

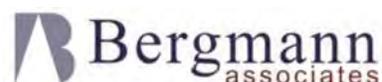
Town of Perinton Comprehensive Plan Update

May 2011



Prepared for:
Town of Perinton, New York

Prepared By:



2011 COMPREHENSIVE PLAN UPDATE

TOWN OF
PERINTON

New York

May 2011

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TOWN OF PERINTON

New York

Prepared For:
Town of Perinton
Comprehensive Plan Update & Advisory Committees

Prepared By:



ACKNOWLEDGMENTS

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CHAPTER 1.

INTRODUCTION



An extensive trail and open space system draws visitors and residents to the Town of Perinton. The Town has been designated a Trail Town USA and has twice been named one of the Top 100 Places to Live in America.

THE VALUE OF A COMPREHENSIVE PLAN

A comprehensive plan provides an overall framework for future public and private investment and decision-making in the community. This investment can take many forms, including but not limited to financial, civic and creative resources. In Perinton, the physical, social and economic character of the community will be shaped by the collective investment of residents, businesses, churches, schools, volunteer organizations, and local government as these players strive to improve the quality of life within their community.

This Comprehensive Plan articulates an overall vision for Perinton and the means to achieve the objectives set forth. The process for and the contents of the Plan are consistent with New York State Town Law 272-a, which defines a comprehensive plan as:

“the materials, written and/or graphic, including but not limited to figures, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city. The town comprehensive plan shall...serve as a basis for land use regulation, infrastructure development and public and private investment, and any plans which may detail one or more topics of a town comprehensive plan.”

It is the policy of New York State to encourage comprehensive planning for the sake of the health, safety, welfare, and general prosperity of its citizens. Therefore, many state agencies recognize the existence of a comprehensive plan as a favorable, and sometimes required, condition for grants and other assistance for municipal projects. Granting agencies want to understand that municipalities are acting in concert with stated objectives and a clear vision that is supported by the general public. These agencies want to minimize ad hoc projects and assure that taxpayer-funded program dollars are spent in a manner consistent with the funding agency's mission.

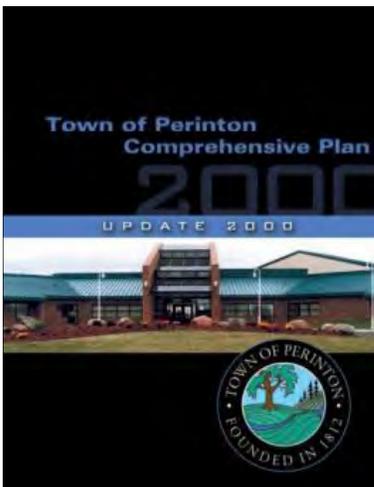
PROJECT HISTORY

The 2011 Town of Perinton Comprehensive Plan represents the sixth comprehensive planning document for the community in 50 years. The 2000 Comprehensive Plan for Perinton was an update of the 1989 Comprehensive Plan, and represented a continuum of planning efforts begun in 1959. The 1989 Plan developed a planning framework that has been continued through the 2000 Update. Major components of that document that have guided public decision-making and development in Perinton include the “Guidelines for Managing Development,” an action plan, and the review and analysis of the Town by four separate subareas.

ACCOMPLISHMENTS SINCE 2000 COMPREHENSIVE PLAN

The Town is consistently identifying opportunities for implementation of planning tasks and has accomplished a number of the tasks set forth in the 2000 Comprehensive Plan Update. The successful implementation of these recommendations is directly tied to the dedication and sustained efforts of Town staff, Board members, and active citizens. Their work has helped Perinton receive the honor of “Best Place to Live in America” twice since 2005

Some of the key successes that have been realized since the 2000 Comprehensive Plan Update include:



The 2000 Comprehensive Plan provided a solid framework for community development and planning.

- Expansion of the community/aquatic center
- New Department of Public Works facility
- Significant expansion of the Town's trail and recreational resources
- Continued land preservation, bringing open space to a total of over 2,000 acres

RELATED PLANNING EFFORTS

The following is a brief summary of planning studies for subareas or specific locations within the community that have been undertaken since the most recent comprehensive plan update in 2000.

Baird Road-Fairport Road-Whitney Road Subarea Report (2000)

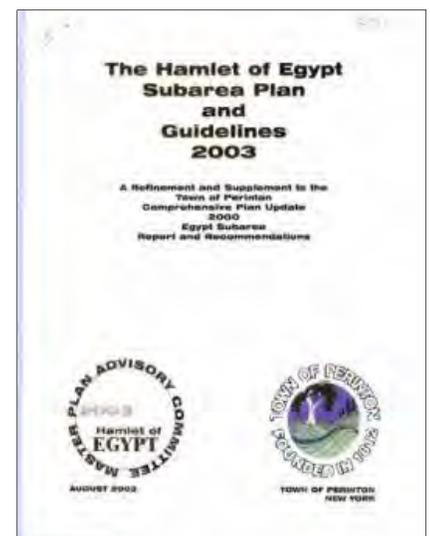
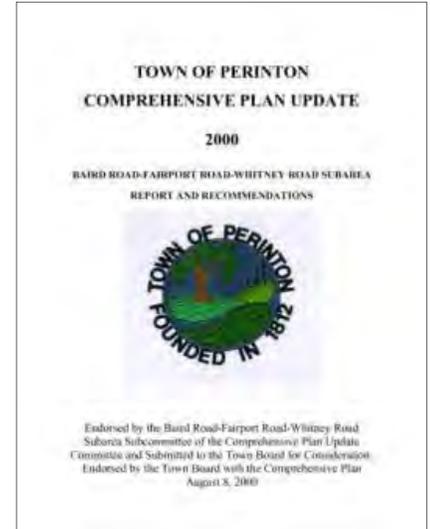
Developed as part of the 2000 Comprehensive Plan update process, this subarea report is a further extension of a 1999 Business and Transportation Plan developed for Fairport Road (NYS 31F). The 2000 Subarea Report outlines recommendations for roadway design, development character, land use, business retention, and circulation. Major recommendations made in this report include: the realignment of O'Connor Road to an intersection with Jefferson Avenue; maintaining the narrow railroad underpass along Baird Road to control traffic flow; improving pedestrian connectivity between Whitney Road and Fairport Road; and the provision of enhanced pedestrian connectivity and association with the Erie Canal.

Bushnell's Basin Land Use Study (2001)

In 2001, the Town of Perinton sponsored a study of proposed land use and zoning changes within the historic Hamlet of Bushnell's Basin. The Study revisited concepts and recommendations made in the Bushnell's Basin Community Plan from 1983. Major recommendations made during the 2001 study include the creation of a "Neighborhood Commercial" zoning district. Design guidelines promoting shared access, pedestrian accessibility, and limitations on the conversion of residential structures for commercial use were also recommended. In 2009, zoning regulations were revised to curtail and provide added controls over drive-through establishments. These modifications were a direct result of recommendations identified in the 2001 Study and were implemented to protect hamlet character.

Hamlet of Egypt Subarea Plan and Development Guidelines (2003)

In 2003, the Town of Perinton sought to refine existing planning documents to address future development and community character in the Hamlet of Egypt. The Hamlet of Egypt Subarea Plan and Development Guidelines provide an overall development plan for the lands surrounding the hamlet,



as well as guidelines for site and architectural design. Primary recommendations were based on seven key issues identified by the project Steering Committee: hamlet identity; traffic patterns/circulation; historic character; economic vitality; buffers; development density; and ecology. Recommendations proposed the development of the hamlet in a traditional density pattern that decreases the intensity of development away from the core at the Mason Road/Route 31 (Pittsford-Palmyra Road) intersection. In 2008, the intersection of Loud and Mason Roads with Route 31 was reconfigured to alleviate traffic concerns identified in the 2003 Subarea Plan. Improvements constructed as part of this project also included expanded sidewalks along Route 31.

Route 250 Corridor Study (2005)

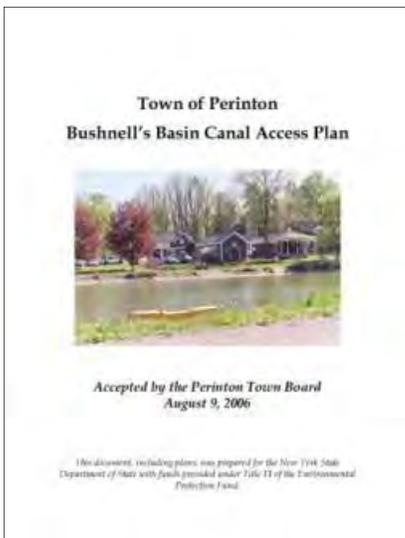
In 2005, a multi-jurisdictional transportation corridor study was conducted for the full length of NYS Route 250 from Lake Road in Webster south to Route 96 in Perinton. The Plan did not denote any significant traffic concerns in the Town of Perinton, yet did make recommendations for moderate changes to the intersections with Garnsey Road and Route 31. This Plan also recommended the investigation of extending Route 250 south of Route 96 and into the existing commercial and retail development in the Town of Victor, Ontario County. Additional policy recommendations included encouraging conservation subdivision design for remaining Route 250 corridor parcels to limit driveway entrances and targeted re-zonings.

Bushnell's Basin Canal Access Plan (2006)

The Town of Perinton commissioned a study in 2005 to identify improvements associated with access to the Erie Canal and traffic calming and pedestrian safety throughout the Hamlet of Bushnell's Basin. Recommendations included the construction of a dedicated pedestrian bridge adjacent to the Marsh Road Bridge to provide safe pedestrian access to/from Bushnell's Basin to the canalway trail on the north side of the Erie Canal. New boat docks, a fueling station, and enhanced public parking were also proposed. It was proposed that a shuttle service be utilized between the Park-n-Ride and Route 96 office buildings to reduce surface parking, promote density, and address the availability of public parking. Final design and construction documents for a series of improvements recommended in the Access Plan began in late 2010.

Comprehensive Parks and Open Space Master Plan (2009)

The Parks and Open Space Master Plan provides documentation and an overall plan for recreational spaces within Perinton, and is an update to a similar study completed in 2002. The Plan provides an extensive inventory



of existing recreational and open space resources within the Town, and proposes a series of capital improvements for individual park and open space properties. Findings and recommendations were considered and incorporated into the Healthy Living and Recreation section of this Comprehensive Plan Update. To date, the Town has protected over 2,000 acres of open space, maintains 16 parks, recreation and nature areas, and was nationally recognized for its trail system in 1996 as part of the Trail Town USA program with the American Hiking Society.

COMMUNITY PARTICIPATION

Community involvement is an integral component of any planning process. To ensure the Comprehensive Plan Update is a planning document that would be of most use to the Town in addressing current issues and future goals, the Town identified a community participation approach that sought to be inclusive and representative of all interested community members and stakeholders. The various community participation elements undertaken as part of the planning process are summarized below.

Supporting information and meeting minutes for each meeting summarized below can be found in the Comprehensive Plan Update Appendices.

Comprehensive Plan Update Committee

The Comprehensive Plan Update Committee was responsible for the primary oversight and development of the Comprehensive Plan Update. The Update Committee included representatives of the Town Board, Planning Board, Zoning Board of Appeals, Conservation Board, Historic Architecture Commission, Recreation and Parks Advisory Board, and Town staff.

The Update Committee met on a monthly basis from June 2010 through April 2011 to review draft materials, discuss Plan content and provide overall guidance and feedback to the consultant team.

Advisory Committee

The Advisory Committee was developed as a subcommittee to the Comprehensive Plan Update Committee and consisted of a wide range of local representation. Advisory committee members included representatives of local businesses, property owners, Fairport Central School District, Village of Fairport and Town residents. The Advisory Committee met at three critical times in the planning process. Advisory Committee members were involved in early visioning exercises, Future Land Use Plan discussions, the development of action items and review of the Final Draft Comprehensive Plan Update.

Stakeholder Meetings

Three stakeholder meetings were held specific to the Comprehensive Plan Update. The topics of the stakeholder meetings were discussed and identified by the Update Committee, based on topics that were determined to be of particular relevance to the Town as part of the planning process. The first stakeholder meeting, held on September 30th, 2010, was a joint-project meeting focused on the Fairport Road corridor. Stakeholder meetings were also held on October 12th and 14th, 2010 and focused on *Emergency Services* and *Aging* in the community.

The Emergency Services stakeholder meeting included representatives from various community service providers. The intent of the discussion was to identify current concerns and opportunities for improvement associated with the delivery of emergency services.

The Aging stakeholder meeting discussed any programmatic or development opportunities that could be undertaken to better address the needs of a changing and aging Town population.

A third stakeholder meeting brought together business and property owners from the Fairport Road corridor in association with the *Fairport Road Design Guidelines* project. Outcomes from the stakeholder meeting served to refine the *Design Guidelines* document. Relevant comments from that meeting were incorporated, as appropriate, into the Comprehensive Plan Update. A copy of the full report is included in Appendix 1.

In addition, the Town held a stakeholder meeting on January 25th, 2011 as part of a separate but concurrent study focusing on farmland and open space. The meeting featured property owners who own farmland primarily in southeast Perinton. The study was funded through a New York State Agricultural and Farmland Protection Planning Grant. A copy of the report is included in Appendix 2.

Public Meetings

Two public meetings were held as part of the planning process in an effort to engage and involve the general public in identifying a vision and strategies for the future of the Town.

The first public meeting was held on September 21, 2010 at the Perinton Town Community Center. The purpose of this meeting was to officially kick off the planning process to the general public. The meeting presentation included a overview of the project, a review of recent planning efforts in the Town and a summary of existing conditions. The meeting concluded with an interactive

exercise that allowed attendees to identify what they would like to see stay the same, or change, in the Town over the course of the next 10 years.

