to maintain a predominantly rural residential, estate or agricultural character. The density of development is to remain below one unit per acre, although some concentration of development using provisions of Section 278 of Town Law may allow pockets of more traditional suburban style development surrounded by open space. These are areas zoned RS (Residential Sensitive), RT (Residential Transition) 1-2-5, or RT 2-5, or other areas with extensive amounts of LDD that would not support higher residential densities



SR Suburban Residential

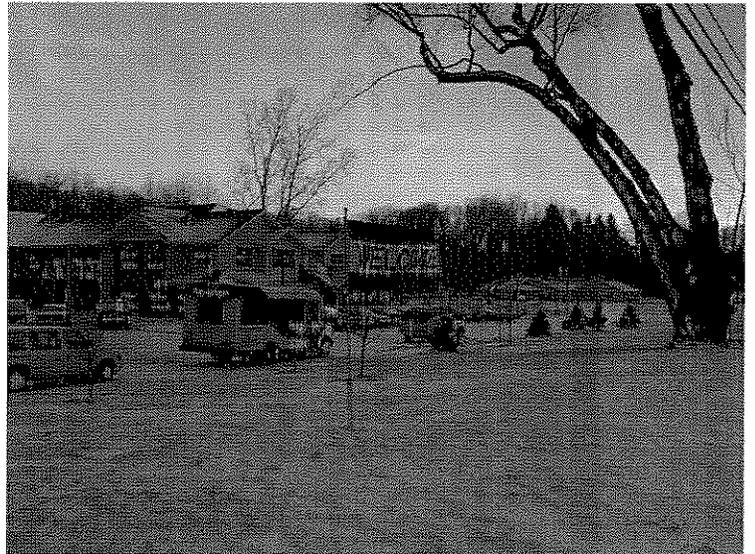
These are areas that are intended to remain or be developed at predominately traditional suburban housing densities of 1-3 units, single-family per acre on lot sizes ranging from 8,000-30,000 square feet. Some duplex or townhouses may be included using Town Law Section 278, but they would not be the predominant land use in the development, unless a significant amount of the land was reserved as open space. These areas are currently zoned Residential AA, A, or B.





PR Planned Residential

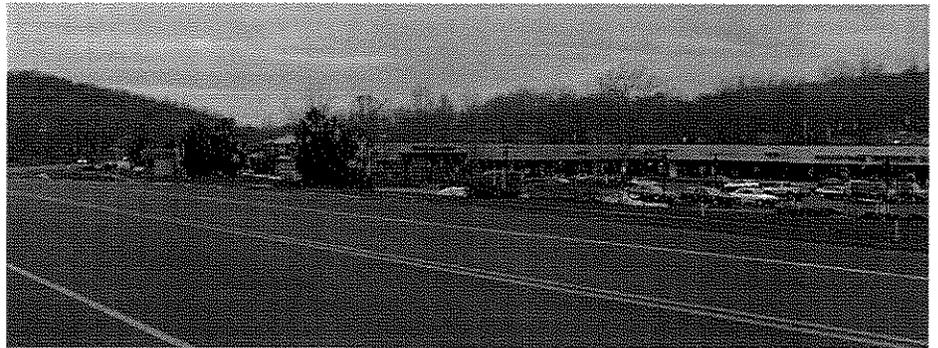
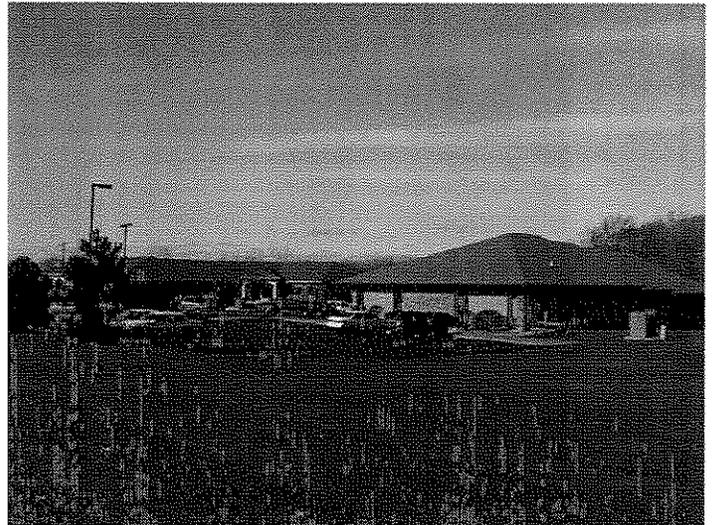
These are areas planned as a whole, often with combinations of housing styles and densities and/or the incorporation of recreational amenities. Parts of the development could be zoned differently to accommodate the type of development within it, or the project could be approved using Section 278 of Town Law.