The second public meeting was held May 26, 2011 at the Town Community Center. The purpose of this meeting was to present the final draft plan, including key findings and recommended action items for the Town to pursue over the course of the next ten years.

COMPREHENSIVE PLAN ORGANIZATION

The 2011 Comprehensive Plan Update is organized into nine topic areas to allow for a detailed inventory, analysis and recommendations framework. The following is an overview of each topic area covered within the 2011 Comprehensive Plan Update.

Chapter 2: Town of Perinton Overview

This section provides a historical overview of Perinton, an analysis of changing demographics and a discussion on emerging trends that will shape future policies and decision making.

Chapter 3: Land Use and Development

This is an overview of existing land use and zoning characteristics in the Town and discusses related issues and opportunities. A future land use plan is identified to assist Town leaders and decision-makers on development patterns, locations and intensity.

Chapter 4: Transportation and Circulation

Chapter 4 includes an analysis of existing traffic and transportation infrastructure. Recommendations to address and improve transportation and circulation throughout the Town are identified.

Chapter 5: Community and Economic Development

This chapter provides an overview of community character and brief descriptions of Perinton's primary neighborhood centers. In addition, economic development initiatives and opportunities are considered and linked to each of the neighborhood centers to provide a foundation for redevelopment and investment initiatives.

Chapter 6: Public Infrastructure and Community Services

Chapter 6 is an overview and analysis of the community's existing infrastructure and services, including police, fire, EMS and recreation. Issues and opportunities, as well as goals and objectives have been identified specific to community services.

Chapter 7: Healthy Living Infrastructure

Healthy living infrastructure includes parks, recreational opportunities, open space, trails, athletic fields and playgrounds. This infrastructure is analyzed for quality and proximity to area residential neighborhoods, and builds upon the recently completed 2009 Parks and Open Space Master Plan.

Chapter 8: Historic and Cultural Resources

Historic districts, properties of local significance, and cultural resources are inventoried and analyzed in this section to provide a full understanding of the resources available to Perinton residents. Recommendations for preserving, protecting, and capitalizing on these resources for future generations are identified.

Chapter 9: Natural Resources

Perinton's abundant natural resources are inventoried and evaluated as they relate to future land use patterns, development constraints, and healthy living infrastructures. These resources include water bodies, wetlands, soils, and topography, all of which have a significant impact upon development and quality of life in Perinton.

Chapter 10: Inter-Municipal Coordination

Perinton strives to be a cooperative and involved partner with neighboring communities and recognizes its relationship to the greater Rochester region. This section of the Plan explores existing and potential partnerships between local, regional, and state entities across several Plan topic areas.

GOALS FOR PERINTON - 2020

Goal 1

The land use plan shall provide a guide for servicing existing and approving future development.

Goal 2

Natural, scenic and historic resources shall be given maximum possible protection and celebrated as part of Perinton's unique quality of life.

Goal 3

Residents shall be given a full range of choice in the selection of housing types and price ranges consistent with the objectives of compatibility with adjacent land uses and continued enhancement of the attractiveness of the community.

Goal 4

Each section of Perinton should develop in a manner which reflects and respects its intrinsic natural conditions, past history, current function, and most appealing contemporary development to create, overall, a diverse and harmonious community identity.

Goal 5

Predominantly residential areas shall remain residential. Residential areas shall be kept free from incompatible and inharmonious uses.

Goal 6

Perinton will continue to be a desirable place in which to live, work and play by practicing modern land use and environmental protection techniques and requiring high planning and development standards to guide future growth and usage.

Goal 7

Achieve a pattern of development which shall enhance public services and the environment of the Town such that the transportation, recreational, public entertainment, health, safety, education and cultural needs and interests of the residents of the community can be satisfied at a reasonable cost.

Goal 8

Plan and develop the Town in a manner that will provide active and passive open spaces and will preserve natural and scenic resources within the community.

Goals expressed in previous Master Plans are thoughtful expressions of the underlying purposes for planning, and the values and desires of the residents of the Town. Although slightly modified, the underlying principles of these goal areas are as valid today as when they were first introduced to the community. They are reflective of the quality of development of the past and provide direction for the future.

Goal 9

Retain appropriate rural areas and protect the viability of agricultural activities in the Town.

Goal 10

Encourage the attraction, retention and expansion of businesses and industries to provide jobs for local residents and a healthy tax base for the community consistent with the objectives of compatibility with adjacent land uses and continued enhancement of the attractiveness of the community.

Goal 11

Achieve and maintain cooperation in the development processes of the Town, special districts, adjacent communities and other levels of government.

Goal 12

Encourage the highest quality planning and design of all development consistent with the high quality standards that have been maintained in Perinton throughout the years.

Goal 13

Provide an adequate circulation system for future land use with maximum economy, safety and amenity and in scale with the demand.

Goal 14

Foster support for this plan and sustainable quality of life throughout the community through public participation, education, promotion of volunteerism, and personal stewardship.

Goal 15

Support appropriate infill and redevelopment opportunities in the Town, especially in key gateway corridors and commercial centers.

Goal 16

Continue to address the needs of the Town's aging population, including housing, transportation, building and site design, recreation, and continuing education.

Goal 17

Encourage sustainable policies, ensuring that the actions of today's population do not have an adverse impact on the quality of life for future generations.

CHAPTER 2.

TOWN of PERINTON OVERVIEW



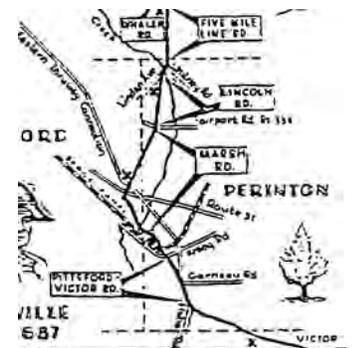
Perinton in 1900, courtesy of University of New Hampshire Library Digital Collections Initiative.

HISTORICAL OVERVIEW

One hundred years after the first Europeans entered the Irondequoit Valley, Oliver Phelps and Nathaniel Gorham purchased a large tract of land from Massachusetts and the Native Americans in 1788. William Walker purchased Township 12, Range 4, what is now Perinton, and in 1789 Caleb Walker and Glover Perrin constructed a cabin, on Ayrault Road just west of Moseley Road, approximately two miles south of present day Fairport. From approximately 1789-1792, Glover and Jesse Perrin and their families were thought to be the first permanent non-native inhabitants of Perinton, settling west of what is now the Hamlet of Egypt. In 1796, the Town of Northfield was established, which was renamed Boyle and included all lands east of the Genesee River from Henrietta to Webster. In 1812, Perinton split from Boyle and has remained essentially in its current form since that time, making it one of the longest established and intact communities on Monroe County's east side.

Denonville's Expedition

It is thought that the first Europeans entered what is now Perinton in 1687 as part of the Marquis de Denonville's expedition into the Irondequoit Creek valley. This expedition landed on the east side of Irondequoit Bay, traveled south through Webster, Penfield, East Rochester and Perinton on a journey through Victor, Honeoye Falls, East Bloomfield and Lima, and traveled back to a fort constructed on the west side of the Bay in Irondequoit. Available figures that attempt to retrace the Denonville Trail route indicate that the expedition entered Perinton on what is now Five-Mile Line Road, and traversed a course along Marsh Road into Pittsford and back into Perinton along the site of the Great Embankment, and onto the path of Pittsford-Victor Road to Victor.



The first Town meeting was held in the Hamlet of Egypt which grew rapidly to become a central node for activity, commerce and politics in early Perinton. The development of the Erie Canal in 1821 gave rise to the Village of Fairport and Hartwell's (Bushnell's) Basin, and these areas quickly overtook Egypt as community centers. In 1853, the railroad arrived and solidified Fairport (officially incorporated in 1867) as the hub of activity in Perinton and a major destination in western New York. The rise of Fairport and wealth generated during its growth and prosperity had radiated outward to benefit those living outside the village. Fairport became a central market place for goods grown and produced within the Town, and the canal and railroad provided a broad reach to large markets such as New York City and Buffalo.

CHANGING DEMOGRAPHICS

Planning for the future requires a clear understanding of current conditions and recent trends. This portion of the Plan provides useful information on a wide variety of topics and trends, which will permit community leaders to make informed decisions about the future direction of the Town of Perinton.

Demographic composition is a collection of population characteristics that define a community. Future policies, land use decisions, and development often depend on a community's growth or decline, age distribution, educational attainment, transportation commuting trends, places of work and occupation, changes in income, and household characteristics.

The majority of data compiled for this research was gathered from the 2006-2008 American Community Survey (ACS) three-year estimates. The ACS is a new nationwide survey designed to provide up-to-date information on how communities are changing. Information is collected every year from a random sampling of 3 million households. Updates for the Town of Perinton will be available every three years, with data averaged over a three-year span. This new survey will improve the ability of communities to understand demographic shifts in between the standard decennial census period. Where possible, the most current data available via the 2010 Census have been included. The limited data available through the new decennial census includes population, race, and housing information. Age-related and socio-economic information will continue to be provided by the American Community Survey estimates.

Where available, reliable sources such as the US Bureau of Labor and Statistics, NYS Department of Labor, the NYS Department of Education, Monroe County and the Town of Perinton were used to compile the data needed for an accurate representation of Perinton and the surrounding region.

Population and Age

According to the 2010 Census, a slight increase (0.8%) in overall population within the Town of Perinton was experienced since 2000. Data for age was not collected through the 2010 Census, requiring use of the 3-year estimates available via the American Community Survey (ACS). According to the ACS (Table 1), Perinton's largest population percentage increase is found among those ages 85 years and older. A pattern of aging-in-place is common among established communities such as Perinton that experienced a significant amount of growth in the 1960s and 1970s. When compared to Monroe County for the same period, Perinton is experiencing similar trends in population change among the various age groups. The most dramatic difference is in the oldest age bracket, with Monroe County estimated to be increasing at a slower rate than Perinton. Communities with aging populations typically see an increase in demand for services such as transportation, adult recreation, and health care, which will need to be met by both public and private services.

Table 1: Population Change by Age Group, 2000-2010

	Town of Perinton*			Monroe County
	2000 (actual)	2010 (actual)	Change	2000 to 2010
	46,090	46,462	0.8%	1.2%
	2000 (actual)	2008 (estimate)	Change	2000 to 2008 (est.)
Total	46,090	47,309	2.6%	-0.4%
Under 5 years	3,122	2,698	-13.6%	-11.0%
5 to 9 years	3,552	3,125	-12.0%	-18.5%
10 to 14 years	3,563	3,196	-10.3%	-13.5%
15 to 19 years	2,849	3,398	19.3%	14.2%
20 to 34 years	6,524	5,878	-9.9%	-3.0%
35 to 44 years	8,156	6,785	-16.8%	-15.3%
45 to 54 years	7,928	7,892	-0.5%	9.4%
55 to 59 years	2,924	3,655	25.0%	29.7%
60 to 64 years	2,106	3,258	54.7%	44.2%
65 to 74 years	2,887	3,738	29.5%	1.9%
75 to 84 years	1,775	2,527	42.4%	-1.2%
85 years and over	704	1,159	64.6%	12.7%

Source: US Census 2000, US Census 2010, American Community Survey 2006-2008.

*Population includes the Village of Fairport, New York.

A significant population shift has occurred in those ages 15 and under throughout Monroe County. ACS estimates indicate an increasing rate of decline among the youngest age groups, most pronounced in the pre-school age children. As addressed in the Public Education section, a sustained loss of population in this group has the potential to greatly impact school enrollments for the next 10 to 15 years. National trends indicate a significant level of births in years 2007 and 2008, similar to figures posted during the baby-boom of the 1950s. Although these figures are not readily available for Monroe County and Perinton, the impacts of the recent national up-tick in new births are not displaying a major shift in local population estimates. In the near-term, the national trend is not anticipated to have a substantial impact on Perinton and its future population.

Additional population losses are also noted in the 20-34 and 35-44 year old age groups, a phenomenon occurring throughout Monroe County. Perinton residents ages 20-34 are estimated to have declined nearly 10 percent since 2000, triple the rate at the county level. This age group is entering a transition period when large numbers of people get married, purchase homes and cars, and start families.

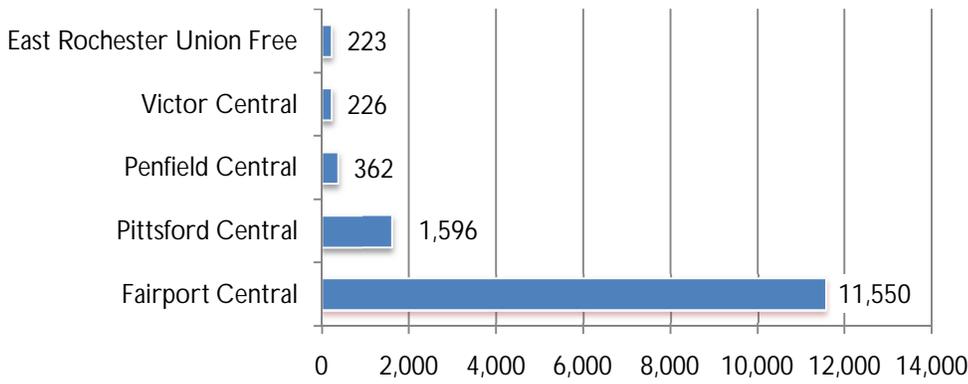
The 35-44 also indicates a decline of nearly 17 percent locally. This age group is entering peak earning potential, likely has a small or growing family, and is responsible for a significant amount of consumer spending. The decline in 35-44 year olds directly coincides with a decline in young children, indicating that the loss of youth is strongly linked to a decrease in the number of young families in Perinton. Although the sharp increase in population ages 15-19 runs counter to trends for younger children, this may be explained as the tail end of the peak years experienced in 2001 school district enrollments as depicted in Figure 2.

While not drastically different than population trends throughout Monroe County, the Town of Perinton should continue to monitor the changing population demographics as Census 2010 results become available, and be ready to address resource allocations to meet the needs of residents now and into the future.

Public Education Enrollments

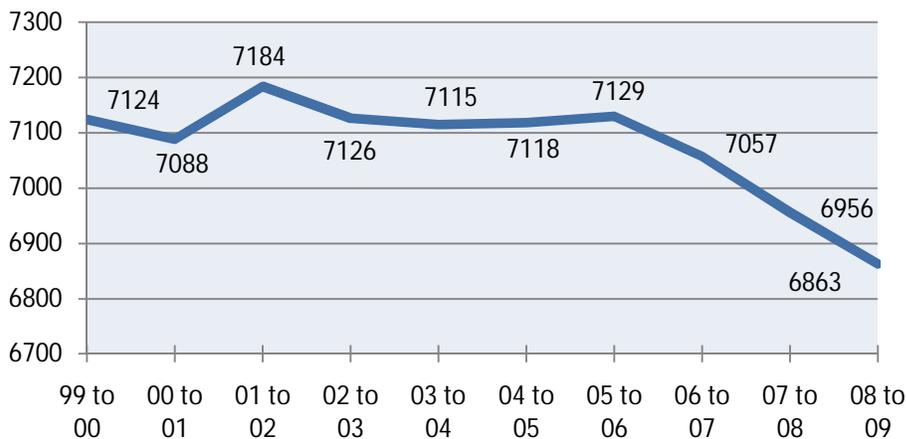
The Fairport Central School District (FCSD) services the majority of Perinton households. The remaining households are serviced by four other districts from surrounding communities, as noted in Figures 1 and 3. Enrollment at FCSD has declined 4.5 percent from its peak in the 2001-2002 school year, as depicted in Figure 2. Enrollment figures for 2008-2009 show a decline in kindergarten and 1st grade enrollment over the past three school years, indicating that overall enrollment figures may continue to trend downward. As school enrollment figures decline, school districts may require a reduction in staff and facilities needs. National increases in family and household size and births may indicate the potential reversal of this trend in the future.

Figure 1: Public Schools Servicing Perinton, by Number of Residential Properties



Source: Perinton Real Property Assessment Data

Figure 2: Fairport Central School District Enrollment, 1999-2009



Source: New York State Education Department Information and Reporting Services

An analysis of data provided by the Town of Perinton and Landmax Data Systems indicates an increasing percentage of new construction has been townhouse and ranch-style homes, likely geared toward meeting the demands of the community's aging population. As noted in the demographic analysis, 2006-2008 population estimates indicate a 13.6 percent decline in children less than 5 years of age since 2000, and a 12 percent decline in children ages 5 to 9 years during the same period. Taken together, the trend in population and the development pattern both support the decline of school enrollments. The Town of Perinton should continue to closely monitor population trends, as a continued decline in youth may indicate a need to reprioritize service delivery and municipal resources.



Image of Fairport High School.

HOUSING

Perinton is a large and stable residential community with a significant supply of diverse and affordable housing options. Through successive waves of construction that began in the 1950s, Perinton offers a variety of housing alternatives to meet the needs of all socio-economic groups. The Town's unique mixture of mature neighborhoods, townhouse communities, and rural aesthetic has made it a destination for singles, couples and families in all stages of life.

According to an analysis of real property assessment data in Perinton, single-family residential development peaked in the 1960s and was steady through the 1980s, with nearly 10,000 properties developed during this period. Table 3

depicts the relative age of existing housing stock within Perinton by the decade of construction for houses built through 2008.

Housing Units and Style

According to the 2010 US Census, there are a total of 19,709 housing units within Perinton, with an occupancy rate of 96 percent. This indicates that demand for housing is high and that Perinton continues to be a highly sought after community. Based on ACS 2008 estimates, approximately 81 percent of housing units within the Town are owner-occupied, with rental housing accounting for 3,500 units that fill a need generated by Perinton's diverse population.

An analysis of housing styles begins to form an understanding of the types of properties available to current and potential residents. In Perinton, the overwhelming majority of existing residential properties are Colonial-style, yet there exists a significant variety of alternative housing styles to meet the needs and preferences of a broad spectrum of buyers, as depicted in Table 4. With an abundance of large Colonial-style homes, Perinton's housing supply is ready to support an influx of new families within the community.



Affordability

According to ACS 2008 estimates, the median value of owner-occupied housing in Perinton is \$179,500. Based upon ACS estimates, median household pre-tax income is \$76,158, generating a 2.36 ratio of housing value to income. Table 2 represents the affordability ratio for surrounding municipalities where data was available. A ratio of less than 3.0 is considered to be affordable, although this is more accurately determined by after-tax income figures. As depicted in Table 2, Perinton remains an affordable community within Monroe County, in part due to stable property tax rates and a diversity of housing choices.



The Town of Perinton has a diverse collection of single-family residential units representing various styles of architecture and price ranges.

Table 2: Housing Affordability in Surrounding Communities

Community	Median Housing Value	Median Household Income	Affordability Ratio
Penfield	\$165,400	\$72,177	2.29
Webster	\$162,800	\$70,098	2.32
Perinton	\$179,500	\$76,158	2.36
Pittsford	\$243,300	\$101,638	2.39
Monroe County	\$126,300	\$51,686	2.44
Brighton	\$161,000	\$60,995	2.64

Source: American Community Survey 2006-2008.

Table 3: Existing Residential Properties by Decade Constructed*

Decade Constructed	Current Properties	Avg. Assessment	Avg. Square Feet
Pre-1900	176	\$168,702	2,207
1900s	50	\$135,900	1,899
1910s	23	\$146,183	1,846
1920s	71	\$148,100	1,818
1930s	138	\$167,653	1,817
1940s	187	\$148,893	1,694
1950s	952	\$145,517	1,601
1960s	3,536	\$165,744	1,805
1970s	3,079	\$161,138	1,794
1980s	3,032	\$213,288	2,071
1990s	1,858	\$281,648	2,426
2000-2008	855	\$323,079	2,577
	13,957		

*Single-, two- and three-family parcels, excludes apartment buildings. This is not a summary of development for each decade, but a snapshot of existing residential development in 2008 by age of property. Source: Perinton Real Property Assessment Data

Housing Sales Trends

An analysis of recent property sales can provide a basic understanding of trends in residential real estate within the community. Data collected and analyzed

from Landmax Data Systems, Inc. indicates approximately 7,400 single-family residential property transactions have taken place between January 1, 2000 and March 16, 2010, the most recent date information was readily available. Of these 7,400 transactions, 5,900 included sales price information.

Table 4: Existing Residential Properties by Housing Style, 2008

Housing Style	No. of Properties	Avg. Year Built	Avg. Square Feet
Bungalow	4	1930	1,041
Cape cod	737	1961	1,848
Colonial	7,217	1982	2,264
Contemporary	248	1983	2,495
Duplex	116	1974	2,487
Log home	11	1983	1,931
Old style	447	1900	2,014
Other style*	366	1974	892
Raised ranch	162	1967	2,126
Ranch	2,110	1966	1,532
Split level	1,008	1966	1,901
Townhouse	1,531	1985	1,493
	13,957	1974	1,980

*Predominantly condominiums in the Georgetown Commons and Valley Creek residential developments. Source: Perinton Real Property Assessment Data

Table 5: Single-Family Residential Sales Transactions, 2000 to March 2010*

	2000-2002	2003-2004	2005-2006	2007-2008	2009-2010 [^]
Transactions	1,487	1,191	1,321	1,195	748
Median sales price (1000)	\$162	\$171	\$175	\$180	\$175
Median square feet	1,991	1,940	1,849	1,840	1,824
Median price/SF	\$84.83	\$94.39	\$98.98	\$102.05	\$101.12
Median year built	1981	1979	1979	1976	1976

*May include newly constructed homes in each given period.

[^]Through March 2010.

Source: Landmax Data Systems, Inc.

During this 10-year span, as depicted in Table 5, median sales prices rose, yet median home size declined. The age of homes sold also increased throughout the decade. As seen in Table 3, older homes are generally smaller in size than more contemporary structures, and this partially explains why properties sold were concurrently smaller and older. The overall phenomena may be the result of an increasing turnover rate among post-WWII suburban households established during the 1950s and 1960s. Such a turnover would lead to an increase in older, smaller homes available in the marketplace.

EMERGING TRENDS

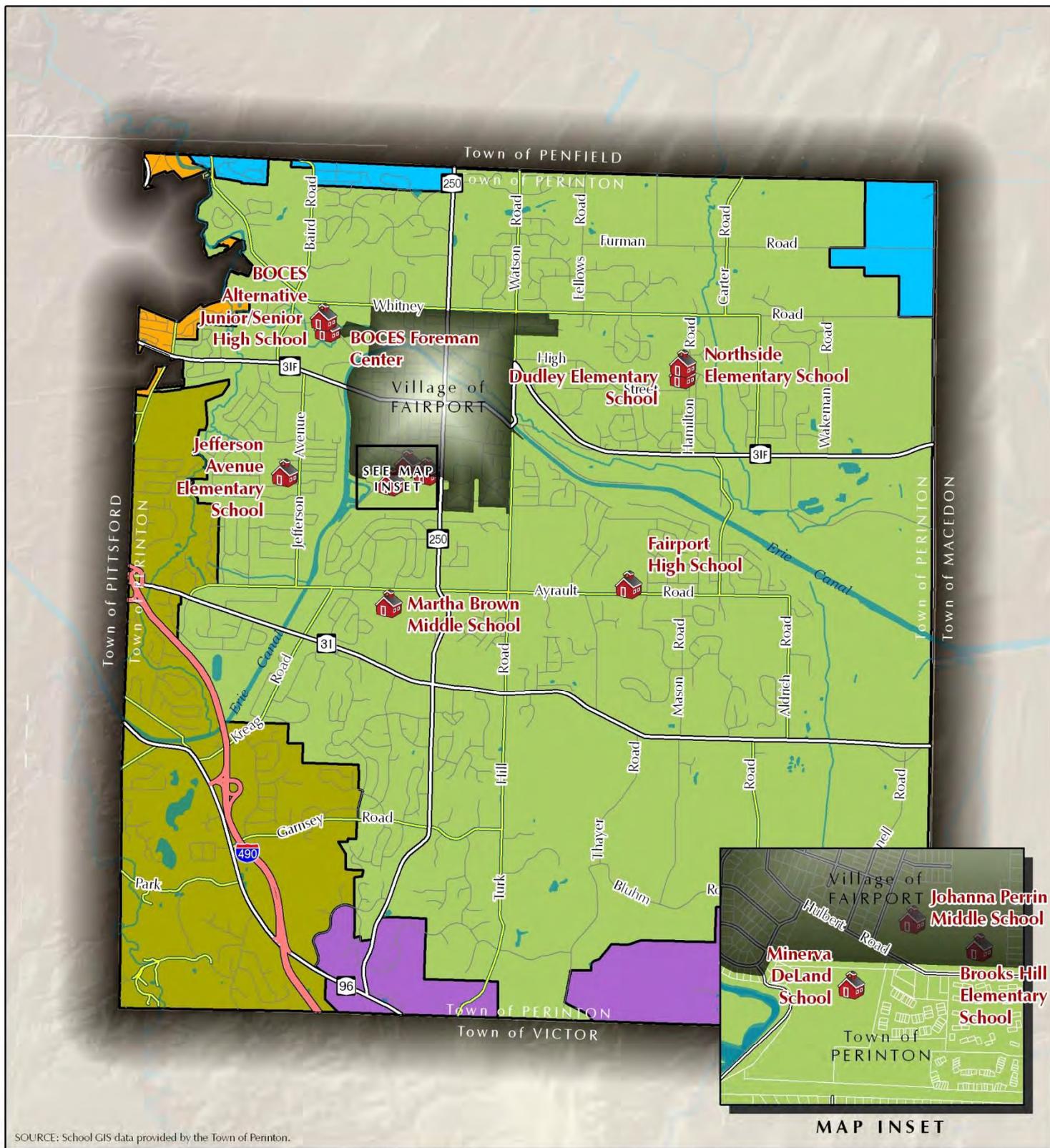
The following national emerging demographic trends have the potential to impact Perinton over the next decade and should be considered as land use decisions and policies are developed for the community:

- Increasing population ages 55 and over.
- Decreasing population ages 14 and under.
- Decreasing working adult aged population.
- Declining school enrollments.
- Increase in percentage of new construction of townhomes and senior-friendly homes.

OPPORTUNITIES

Based on emerging demographic trends, the Town of Perinton should build upon the following opportunities:

- Proactively approach changes in population base.
- Continue to offer affordable housing based on median family income and current home values.
- Identify strategy for attracting families with children without negatively impacting other age groups.
- Home sales show trend toward smaller sizes and older housing stock. This could indicate households are downsizing and/or more first-time home-buyers are entering the market.



SOURCE: School GIS data provided by the Town of Perinton.

Town of Perinton Comprehensive Plan Update

FIGURE 3: Education

-  Schools
-  East Rochester Unified School District
-  Fairport Central School District
-  Penfield Central School District
-  Pittsford Central School District
-  Victor Central School District



1 inch equals 1 mile

Map Designed by Bergmann Associates, Inc.

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CHAPTER 3.

LAND USE and DEVELOPMENT



Aerial image from 2009 of Route 31 and Turk Hill Road area showing cross section of land uses.

New York State law permits individual municipalities to regulate the utilization of land in accordance with an accepted Plan, commonly referred to as a Comprehensive Plan or Master Plan. This Plan provides the rationale for future development and regulatory decisions, most notably the establishment of zoning districts to control how land is utilized in specific areas of the community. In Perinton, current development patterns have been formed over the course of 50 years of thoughtful and intentional land use and comprehensive planning efforts led by residents and guided by Town officers. As the community continues to grow and expand, the 2011 Comprehensive Plan Update will guide the necessary land use modifications to preserve community character and quality of life in Perinton for future generations.