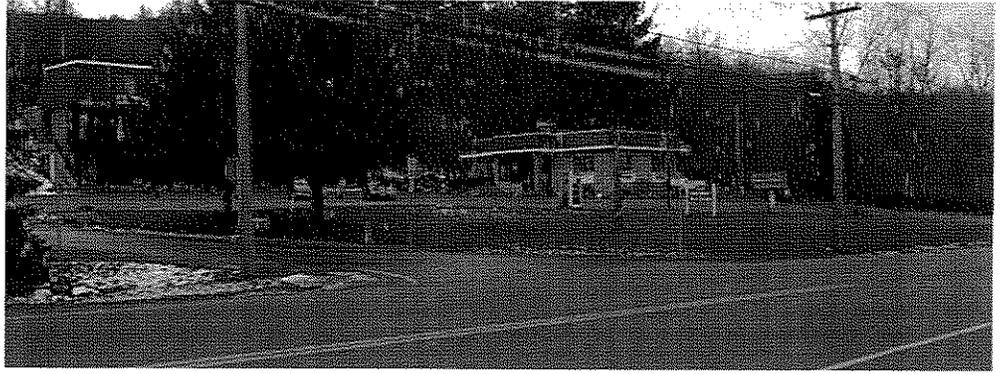


PNR

Planned Non-Residential

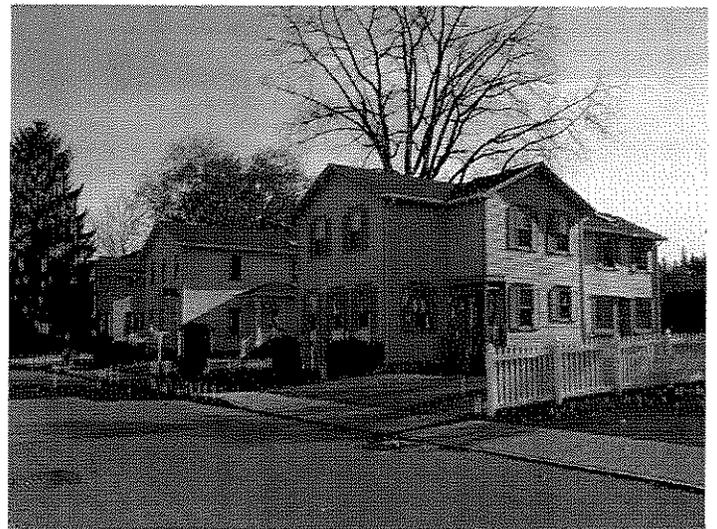
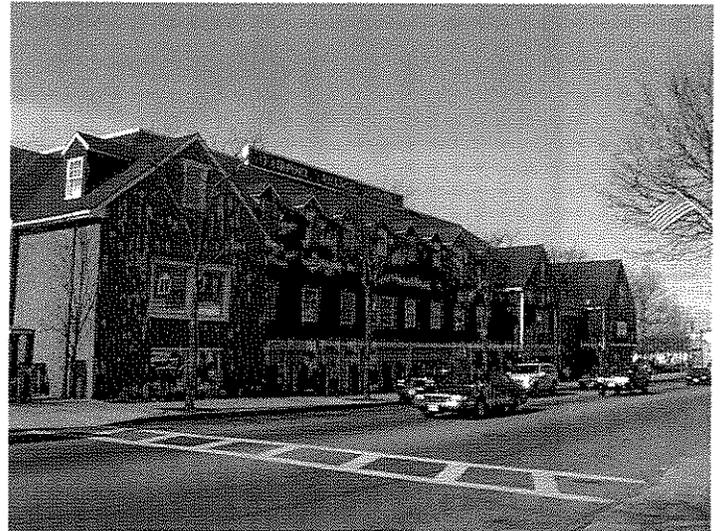
These are areas where the predominant land use is or is intended to be retail, office or industrial planned as integrated projects with supporting services and amenities for tenants. They would usually have a unifying theme or style. Residential use is not considered appropriate for these areas.