LAND USE and ZONING DEFINED

'Land use' and 'zoning' are terms often used interchangeably, with the latter commonly referred to when discussing the utilization of land within a community. However, 'land use' and 'zoning' are often confused, complicating efforts to understand the desires of the community with regard to development character, form, and placement during the planning process. A discussion of land use provides a general guideline for the distribution of development types throughout the community. Future land use and development decisions are guided by a community's:

- demographic and housing characteristics;
- local and regional economy;
- environmental constraints;
- historical and cultural constraints; and
- local desire to maintain a given character.

Zoning is the implementation of these guidelines into a legally enforceable framework that determines the specific standards required for each development type within given geographic locations of a community. A specific zoning designation within a community may include just one land use type, or it may include numerous allowable land uses that together achieve stated goals for community character and economic development.

Decisions on the placement of allowable land uses made during the development of the Comprehensive Plan drive the formation of zoning law within a community. Thus, a discussion on 'land use' focuses on community character, while a discussion on 'zoning' focuses on the implementation and enforcement of that character within the community

EXISTING LAND USE in PERINTON

An understanding of a community's existing utilization of land is required prior to recommending land use pattern changes. Land use classifications are determined by the Town Assessor according to a nine-category system established by the New York State Office of Real Property Services (NYSORPS) based on the primary use of each property. According to 2009 parcel data, Perinton is comprised of 15,253 parcels that occupy approximately 18,934 acres, or 90 percent, of the Town's total land area. The remaining 10 percent includes the public rights-of-way and the Erie Canal. A breakdown of existing land uses by property class is summarized in Table 6, depicted on Figure 4 and discussed in further detail in the following sections.

Agriculture

After residential and vacant lands, agricultural uses are the third largest in Perinton, with 74 parcels covering 2,433 acres of land. Uses within this category include general agricultural activities, crop land, lands utilized for livestock, and others. Not included in this category are lands currently classified as residential, yet utilized for agricultural purposes, greenhouses, and former agricultural lands now deemed vacant. Agricultural land uses are found predominantly in the southeast and northeast corners, although a few large agricultural operations are located along Turk Hill Road. A further discussion of agricultural activity can be found in Chapter 9, Natural Resources.

Table 6: Land Use Breakdown by Property Classification, 2008

Land Use	Parcels		Acres		Total Assessed Value (millions)	
	No.	% total	Area	% total	Value	% total
Unclassified	110	0.7%	254	1.3%	\$0.0	0.0%
Agriculture	74	0.5%	2,433	12.8%	\$6.9	0.2%
Residential	13,957	91.5%	9,267	48.9%	\$2,768.3	78.0%
Vacant	652	4.3%	3,415	18.0%	\$30.1	0.8%
Commercial	269	1.8%	883	4.7%	\$411.0	11.6%
Recreation & Entertainment	31	0.2%	707	3.7%	\$23.3	0.7%
Community Services	60	0.4%	844	4.5%	\$175.4	4.9%
Industrial	36	0.2%	411	2.2%	\$53.7	1.5%
Public Services	47	0.3%	214	1.1%	\$60.8	1.7%
Conservation & Parks	17	0.1%	508	2.7%	\$19.6	0.6%

Source: Perinton Real Property Data

Residential

Existing land use within the Town of Perinton is dominated by residential property, which accounts for over 91 percent of parcels and 78 percent of total assessed value. The type and density of residential development is highly dependent upon topography and the location of natural resources, such as the Erie Canal, watersources, wetlands and steep slopes and infrastructure, such as roadways and utilities. Development in the mid-20th century was focused in the west-central portion of the Town between the Village of Fairport and I-490. As the most readily developable land was consumed, residential neighborhoods pushed further south and east during the 1970s and 1980s, creating an arc of residential neighborhoods stretching from Garnsey Road and encircling the Village of Fairport’s eastern boundary. Throughout much of the late 1980s through 2010, residential development continued to push eastward, yet also included several areas of infill in smaller tracts.

Vacant

Vacant property represents just four percent of parcels, yet 18 percent of the Town’s land mass. Although there are numerous small vacant parcels throughout the Town, the majority of vacant acreage is concentrated in the northeast and southeast quadrants.

Commercial

Apartments, offices, restaurants, hotels, shopping malls and warehouses, among many other uses, are all classified as commercial. In Perinton, these uses account for nearly five percent of land area, and nearly 12 percent of assessed valuation, in less than two percent of the parcels. As depicted on Figure 4, Commercial land uses are predominantly found adjacent to high volume transportation corridors in the following locations:

- Route 96 corridor;
- The Hamlet of Bushnell's Basin;
- Intersection of Routes 250 and 31;
- Route 31 in the Hamlet of Egypt;
- Route 31F from Sunset Trail to the canal; and
- Whitney Road at Baird Road.

The Route 96 corridor is one of the Town's most intensely developed non-residential areas, and is predominantly Class A office space.

Recreation and Entertainment

Recreation and Entertainment land uses are defined by NYSORPS as "properties used by groups for recreation, amusement, or entertainment." There are 31 parcels classified under this land use category, including golf courses, baseball fields, and open space set aside as part of residential developments. The Recreation and Entertainment land use accounts for 707 acres, or 4.6 percent, of the total land area in the Town. Parcels within this category are scattered throughout the community, the largest of which are the Midvale and Eagle Vale Golf Courses north of Whitney Road.

Community Services

Community Service land uses are defined by NYSORPS as "properties used for the well being of the community." There are 60 Community Service parcels in the Town occupying a total of 844 acres, or 5.5 percent of the total land area of Perinton. Community Service parcels include school properties, places of worship, town-owned property such as the Community/Aquatic Center, cemeteries and Lollypop Farm, operated by the Humane Society. The largest Community Service property is the White Haven Memorial Park Cemetery on Marsh Road which is on the west side of Town, south of Fairport Road.

Industrial

Industrial land uses are defined by NYSORPS as “properties used for the production and fabrication of durable and non-durable man-made goods.” There are 36 Industrial parcels in the Town, accounting for 411 total acres (2.7 percent of total land area). Industrial land uses are primarily located along Whitney Road adjacent to the Village of Fairport and along Route 31F. The largest industrially classified use is the High Acres Landfill, which accounts for 237 acres plus additional land for the adjacent business park. Industrial uses provide job opportunities and enhance the community tax base, while requiring limited municipal resources.



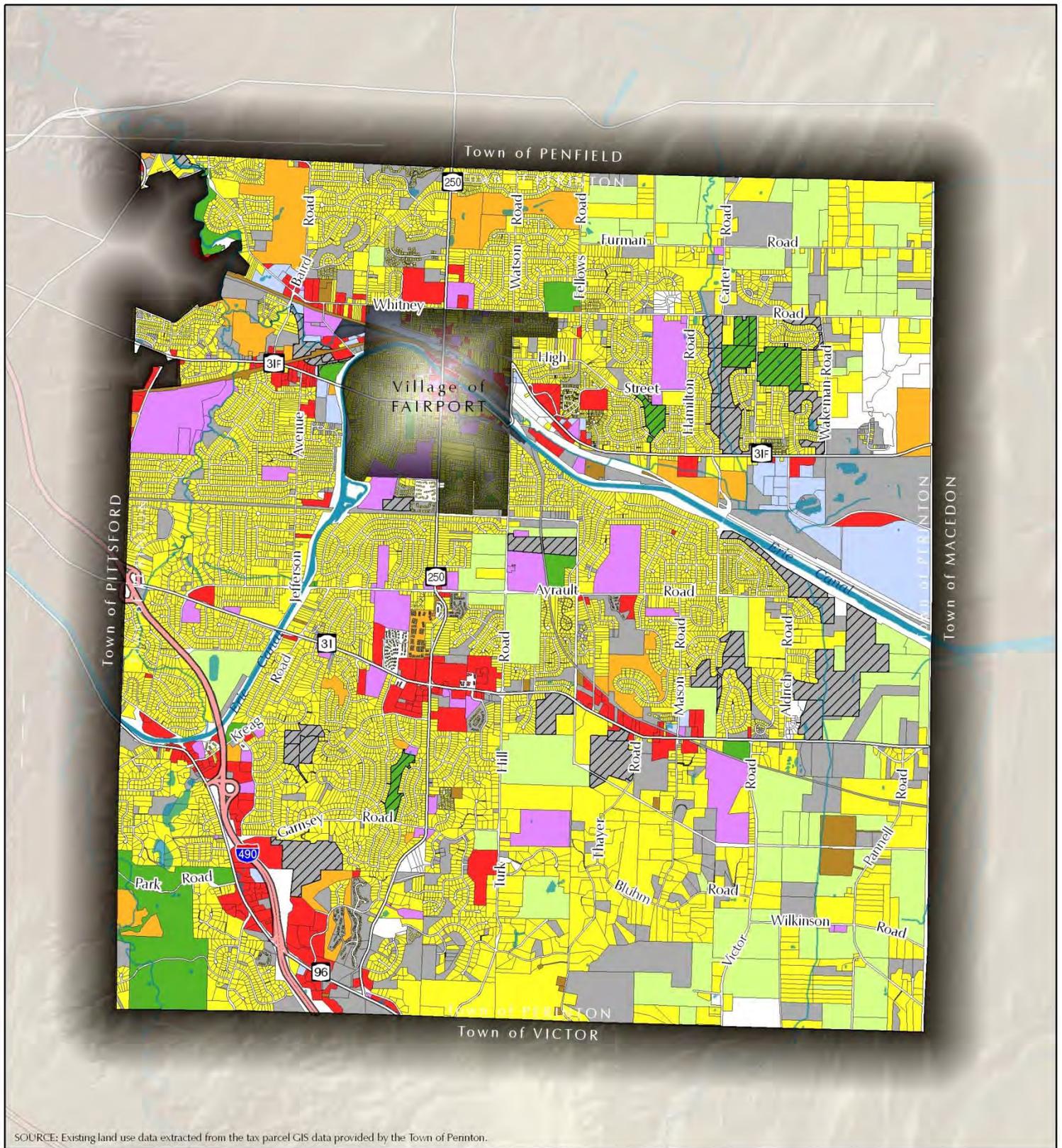
Industrial use on Whitney Road.

Public Services

Public Service land uses are defined by NYSORPS as “properties used to provide services to the general public.” There are 47 Public Service parcels in the Town on a total of 214 acres. This land use category represents the smallest land use within Perinton, and primarily consists of public and private utility lands such as railroad corridors, pump stations and electrical substations.

Conservation and Parks

Conservation and Parks land uses are defined by NYSORPS as “reforested lands, preserves, and private hunting clubs,” and includes state, county and local public parks. There are 17 parcels classified under this land use category, including Town-owned public parks and Powder Mills Park, owned by Monroe County. The Conservation and Parks land use accounts for 508 acres, or 3.3 percent, of the total land area in the Town.



SOURCE: Existing land use data extracted from the tax parcel GIS data provided by the Town of Perinton.

Town of Perinton

Comprehensive Plan Update

FIGURE 4: Existing Land Use



1 inch equals 1 mile

- | | | |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Waterbodies |  Residential |  Community Services |
|  Parks and Open Space Properties* |  Vacant |  Industrial |
|  No Data |  Commercial |  Public Services |
|  Agriculture |  Recreation & Entertainment |  Parks & Conservation |

*These properties were identified in the Comprehensive Parks & Open Space Master Plan

EXISTING ZONING in PERINTON

To achieve community character and development goals established throughout Perinton's 50 years of comprehensive planning, the Town has established 15 zoning districts grouped into three classes, as depicted in Figure 5. The implementation of these districts as documented in the zoning ordinance is further supported by the Town Law controlling the subdivision of land. Together, these two ordinances have the greatest impact upon the protection and establishment of community character in Perinton. Table 7 provides a summary of zoning districts by land area.

Residential Districts

There are nine residential district categories which have established areas for large-lot single-family residences, traditional single-family subdivisions, townhouses, apartments, and rural residential development:

- Class AA District
- Class A District
- Class B District
- Class C District
- Townhouses
- Apartment District
- Residential Transition 1-2-5
- Residential Transition 2-5
- Residential Sensitive District

Class AA and Class A districts require standard single-family structures on 20,000 square foot lots, with the only difference being the requirement for larger minimum home size in Class AA. Class B districts have similar bulk requirements as Class A districts, yet permit two-family dwellings, residential conversions, and have a smaller minimum structure requirement. Class C districts are similar to Class B, yet permit townhouses as an allowable use. Townhouses are technically permitted in each of the AA, A, B or C districts as a small component of a larger single-family subdivision, in addition to having separate districts. Residential Transition districts are large-lot development areas with lot sizes regulated by the presence of water and sanitary sewer infrastructure. The Residential Sensitive districts require five-acre minimum lots and limit one single-family residence per parcel, and permits agricultural and accessory structures. The Residential Transition and Sensitive districts account for 30 percent of the Town in the northeast and southeast quadrants. Zoning districts for residential uses account for over 80 percent of Perinton.

Commercial/Business/Industrial Districts

There are four non-residential development district categories which have established areas for businesses, commercial enterprise, and industry:

- Restricted Business District
- Commercial District
- Industrial District
- Limited Commercial District

Restricted Business, Commercial and Industrial all have similar bulk and setback requirements, including a minimum development size of 10 acres. No retail establishments are permitted in Restricted Business, and no residential uses are permitted in any of these three districts. The Limited Commercial District is intended to provide opportunities for small scale commercial-service development, including residential units as an accessory use, but excluding banks and accommodations. Gas stations are permitted only in Commercial Districts under a special use permit. Industrial Districts comprise the greatest amount of land of all non-residential districts. The Town's largest industrial area is the High Acres Landfill and the surrounding business park located on the eastern municipal boundary between the Erie Canal and Route 31F. Commercial, Restricted Business and Industrial zoning districts are almost entirely located along primary transportation corridors or directly adjacent to the Village of Fairport, as seen on Figure 5. The largest commercial/retail area is located at the intersection of Routes 250 and 31, near the geographic center of Perinton, with other commercial zones also located along primary transportation corridors. Together, these four non-residential zoning districts account for nine percent of Perinton.

Open Space Preservation District

The Open Space Preservation District is intended to allow for adjustments to density and area requirements for the specific purpose of preserving open space. Rezoning to an Open Space Preservation District replaces dimensional specifications of other districts, and the basis for land use control is determined by an open space preservation plan approved by the Town Board.

Planned Development Districts

Planned Development Districts are commonly used to permit development projects with multiple structures and uses in greater harmony within the site and with surrounding land uses. For example, a project with multiple building types would be permitted to establish standardized setbacks, offsets and heights with greater coordination than which would be available under existing zoning regulations. The Town of Perinton currently has one Planned Development

District for an undeveloped 45-acre property adjacent to the Hamlet of Egypt.

Table 7: Town of Perinton Zoning Districts

District	Acres	% total
Residential B	5,889	27.9%
Residential A	4,059	19.3%
Residential Sensitive	2,321	11.0%
Residential Transition RT-1.2.5	2,302	10.9%
Residential Transition RT-2.5	1,956	9.3%
Industrial	1,223	5.8%
Residential AA	430	2.0%
Restricted Business	405	1.9%
Residential C	296	1.4%
Commercial	292	1.4%
Apartments	227	1.1%
Open Space Preservation	214	1.0%
Townhouses	80	0.4%
Planned Development District	45	0.2%
Limited Commercial	32	0.2%

Source: Town of Perinton

Limited Development District

The Limited Development District (LDD) was established as an environmental overlay to ensure “proper and appropriate development to preserve water and air quality, preserve fish, wildlife and plant habitat, prevent the irretrievable loss of natural resources and maintain the aesthetic character of the community.” The limits of the LDD are determined based on soil, topography (steep slopes), vegetation, and hydrologic characteristics. Specific limits are determined by the Town, in consultation with the Conservation Board, after field conditions are provided by applicants seeking to develop a parcel or parcels. Specific criteria considered in this analysis are identified in Article VIII of the Town zoning code. Areas within the LDD are identified as appropriate for agricultural uses, open space and recreational amenities and lawns associated with surrounding residential uses.

FUTURE LAND USE PLAN

Future land use planning involves identifying how lands within the Town would ideally look and function in the future if redevelopment or new development were to occur. It is intended to also be a mechanism to allow the Town to identify specific areas of the community which should be preserved and protected. While land use planning does help to guide and direct development it also helps to create a common vision for the community. The character of the Town and its sense of place are directly tied to its land uses and the relationships between land uses.

Perinton Future Land Use Plan

The Future Land Use Plan developed for the Town of Perinton is intended to be a visual representation of the community's desired land use pattern through 2021. It demonstrates how the community believes the Town should look in the future, not a snapshot of how the Town looks today. It is intended to identify where specific development types and patterns are most appropriate and supports the goals, objectives and actions identified in the Comprehensive Plan Update.

The Future Land Use Plan for the Town of Perinton is a general expression of the vision for the community. While zoning regulations are tied to specific parcels, the lines on the Future Land Use Plan and the edges of the land uses are more generalized. The refinement of the land use edges, as well as identifying specific land use categories and permitted uses, should be a function of any future updates to the Town of Perinton Zoning Code. It should not be interpreted that any future revisions to the Town Zoning Map need to follow the boundaries of the Future Land Use Plan precisely, nor is it necessary for the names of the Zoning Districts to match the land use categories. Rather, any changes to zoning should be consistent with the overall spirit of the plan.

The foundation of the 2021 Future Land Use Plan was the Future Land Use Plan developed and included in the 2000 Comprehensive Plan. The Comprehensive Plan Update and Advisory Committees worked diligently to refine the 2000 Future Land Use Plan to identify changes that support the overall vision and desired land use patterns for the Town of Perinton.

The 2021 Future Land Use Plan for the Town of Perinton is organized into ten land use categories, as noted below and seen on Figure 6:

- Parks
- Low Density Residential and Agriculture
- Suburban Residential

- Medium Density Residential
- Multi-Family Residential
- Mixed-Use
- Commercial
- Planned Non-Residential
- Office Mixed-Use
- Light Industrial

In addition to the ten land use categories, the Future Land Use Plan also identifies Town-owned parks and open space properties, as well as land areas protected by Town development rights. These areas are identified to better understand the extent of open space and park properties currently being maintained and protected in the community, as they relate to the future land use vision.

Future Land Use Plan Classification Summaries

Each land use category is described in detail on the following pages and includes a representative image specific to that land use area. The images are not intended to prescribe how development must look; they are included to demonstrate high-quality design principles that have been used in other communities. Many of the images are taken directly from the Community Character Survey that was completed by members of the Comprehensive Plan Update Committee. The names and descriptions of the land use areas are intentionally generalized and flexible, intended only to relay the overarching desired character for new development patterns in each land use area.

Parks



The Parks land use classification identifies designated parklands within the community that should continue to be reserved for use as conservation areas, open spaces, and active and passive recreational facilities. No new development, aside from park support facilities, should be allowed to occur on lands classified as Parks on the Future Land Use Plan. Ancillary park facilities, such as picnic pavilions, playfields, and restrooms are appropriate development in this land use area.

Low Density Residential and Agriculture



Low Density Residential and Agriculture land uses are primarily found in the southeast and northeast quadrants. The Future Land Use Plan recommends the retention and preservation of remaining agricultural uses and open space. This area is intended to maintain a predominantly rural residential and agricultural character. The Town should encourage and support agricultural enterprises with some large lot residential uses allowed when developed in a manner that is sensitive to the rural character, natural features, and existing farmlands.

Development that negatively impacts active agricultural parcels or natural resources should be avoided. Appropriate land uses within this land use classification include farming operations; parks; outdoor recreation facilities; farm support businesses; and large-lot residential.

See Agricultural and Farmland Protection Planning report in Appendix 2 for more information on this particular land use.

Suburban Residential

Suburban Residential land uses are the largest land use in Perinton and are scattered throughout the Town. These land uses should continue to be the predominant land use type within Perinton. These areas are categorized by traditional single-family housing units, whether developed independently or as part of a larger, planned neighborhood. The Future Land Use Plan recommends single-family development to continue outside of commercial and industrial centers, with sidewalks and pedestrian connections linking various land use areas. Important design considerations associated with suburban residential development include maintaining strong linkages and providing amenities such as public spaces, neighborhood parks, and playgrounds.



Medium Density Residential

Medium Density Residential areas are recommended outside the Village of Fairport, in northern Perinton and around the Hamlet of Egypt. The character of these areas should be consistent with the higher density character of the Village and are desirable locations for duplexes, townhomes, and patio style homes. Strong pedestrian connectivity to surrounding developments, as well as the integration of neighborhood parks and playgrounds should be incorporated.



Multi-Family Residential

Multi-Family Residential areas are primarily concentrated at major intersections along Route 250. Continuing to focus multifamily development at these established locations, while providing expansion opportunities, is consistent with the goals and objectives of the community. Higher density development, including townhomes, condominiums, and apartment complexes are appropriate land use types in these areas. Design considerations for these areas include providing strong linkages and offering common open space, as appropriate.





Mixed-Use

The Mixed-Use land use areas in the Town are defined along key corridors and existing hamlets, including Bushnell's Basin, Egypt, Fairport Road, Whitney Road, and Route 31. The mixed-use land use classification should build upon the unique character of each mixed-use node. While automobile-oriented development may be appropriate in some mixed-use areas, all nodes should seek to maximize pedestrian safety and accessibility. Future development in these areas should take into account traffic circulation, pedestrian connectivity, and opportunities for infill and redevelopment of existing buildings and sites. These areas are appropriate for commercial, office, and residential land uses, whether in stand-alone buildings or within a single building. Higher density and concentrated development that serves both local neighborhoods and the larger community should be encouraged.



Commercial

Commercial land use areas include those locations in the Town where the predominant land use is retail sales, either in malls, plazas or in individual buildings on separate lots. Commercial-based service industries, such as restaurants, banks and gas stations may be intermixed or adjacent to the retail uses. These areas are predominantly designed to cater to, and be convenient for, the automobile. Site design should seek to provide safe options for pedestrians, including connections to surrounding development nodes, and require attractive landscaping, particularly along road frontage and to address large expanses of vehicular parking.



Planned Non-Residential

This land use area identifies an area of the Town where non-residential development, whether commercial, office, or light industrial, is appropriate. Projects are intended to be planned as a whole, with supporting services and amenities for tenants, as well as a unifying theme and style.



Office Mixed-Use

The Office Mixed-Use land use area is characterized by single and multi-tenant development. Businesses which support this type of development, including small stores and service-oriented commercial enterprises are appropriate in this land use area. The continuation, and expansion, of these pockets of office development should continue to be promoted. New development should incorporate access management techniques, such as shared access and parking to limit negative impacts on roadway corridors. Office parks should be designed to incorporate internal pedestrian connections and shared public space and should be respectful of any adjacent land uses.

Light Industrial

Existing Industrial land uses in the Town are concentrated along the Erie Canal and 31F corridor. Proper buffering between industrial development and surrounding land uses should be addressed and incorporated into future development plans. In addition to traditional industrial uses, including product assembly, repair, fabrication, and storage, this land use area may also be appropriate for offices, research and development facilities, and agricultural support businesses.





Town of Perinton

Comprehensive Plan Update



Figure 6: 2020 Future Land Use Plan

- Town Parks and Open Space Properties
- Low Density Residential and Agriculture
- Mixed-Use Area
- Town Development Rights
- Suburban Residential
- Commercial
- Parks
- Multi-family Residential
- Planned Non-Residential
- Light Industrial
- Medium Density Residential
- Office Mixed-Use

1 inch equals 1 mile

Map Designed by Bergmann Associates

LAND USE and DEVELOPMENT OBJECTIVES

1. Encourage appropriate future development in hamlets and commercial corridors by limiting future commercial development to existing areas.
2. Ensure land use regulations are consistent with the Town's open space preservation and environmental protection objectives.
3. Encourage development patterns that allow for transportation efficiencies and for increased use of alternate modes of transportation.
4. Continue to employ land use policies that ensure a diversity of housing choices for current and prospective residents.
5. Continue to encourage redevelopment and new residential development that maintains a diversity of housing types in a wide range of prices and styles that is considerate of all ages and socioeconomic means.
6. Encourage compatible land use patterns in the Town.
7. Encourage access management in commercial areas.

LAND USE and DEVELOPMENT ACTION ITEMS

1. Continue to encourage the redevelopment of existing commercial areas.
2. Promote the enhancement and updating of aging commercial structures to continue their suitability to house viable businesses.
3. Continue to monitor the changing demographic profile of the Town to ensure appropriate development and programming is meeting the needs of all residents.
4. Promote the development of housing options that appeal to single professionals and young families.
5. Meet with senior service providers regularly to ensure the Town's land use planning and regulations support the ability to age in place.
6. Support the use of universal design practices, non-motorized transportation infrastructure, accommodation for use of mobility devices, and connectivity to daily service needs in an effort to enhance the quality-of-life for seniors.
7. Provide support to existing senior living facilities, such as Fairport Apartments and Jefferson Park Apartments, to encourage their expansion of housing options and programming for seniors.
8. Encourage enhanced landscaping for all new development and redevelopment projects.

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CHAPTER 4.

TRANSPORTATION and CIRCULATION



A view along Route 31 looking east toward the Town of Macedon.

ROADWAYS

As Monroe County's third most populous town, Perinton requires significant transportation infrastructure to move people and goods into and out of the community and to provide efficient, effective, and convenient transportation options. As depicted on Figure 7, the Town's transportation system is composed of local, county, and state routes, and also includes part of the federal interstate highway system. Data was retrieved from the NYS Department of Transportation Traffic Data Viewer (2008) and the Genesee Transportation Council Route 250 Corridor Study (2005). State and county roadways provide the majority of connectivity throughout the Town, and are laid in north-south and east-west grid-style alignments. The following will provide a brief overview of the primary roadways and their function within the Town of Perinton.

North-South Roadways

New York State Route 250 is the predominant north-south route, which connects Perinton and the Village of Fairport with the Towns of Penfield and Webster to the north and Victor, Ontario County, to the south. Route 250 carries heavy traffic volumes, with average annual daily trip (AADT) ranging from 11,000 to 15,000 cars per day. Parallel and east of Route 250 is Watson/Turk Hill Road (County Roads 32/50), under the jurisdiction of Monroe County. Together, these two corridors support significant levels of traffic entering and exiting Perinton, with upwards of 35,000 cars per day combined. Large portions of this traffic enter the community to access adjacent shopping destinations in the Towns of Penfield and Victor. The largest of these retail destinations is the Eastview Mall complex, which includes over 1.3 million square feet of retail and restaurants and is located less than one mile south of Perinton.

Pittsford-Victor Road (New York State Route 96) cuts a diagonal in the southwest corner of the municipality, linking Perinton with the Town of Pittsford to the west and the Town of Victor to the south. Route 96 is a primary arterial and is heavily developed with office, commercial and retail uses. The Route 96 corridor carries significant levels of traffic, from 13,000 to nearly 27,000 cars per day, and is a primary link to the Eastview Mall complex and the New York State Thruway (I-90) interchange, also in Victor.