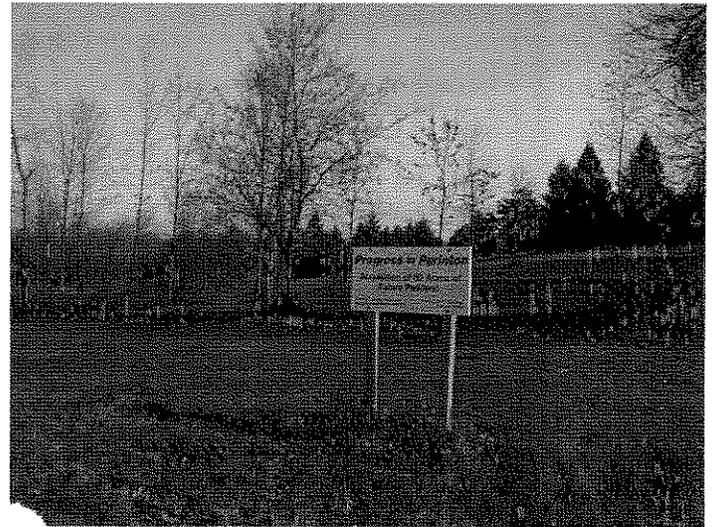
PMX Planned Mixed Use

These are or are intended to be areas where commercial, office and residential uses could intermix, either in separate parts of the development, separate buildings, or mixed uses in the same building. These could be new developments or redeveloped properties. They would be planned with a unifying theme or style appropriate for the specific area being developed or redeveloped, and could include amenities for tenants and visitors/shoppers. There currently is not a corresponding zoning category, but similar development patterns have occurred in other areas of the Town.



**OS Reserved Open Space /
Parks**

These are areas that are reserved for use as conservation areas, open spaces, or recreational facilities. They may incorporate or be adjacent to community facilities or services. Most of these areas are currently zoned OSP (Open Space) or P (Parks), but several may also be parts of a Section 278 project. Several recently acquired parks have not yet been rezoned, and carry the zoning designation that they had before they were dedicated/acquired.