East-West Roadways

Two state routes and two county roads provide the majority of connectivity in the east-west direction through Perinton. Fairport Road (New York State Route 31F), and to a lesser extent Whitney Road (CR 17) provide east-west connectivity for the northern half of the Town. Based upon an analysis of traffic data, it appears the majority of traffic is traveling to destinations to the west, with an average of over 24,000 cars daily near the 31F/Baird Road intersection. Route 31F is also a primary connector westward from Perinton and the Village of Fairport to the I-490 interchange in neighboring Pittsford.

Pittsford-Palmyra Road (New York State Route 31) and Ayrault Road (CR 21), and to a lesser extent Garnsey Road (CR 23), provide the majority of east-west connectivity south of the canal. Route 31 is one of the most heavily traveled corridors in Perinton, and has been the subject of numerous traffic studies and recent reconstruction projects. Route 31 is a primary corridor into Monroe County for communities in Wayne County and carries 20,000 to 27,000 cars per day.

Interstates 490 & 90 (New York State Thruway)

Interstate 490 has three interchanges within Perinton; two exits at Route 96,

and one at Route 31. These interchanges provide a variety of options for residents to access the City of Rochester to the north, and the NYS Thruway to the south. I-490 is a major gateway into the community from surrounding areas, carrying an average of 43,000 to 57,000 cars per day.

While the New York State Thruway is not within Perinton, its adjacency has a significant impact upon the traffic patterns within the community. Thruway exit 45 at Victor is one of three Monroe County exits, and services the heavily populated areas of the City of Rochester and eastern suburbs. As a result, heavy traffic volumes, particularly along Route 96 and I-490, can cause periods of traffic congestion, particularly for travelers going to Eastview Mall and the Class A office space.

ALTERNATIVE TRANSPORTATION

Pedestrian and Bicycle Facilities

The Town of Perinton boasts one of the most comprehensive sidewalk and trail networks in western New York. Multi-use facilities such as the Erie Canal Heritage Trail, Village of Fairport Bicycle Route, NYS Bike Route #5 and the Perinton Hike/Bike Trail are joined by the Crescent Trail and numerous other paths to provide 50 miles of safe and enjoyable alternative transportation routes throughout the Town.

The extensive sidewalk network in the Town differentiates Perinton from other suburban communities in Monroe County. The sidewalks are maintained by the Town continuously, including snow removal in winter months. Combined with the trail network, the sidewalk system provides easy and unobstructed pedestrian access throughout the community.

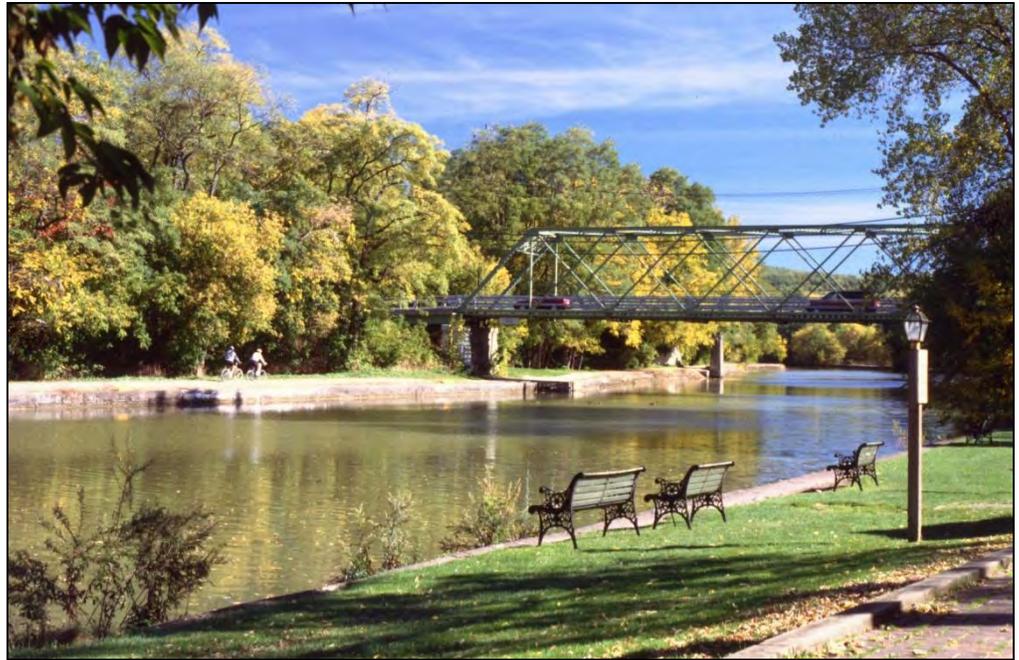
For more information on the Town's expansive trail systems, see Chapter 7, Healthy Living Infrastructure.

Erie Canal

The Town of Perinton contains over seven miles of Erie Canal waterfront. Boater facilities are most heavily concentrated within the Village of Fairport, yet the Town offers numerous opportunities for canal access and services in the Hamlet of Bushnell's Basin and throughout the length of the canal.

Primary boater facilities along the canal are located between Fairport and Bushnell's Basin, and include docks and a launch. A dual-slip launch located north of Ayrault Road is the Town's only public boat launch, with parking for approximately 13 cars with trailers. Docking facilities are located north of the Route 490 bridge on the east side of the canal within Kreag Road Park. An

additional dock is located on NYS Canal Corporation property south of the Route 31F bridge on the west side of the canal. This location contains the proper infrastructure to safely and effectively launch a kayak or canoe and is also home of the Fairport Crew Club, a not-for-profit membership organization that operates youth and adult programs dedicated to rowing. A non-motorized boat launch is planned for Cobb's Lane at Turk Hill Road, which is expected to be completed in 2013. The project is a result of an Erie Canal Greenway Grant.



The Town continues to enhance the Hamlet of Bushnell's Basin, including access to the Canal and landside improvements.

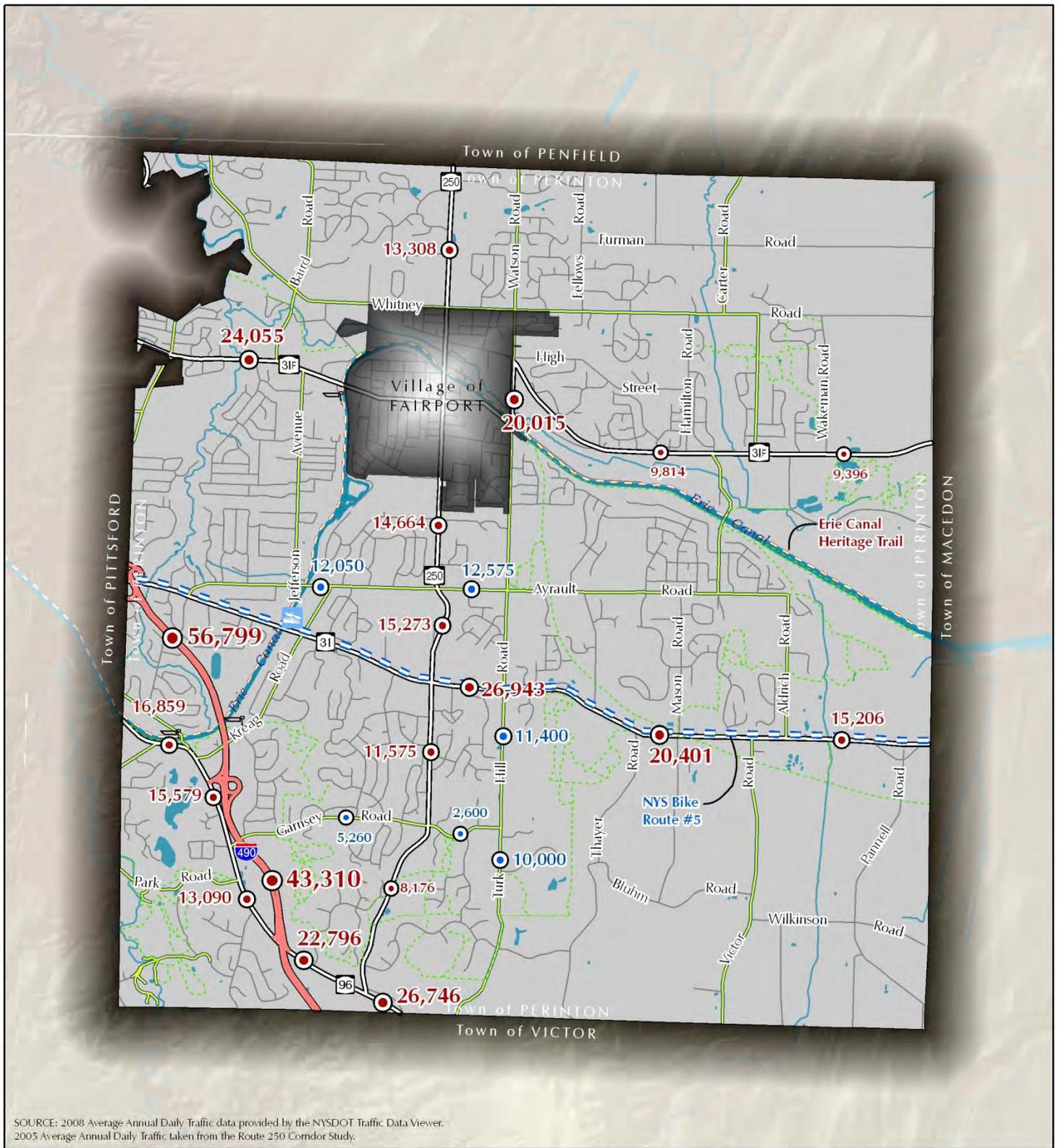
Bushnell's Basin

In 2006, the Town of Perinton approved the Bushnell's Basin Canal Access Plan. The New York State Department of Coastal Resources awarded Perinton over \$550,000 to complete the first phase of recommended improvements, including: the construction of docks; restroom facilities; a linear park; walkways; site lighting; and directional and interpretative signage. Construction on these improvements began in November 2010 and is anticipated to be completed in 2011.

Mass Transit

Perinton is serviced by the Rochester Genesee Regional Transportation Authority's Transit Routes 21 and 92, which connect Perinton, Bushnell's Basin and Fairport to Downtown Rochester. Transit Route 21 travels along the NYS Route 31F corridor through the Villages of East Rochester and Fairport, and

north along NYS Route 250 into Penfield. Transit Route 92 provides high-speed service to the following locations: the Park and Ride along NYS Route 96 in Bushnell's Basin; Harris Beach, LLC on Garnsey Road; the Park and Ride on Courtney Drive off of NYS Route 31; and to Eastview Mall just south of Perinton. The provision of Park and Ride lots at key locations facilitates good access to the RGRTA system for Perinton residents and those working within the community.



SOURCE: 2008 Average Annual Daily Traffic data provided by the NYSDOT Traffic Data Viewer.
2005 Average Annual Daily Traffic taken from the Route 250 Corridor Study.

Town of Perinton

Comprehensive Plan Update

FIGURE 7: Transportation & Traffic



1 inch equals 1 mile

- 2,600 Average Annual Daily Traffic (2005)
- 26,746 Average Annual Daily Traffic (2008)
- Public Boat Launch
- Public Boat Docks
- ~ Trails
- ~ Interstates
- ~ State Routes
- ~ County Roads
- ~ Local Roads

Map Designed by Bergmann Associates, Inc.

TRANSPORTATION and CIRCULATION OBJECTIVES

1. Ensure all modes of transportation are accommodated in the Town.
2. Promote land use patterns that maximize investment in existing infrastructure.
3. Continue to expand and enhance the Town's extensive trail system.
4. Establish gateway corridors as attractive and vibrant centers of activity.
5. Ensure transportation infrastructure efficiently moves cross-town traffic while maintaining existing hamlet and neighborhood environments.

TRANSPORTATION and CIRCULATION ACTION ITEMS

1. Promote safety at the Jefferson Avenue and Fairport Road intersection through the installation of traffic calming elements such as striping or pavers for pedestrian crosswalks, signage and landscaping.
2. Continue to extend sidewalk system, placing priority on connecting neighborhoods to recreational and commercial destinations and establishing strong connections to Village and trail system.
3. Continue to require sidewalks within designated pedestrian zones.
4. Evaluate potential for new pedestrian zones as new development occurs.
5. Continue to work with RGRTA to evaluate and support public transit needs within the Town.
6. Consider impacts to the Village of Fairport when transportation and road enhancement projects are proposed on Route 250, Route 31F and surrounding corridors.
7. Consider the impacts to working farms and associated machinery when modifying transportation patterns or roadway configurations.
8. Mark pavement for bike access lanes and provide bicycle parking wherever practical.
9. Prioritize future sidewalk connection and extension projects.
10. Seek funding and construct connections between existing bike routes, including the NYS Bike Route 5, the Trolley Trail and the Canalway Trail.
11. Continue to work with New York State and Monroe County to relocate O'Connor Road.

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CHAPTER 5.

COMMUNITY & ECONOMIC DEVELOPMENT



The Center Stage at Center Park amphitheater is home to a summer concert series and other special events for the community.

COMMUNITY CHARACTER

Perinton is a community of varied character, ranging from the rural open spaces of the northeast and southeast quadrants, to the rolling residential areas in the southwest, to a more urbanized character in the northwest adjacent to East Rochester. The distinctive character areas within Perinton are unified by the Erie Canal and enhanced by an extensive network of parks and open spaces that culminate in a unique sense of place within Monroe County.

NEIGHBORHOOD AND COMMERCIAL CENTERS

Although dominated by residential neighborhoods, commercial activity within Perinton is distinctly focused in its historic hamlet centers and along key corridors in the community. The hamlet centers date back to the early founding years of the community, and can be found at major transportation intersections or adjacent to the Erie Canal.