FIGURES

TOWN OF PERINTON COMPREHENSIVE PLAN UPDATE - 2000

EGYPT SUBAREA

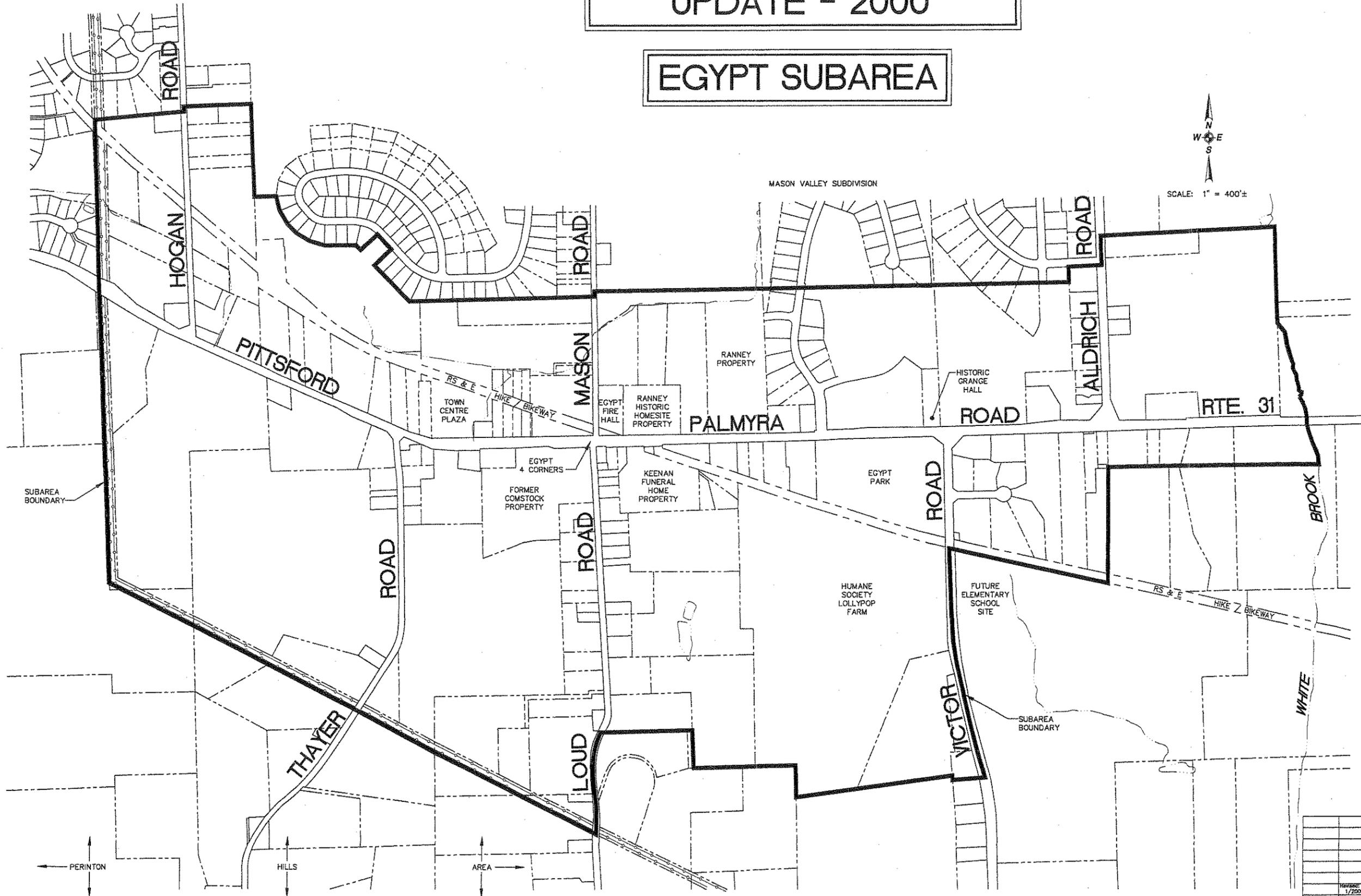
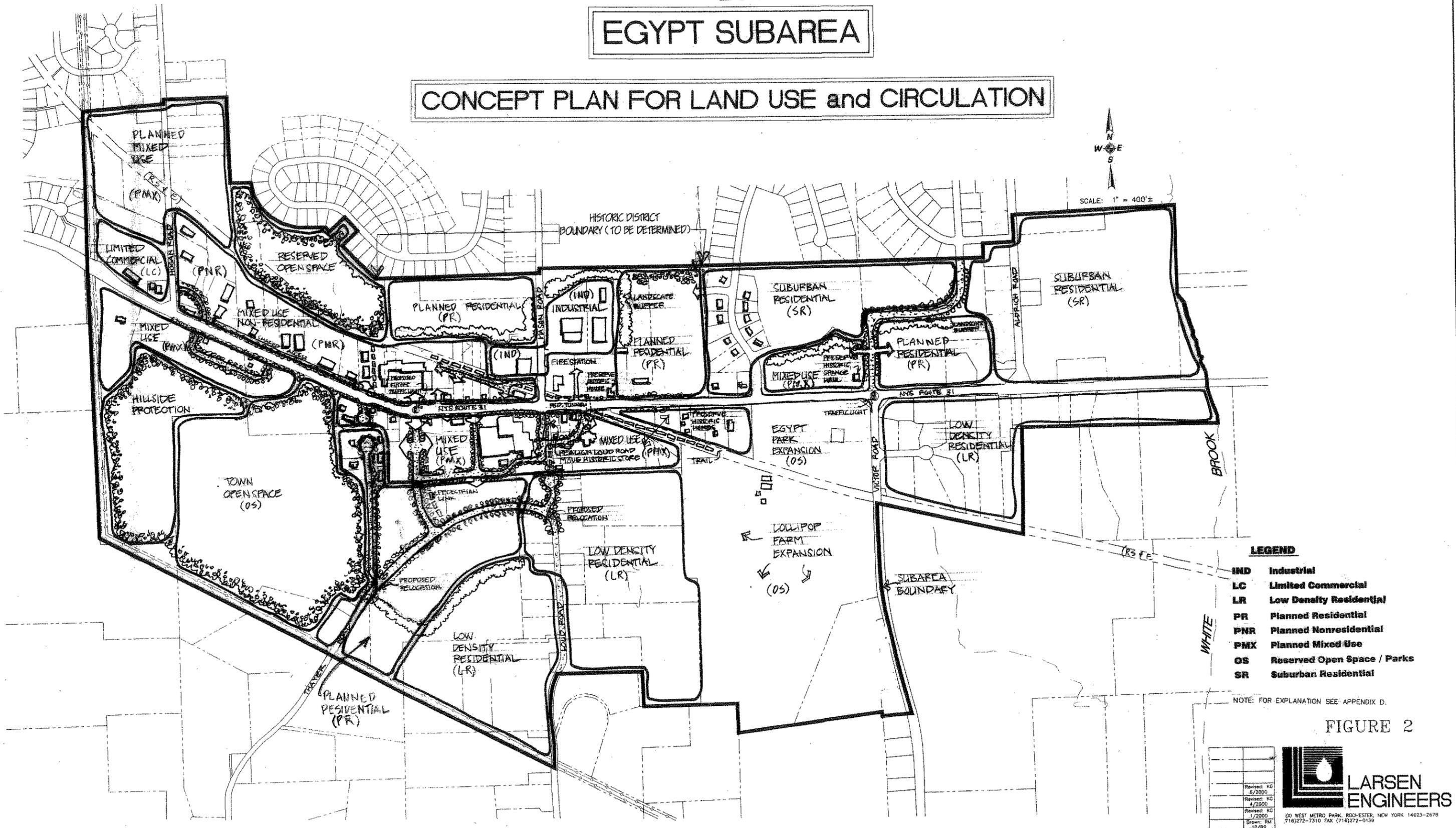


FIGURE 1

TOWN OF PERINTON COMPREHENSIVE PLAN UPDATE 2000

EGYPT SUBAREA

CONCEPT PLAN FOR LAND USE and CIRCULATION

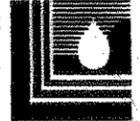


- LEGEND**
- IND Industrial
 - LC Limited Commercial
 - LR Low Density Residential
 - PR Planned Residential
 - PNR Planned Nonresidential
 - PMX Planned Mixed Use
 - OS Reserved Open Space / Parks
 - SR Suburban Residential

NOTE: FOR EXPLANATION SEE APPENDIX D.

FIGURE 2

Revised: KG	5/2000
Revised: KG	4/2000
Revised: KG	1/2000
Drawn: RL	12/99



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