Hamlet of Egypt

The Hamlet of Egypt can be traced back to the founding pioneers of Perinton. Egypt was a principal settlement when the Perrin brothers and their families were said to be the first permanent residents of the Perinton-area in the early 1790s. New York State established the Town of Perinton in 1812, and in April 1813, the first Town meeting was held in a tavern in Egypt. A significant portion of the Town's leadership has lived and farmed in Egypt, including its first supervisor. Egypt was an early place for commerce and services in the eastern portions of Perinton, with blacksmiths, taverns and inns servicing surrounding farmers and the stagecoach route that traveled between Canandaigua and



Existing use in the Hamlet of Egypt.

Rochester along what is now Route 31. The rise of Fairport and the Erie Canal shifted a significant amount of commerce and activity away from Egypt, although it remained an outpost and service center for the area farming community into the mid-1900s.

In the 20th century, Egypt was a stop along the Rochester, Syracuse and Eastern Rapid (RS&E) Railroad, which connected the hamlet through Fairport with Rochester from 1906 to 1931. The former railroad bed is now the RS&E/Perinton Hike-Bikeway, which connects Egypt with the Town's Community Center and northward to the Erie Canal. Egypt remains a neighborhood destination in Perinton, with Egypt Park providing tennis courts, a playground, and lawn area,

and a trailhead for the RS&E Bikeway. Additionally, Lollypop Farm, adjacent to Egypt Park and the Bikeway, is the home of the Humane Society of Rochester and Monroe County, and is a regional destination providing an animal adoption center plus petting zoo and other educational and outreach programs.

The Route 31 corridor through Egypt has undergone sporadic development, and lacks continuity in development form, architectural character, and site design. The recent Route 31 roadway widening was kept to three lanes to minimize impact on the rural character. Development is complicated by wetlands and stream corridors within the hamlet. The rural character of the hamlet has been under intense development pressure, leading residents and Town staff to strive for its preservation and create development plans and design guidelines for future growth in 2003. The Hamlet of Egypt has significant development potential, the greatest of which is the redevelopment of the former Comstock plant on Route 31. This partially abandoned building is an opportunity in the hamlet and its redevelopment is a high priority for residents and officials.

Hamlet of Bushnell's Basin

Bushnell's Basin was formed during the early 19th century as the temporary western terminus of the Erie Canal, at that time known as Hartwell's Basin. The hamlet functioned as an early logistics point, where goods were transferred to wagon and shipped to the City of Rochester. Bushnell's Basin offered taverns, services, and accommodations for weary canal travelers and workers employed on its construction. After the extension of the canal, the hamlet's logistical importance diminished, yet it remained a stopping point along the canal and a hub of commercial services for the surrounding area, including the southeast portions of neighboring Pittsford. The hamlet's strengths are its village-like scale and high-quality architectural style. Development in the hamlet is required to emulate the design palette and aesthetic of 19th century buildings, and there is a strong connection to Erie Canal culture and history.

Presently, Bushnell's Basin provides a variety of commercial, service, retail and employment opportunities. With nearby access to I-490 and the Erie Canal, the hamlet is uniquely positioned for growth and investment. Environmental and regulatory limitations have acted to lessen any negative impacts associated with growth, and have worked in tandem to retain a significant portion of the hamlet's historic character. Increased public access to the canal for pedestrians, and docks for boaters, have been incorporated into plans for canal-side improvements that are expected to be completed by fall 2011. The recently completed Canal Access study will begin the implementation of a trail head at the Burgundy Basin banquet hall parking lot on the north side of the canal.



Existing development in Bushnell's Basin.

Fairport Road/Baird Road

The Fairport Road/Baird Road neighborhood center includes Fairport Road from the Erie Canal west to Sunset Trail and is focused on the primary intersections with Jefferson Avenue and Baird Road. The Fairport Road corridor was historically the primary connection between the Villages of Fairport and East Rochester, and more recently to the I-490 interchange in the Town of Pittsford. During the rapid development of the residential neighborhoods along Jefferson Avenue during the 1950s and 1960s, the Fairport Road corridor provided small scale commercial and strip development opportunities typical of expanding suburbia. These facilities were further supported by village residents as they traveled toward the City of Rochester for employment.

This corridor remains heavily built up with commercial development on both sides of Fairport Road, and is bisected by an active CSX railroad that limits the viewshed within the corridor, also creating odd-shaped parcels that pose redevelopment challenges.

The four-lane corridor is heavily dominated by the automobile both in development form and use, with high traffic volumes during the morning and evening rush hours. Development along the Fairport Road corridor lacks consistency in form, architecture, and design. Building setbacks vary significantly, and most properties provide for a large amount of convenience parking in front of the building. An abundance of curb cuts and access drives is compounded by several properties providing no differentiation between sidewalks, public rights-of-way or private property. While the area has its challenges, many of the businesses within this corridor are thriving and successful. Additionally, Perinton Park on the Erie Canal is directly adjacent to the corridor, providing high quality and diverse recreation options and access to the Canalway Trail.

A subarea report completed in 2000 addressed redevelopment policies for this corridor, including the development of design standards, access management improvements, and land use. The corridor has significant redevelopment potential and would benefit greatly from pedestrian and streetscape enhancements, gateway improvements and the formulation of a unique identity and branding strategy.

The Town of Perinton has developed a refined set of design guidelines for the urban form, streetscape and architectural character of the Fairport Road corridor. This document provides the necessary guidance for continued reinvestment along this critical segment of Perinton's transportation infrastructure. In addition, portions of the Fairport Road corridor through this study area underwent resurfacing in 2010 to improve the function, safety and visual appearance of the corridor.

Whitney Road/Baird Road

The Whitney Road/Baird Road intersection and environs were included in the 2000 Fairport Road-Baird Road-Whitney Road Subarea report. The character of the Whitney Road corridor is much different than Fairport Road. Whitney Road is largely a commercial/industrial corridor, though it provides some services to area residents. The roadway corridor is two lanes, and most properties have a vegetated buffer between building/parking areas and the roadway. The development form of Whitney Road is transitional, with residential conversions and small commercial structures scattered amongst larger warehouse, storage and light manufacturing facilities. Similar to the Fairport Road corridor,

Whitney Road lacks a defined identity and recognizable gateways. While the corridor will not realistically support significant pedestrian travel from surrounding residential areas, it has the potential of being a neighborhood destination for convenience services, offices, parks and employment opportunities.

Routes 31 / 250

The intersection of Route 31 and Route 250 is the most heavily commercialized area in Perinton, and provides the largest collection of commercial and retail services within the community. The development character is primarily strip-retail, and includes both regionally and nationally significant franchise retailers. The largest contiguous developments occur on the north side of Route 31, with Perinton Square Mall on the east side of Route 250 and Wegmans Plaza on the west. Perinton Hills Plaza is located in the southwest quadrant of the intersection. Several outparcels are located along the frontage in all four quadrants of the intersection, consisting largely of gas stations, banks and franchise restaurants. Further east along the Route 31 corridor between Turk Hill Road and Route 250 is a large collection of office space to the north, and office/commercial/retail development to the south.

The Route 31 and Route 250 intersection is wide and caters to automobile traffic, with five to six lanes of traffic entering and exiting the intersection at any point. The Route 31 corridor throughout this area was recently improved and widened to five lanes. Most curb cuts along Route 31 are combined into shared drives, which are beneficial for traffic flow and safety. There are sidewalks and a vegetative buffer between the roadway and adjacent parking areas, improving the visual appeal of the corridor.

The Route 250 corridor widens significantly from two lanes to five on its approaches to the intersection. This facilitates the addition of turning lanes for both left and right turns and improves traffic flow. Pedestrian facilities are present in this location, with sidewalks along both sides of each corridor. However, there are only a few instances in which direct connections between the sidewalk and adjacent development are made. This segment of the Route 250 corridor was included in the 2005 Corridor Study sponsored by Genesee Transportation Council, with recommendations limited to the promotion of development at the southeast corner of the intersection, and the improvement of pedestrian connections to internal development parcels.

EMPLOYMENT CENTERS

There are several locally and regionally significant employment centers located within Perinton. The largest of these centers is the Woodcliff office complex located north of Route 96 to the south of I-490 Exit #28. This complex includes over 500,000 square feet of Class A office space, an executive golf course and a luxury hotel and spa complex. Additional office space is located along Route 96, including the Willowbrook Office Park and several smaller office facilities north of the I-490 interchange. The character of the Route 96 corridor is dominated by 2-3 story office buildings with generous setbacks and ample vegetative buffers between the roadway and development. The Route 96 corridor represents the largest collection of non-contiguous office space within Monroe County outside of the City of Rochester, and is a significant generator of spending and property tax revenue within Perinton.

An additional employment center within Perinton is the Perinton Industrial Estates park located south of Route 31F adjacent to the High Acres Landfill. This area is predominantly utilized by manufacturing and light industrial tenants. Industrial and employment centers can also be found along Whitney Road adjacent to Baird Road. In addition, there are considerable pockets of Class A office space existing within and around the Town's main commercial corridors, such as Routes 250 and 31. Each of these areas has significant positive impacts on the local Town economy.

ECONOMIC DEVELOPMENT INITIATIVES

The Town of Perinton continues to successfully attract business and commercial investment throughout the community. Perinton has many assets upon which to develop a solid foundation for continued economic prosperity, including good access to transportation infrastructure, stable residential neighborhoods, high quality recreation and environmental facilities, and reasonable property tax rates. The Town has promoted these advantages through a cooperative approach with developers and investors that leverage the administration's experience and developers' desires to be in Perinton.

However, the continued sustainability and stable growth of business and investment within Perinton has been challenged by the state of the regional and national economies. Economic growth in the Rochester region is slow, yet stable, with an unemployment rate below the national level. However, impacts of the economic downturn that began in late 2007 continue to impact business investment and lending, which is trickling down to the regional and local level.

The Town of Perinton has significant opportunities for continued growth,

especially within its four primary neighborhood centers. These areas have historically provided the bulk of services to the Perinton community outside of the Village of Fairport. Vacancy and underdevelopment within these centers represent both challenges and prospects as Perinton seeks reuse and infill development.

COMMUNITY and ECONOMIC DEVELOPMENT OBJECTIVES

1. Continue to attract commercial development in existing centers, including opportunities for infill, redevelopment and senior/family housing.
2. Encourage new development in hamlet centers that respects the existing historic scale and context.
3. Actively work with COMIDA to encourage new business to locate in Perinton.
4. Encourage agri-tourism to help support the farming industry in Perinton.
5. Continue to leverage the Erie Canal as a resource to attract more tourism and business development opportunities in Bushnell's Basin and Fairport Road, between the railroad bridge and Perinton Park.
6. Capitalize on the Town's position as a regional destination for office space and office parks.
7. Support reinvestment in existing office space and the development of new office space and business parks, where appropriate.
8. Ensure infill and redevelopment in residential neighborhoods is complementary to existing scale and context.

COMMUNITY and ECONOMIC DEVELOPMENT ACTION ITEMS

1. Ensure appropriate regulations are in place to capitalize on redevelopment opportunities in the hamlet and neighborhood centers of the Town.
2. Invest in and seek funding for public improvements along the 31F Fairport Road corridor (landscaping, lighting, amenities and signage) to help spark private sector investment.

3. Support the efforts of CANAL NY, ECNHC (Erie Canalway National Heritage Corridor), NYS Canal Corporation, and WECA (Western Erie Canal Alliance) in the promotion, marketing and preservation of the Erie Canal as a destination.
4. Continue to work cooperatively with Fairport's OCED (Office of Community and Economic Development) and Monroe County's Community Development Department to promote and market the Town and Village to residents, developers and businesses.
5. Promote the reuse of existing facilities to prevent current building stock from remaining vacant in favor of new construction.
6. Continue to consider potential impacts to agricultural lands when new development on adjacent properties is proposed.
7. Encourage the formation of business associations in target areas to provide a mechanism for ensuring maximum compatibility of proposed future changes with sub-area master plans and related Town objectives.
8. Continue to work with the NYS Department of Environmental Conservation to remove the Hess gas station on Fairport Road.

CHAPTER 6.

COMMUNITY SERVICES and INFRASTRUCTURE



Egypt Fire Department Ladder Truck.

EXISTING COMMUNITY SERVICES

Services such as public safety and emergency response, as well as recreation, have pivotal roles in developing and maintaining the quality of life in a community. The Town of Perinton has been cited twice in the Top 100 Best Places to Live since 2005, in large part due to the significant value and quality of services provided by the Town.

Fire Protection

The Town of Perinton is afforded emergency response and fire-fighting services through five separate fire departments as depicted on Figure 8 and in Table 8.

- The Fairport Fire Department is the largest of the five, servicing nearly half the Town population, as well as the Village of Fairport. The Fairport Fire Department responds to approximately 650 calls per year.
- The Bushnell's Basin Fire Association (BBFA) services the large commercial and office corridor along Route 96 and the large neighborhoods adjacent to Garnsey Road in the southwest area of the Town. In 2007 the BBFA

responded to approximately 400 calls through 70 volunteer members.

- The Egypt Fire Department services areas within the Town generally east of Moseley Road and Blackwatch Trail and south of Ayrault Road and the Erie Canal. This area is largely residential and agricultural, though the Route 31 corridor is undergoing transition to commercial in locations.
- The East Rochester Fire Department services an area southeast of the Village of East Rochester to Irondequoit Creek and the CSX railroad tracks on Fairport Road.
- The Penfield Fire Company services a small area bounded by Baird Road and Whitney Road.

Table 8 summarizes the five fire departments.

Table 8: Fire Protection Districts by Fire Department

Fire Department	No. Volunteers (Active)	Area Serviced in Perinton (Sq Mi)	Stations (shared)	Districts Serviced
Fairport	100 (70)	13	2	Perinton Fire Protection District, North East Fire Protection District
Bushnell's Basin	70	7	2 (1)	Bushnell's Basin Fire Protection District
Egypt	65 (?)	12	2 (1)	Egypt Fire Protection District
East Rochester	60 (?)	1	1	Forest Hills Fire Protection District, North Side Fire Protection District
Penfield	72	1	3	Penfield Fire District

Source: Fire Department websites

Police and EMS Services

The Monroe County Sheriff's Department provides law enforcement services for the Town of Perinton. In 2008, there were 17,878 calls for service in Perinton according to the Monroe County Sheriff's Office 2008 Annual Report. Emergency medical response is provided by the Perinton Volunteer Ambulance Corps (PVAC). In existence since 1965, the PVAC responds to over 3,000 calls each year. Perinton Ambulance and its 160 active volunteers provide Basic Life Support to Perinton and surrounding communities, as well as free blood pressure screenings, crutches and wheelchairs to Perinton residents. Advanced life support is provided by the Southeast Quadrant Mobile Critical Care Unit. This service is a cooperative among four area ambulance corps that began in 1976 in response to local need and federal mandates.

Recreation

Through the Department of Recreation and Parks, Perinton offers a variety of recreational programs and camps for all ages including arts and crafts, exercise and athletics, sport leagues, fitness, cultural, dance, social skills activities, daily senior activities, and youth recreation. The Community/Aquatic Center, on Turk Hill Road, includes a full gymnasium, activity rooms, fitness rooms, meeting rooms, a kitchen, an indoor track and an aquatics center. Outdoor recreational programs are held throughout the community at local parks and school facilities.

The Center Stage facility at the Community Center provides a venue for cultural events, movies and theater in an outdoor amphitheater, and is a highlight of the Town's annual summer recreation schedule. Additional information on parks and recreation programming can be found in Chapter 7, Healthy Living Infrastructure.

Senior Services

A variety of recreational and social Senior Citizen programs are offered at the Perinton Community/Aquatic Center. Programs include drop-in card games, bingo, billiards, a lunch program, arts and crafts, exercise programs, health education, counseling services, and special events throughout the year. The Community Center has a Senior Office that organizes and distributes information on all programs. Transportation assistance is also available through the Senior Office on Mondays, Wednesdays, Thursdays and Fridays.



Perinton's Community Aquatic Center.

PUBLIC INFRASTRUCTURE

Fairport Electric

The eastern two-thirds of the Town of Perinton is serviced by the Fairport Municipal Commission (FMC), which provides electric service to approximately 14,000 customers in Perinton and the Village of Fairport. FMC is a municipally owned electric utility and provides service rates that are generally more affordable than private sector rates.

Sanitary and Storm Sewer

The Perinton Consolidated Sewer District consists of 184 miles of public sanitary sewer servicing over 11,500 properties covering 8,900 acres. Perinton is located in the Monroe County Pure Waters system, and sends sanitary waste to the Frank E. Van Lare waste water treatment facility in Irondequoit via

several interceptor sewers. There are large portions of Perinton in the southeast and northeast quadrants that are not serviced by sanitary sewers. Development in these areas requires septic systems and larger lot sizes. The storm water sewer system located throughout the Town includes 194 miles of pipe and nearly 9,000 structures that help return storm water to area streams and water bodies.

Public Water

Public water service is provided by the Monroe County Water Authority. Public water lines are available to all properties in the Town.

Road and Property Maintenance

The Town Highway Department is responsible for highway maintenance, lawn debris and leaf collection, snow and ice control, and general maintenance of Town-owned open space.

Highway maintenance is performed by the Town on approximately 326 lane miles of Town-owned roadways. In order to identify and prioritize maintenance efforts, the Town utilizes a software program developed by the Cornell Local Roads Program. Highway maintenance services include routine maintenance, preventative maintenance, and capital improvement projects.

Snow and ice control efforts include both anti-icing and de-icing efforts aimed at keeping Town-owned roads free from snow and ice and safe for drivers. During the winter season, the Town is responsible for snow and ice control on over 450 miles of roadways. In addition to Town-owned roads, the Town also plows and salts county-owned highways and state-owned highways, with the exception of NYS Route 490. The Town has a well-maintained fleet of vehicles to service the community 24-hours a day, seven days a week.

Town-owned open spaces include more than 1,500 acres of land in addition to designated park areas that have been acquired to help preserve the character and natural beauty of the community. The Public Works Department assists with maintaining these areas to address any unsafe conditions that may arise and to ensure that existing natural habitats remain viable.

Sidewalks and Trails

An important part of the public infrastructure in the Town of Perinton is its extensive sidewalk and trail system. The sidewalk and trail system is discussed in greater detail in Chapter 4: Transportation and Circulation, and Chapter 7: Healthy Living Infrastructure, of this Comprehensive Plan Update.



Town of Perinton

Comprehensive Plan Update

FIGURE 8: Public Services & Utilities

-  Ambulance Locations
-  Bushnell's Basin Fire Department
-  Fairport Fire Department
-  Fire Department Locations
-  East Rochester Fire Department
-  Penfield Fire Company
-  Sanitary Sewer Districts
-  Egypt Fire Department
-  Fairport Municipal Commission



1 inch equals 1 mile

COMMUNITY SERVICES and INFRASTRUCTURE OBJECTIVES

1. Ensure community services (fire, ambulance, public works, recreation programs, etc.) are delivered in the most cost-efficient fashion while maintaining high-quality programming and assistance.
2. Adjust, as needed, the provision of services to reflect changing demographics such as an aging population and fluctuating school-age cohorts.
3. Continue to plan for and implement necessary repairs and upgrades to the Town's infrastructure (sewer, water, roads, sidewalks, trails, etc.).
4. Continue to pursue greater energy efficiency and reduce environmental impacts of all Town operations and facilities.
5. Continue cooperation with voluntary agencies that enhance the quality-of-life in Perinton.

COMMUNITY SERVICES and INFRASTRUCTURE ACTION ITEMS

1. Monitor changing service levels as they relate to the delivery of community services to Town residents.
2. Continue to identify a prioritized list of roadways in need of repair and upgrade and identify funding to implement repairs and upgrades.
3. Identify a prioritized list of sidewalks and trails in need of repair and construction, and identify funding to implement repairs and construction projects.
4. Continue to support the Senior Living Council.
5. Continue to support the Perinton Volunteer Ambulance Corps, local fire departments and other emergency service providers in the Town.

CHAPTER 7.

HEALTHY LIVING INFRASTRUCTURE



Canalway Trail looking east from Perinton towards Fairport.

PARKS, TRAILS, and RECREATION RESOURCES

The following section summarizes the parks, trails, and open space assets within the Perinton community. The Town provides an exceptional variety of recreational, open space, and healthy living infrastructure amenities to its visitors and residents, as depicted on Figures 9 and 10.

Parks

There are seven Town-owned parks within Perinton. Available amenities at these facilities typically include athletic courts, playing fields, playgrounds, walking/hiking trails, picnic areas, rest rooms, parking, buildings or shelters, and utilities (e.g. drinking water, lighting). The Town of Perinton Recreation and Parks Department manages programming and maintenance of these seven parks, and also Potter Park in partnership with the Village of Fairport.

Monroe County owns and operates Powder Mills Park in the southwest corner of Perinton. Powder Mills Park is rich with local history. The park was the site of a powder mill used for manufacturing blasting powder from the late-1800's

until 1910. The property was sold in 1930 to Monroe County for the development of a park.

Egypt Park lands are owned by the Humane Society of Rochester and Monroe County and leased to the Town of Perinton. The park is connected to the adjacent Lollypop Farm site, which includes a petting zoo, via a trail loop.

Combined, these designated park properties represent almost 700 acres of available parkland for use by local and area residents. The recently completed 2009 Parks and Open Space Master Plan provides an in-depth overview of each park property and should be referred to for detailed information. Table 9 provides a brief summary of parkland within Perinton.

Table 9: Parks

Name	Acres	Ownership
Center Park	120	Perinton
Egypt Park	16.3	Humane Society
Fellows Road Park	33.5	Perinton
Howell Road Park	83.6	Perinton
Kreag Road Park	9	Perinton
Perinton Park	43.6	Perinton*
Potter Park	10	Fairport
Powder Mills Park	342	Monroe County
Spring Lake Park	40.5	Perinton
<i>Totals</i>	698.5	

Source: 2009 Recreation and Open Space Master Plan, Town Website

* leased from New York State

Open Space

In addition to Town parkland, a number of open space areas are maintained and operated by the Town Department of Public Works and/or Recreation and Parks Department. These are described in detail in the 2009 Parks and Open Space Master Plan and include the following facilities:

- Beechwoods
- Garnsey Road Arboretum
- Hart’s Woods
- Horizon Hill Conservation Area
- Indian Hill Recreation Area
- Mason Valley
- McCoord/Hannan Woods

- Thayer Hill Recreation Area
- White Brook Nature Area

Of significance is Hart's Woods, a pristine stand of beech-maple forest. Prior to settlement, almost half of the current Town was covered by this type of forest. Hart's Woods is home to hiking trails and was declared a National Natural Landmark in 1972.

Trails

In 1996, the American Hiking Society and National Park Service selected Perinton as one of the top-10 Trail Town USA communities in the United States. This honorable designation recognizes the Town's commitment to providing a high quality of life for its residents through the provision of recreational amenities and resources. Perinton has over 50 miles of available trails, the largest of which is the Crescent Trail, planned, constructed and maintained by the non-profit Crescent Trail Association. The Crescent Trail is a system of approximately 35 miles of footpaths that are suitable for hiking, running, snowshoeing, passive recreation, and nature study. The trail provides public access to open spaces and parklands throughout the Town and connects with the Erie Canal Heritage Trail and the Perinton Hikeway-Bikeway Trail, also known as the RS&E Trolley Trail, which are described further below.



White Brook trail is utilized year-round to accommodate a wide range of recreational users.

The State-owned Erie Canal Heritage Trail (Canalway Trail or Towpath Trail) is one of the most regionally-recognized trail resources in Central and Western

New York. The trail is on the north canal bank for approximately nine miles as it traverses Perinton between Pittsford and Macedon. It has been estimated by trail counts conducted in association with Parks and Trails New York, that approximately 200,000 users traverse the Canalway Trail in Perinton annually. This represents a significant number of individuals, families, and couples hiking, biking



The RS&E Trail is utilized by hikers, runners, walkers, and cyclists throughout the year.

and running on the trail, and depicts Perinton's canal frontage as a regional destination for recreational enthusiasts.

The Town-owned Perinton Hike/Bike Trail travels along the path of the former Rochester Syracuse and Eastern (RS&E) Electric Railway. The RS&E Trail begins at Pannell Road and connects through Egypt Park to the Hamlet of Egypt along Route 31, to Perinton Community Center on Turk Hill Road, and continues north to a future connection point over the Erie Canal to the Canalway Trail. A discontinuous section of the RS&E Trail lies west of Perinton Park.



The Community Center pool and aquatic center is a unique resource for residents that helps promote an active lifestyle.

The Townwide Bike Route offers on-road sections of trail that link the various off-road trails, parks and open spaces throughout the Town, and is critical to connectivity for Perinton's residential neighborhoods.

Other Recreational Resources

In addition to the many park, open space, and trail resources noted above, the Perinton Community Center is a significant asset to the community, boasting over 75,000 square feet of facilities. The Community Center features a pool, gymnasium with an elevated track, fitness rooms, several general-purpose program rooms, and an aquatics center that includes a lap pool and water park.

OPEN SPACE CONSERVATION

The Town of Perinton has adopted a multi-approach strategy to the preservation of open space. Over the past 25 years, the Town has utilized a combination of fee title purchase and term conservation easements to encumber land permanently or temporarily as open space. To date, the Town has permanently protected over 2,000 acres of land within the Town as part of its parks and open space system (see Figure 9). The Town has employed tools, such as its Limited Development District (see Chapter 3) and cluster development regulations, in addition to programs noted below, to ensure valuable open space is preserved and protected for future generations.

Open space conservation easement lands have been defined by the Town of Perinton as:

"Any space or area characterized by natural scenic beauty or whose existing openness, natural condition or present state of use, if retained, would enhance the present or potential value of abutting or surrounding urban development or would maintain or enhance the conservation of natural or scenic resources."

Land Acquisition

According to Perinton Geographic Information System Database information, the Town has ownership control of more than 1,700 acres of land, including 330 acres of Town-owned Parks. Other open space properties are protected from development, with property ownership acquired via purchase or donation. Through its Open Space Acquisition Capital Reserve Fund, the Town of Perinton continues to steadily purchase fee-simple title to lands throughout the community for preservation as open space, making these properties fully-owned and controlled by the municipality in perpetuity. The Open Space Acquisition Capital Reserve is funded in part through fees assessed as part of its Conservation Easement Program.

Purchase of Development Rights

In addition to the outright purchase of private property as detailed in the Land Acquisition section above, the Town has an extensive and successful Purchase of Development Rights (PDR) program. Through this program, the Town has protected over 350 acres from development as of May 2010. The PDR program places a permanent conservation easement on the property, the value of which is paid by the Town to the property owner. The land remains under private ownership and control, yet the agreement between the Town and landowner may include the retention of rights to farm and manage the land. However, it precludes urban development that would alter the property's character and value as open space.



Existing open space parcel in the Town of Perinton.

Conservation Easement Program

The Town has also developed a Conservation Easement Program which is intended to provide for the temporary acquisition of interests or rights in real property for the preservation of open space.

Under the two-part Conservation Easement Program, land owners agree to continue the present undeveloped status of their property for a term of at least five years, and in return receive an abatement of property taxes for the encumbered land. Longer terms are available and encouraged, providing an enhanced tax incentive to the property owner. In the event an easement agreement is broken or requested to be cancelled before expiration, the property owner is required to pay back up to five years of tax benefits they received, as well as a penalty based upon the term of the easement and the

current year of the easement. The penalty monies are placed in the Open Space Acquisition Reserve Fund, which has assisted the Town in the purchase of property and permanent development rights. A farming conservation easement carries similar conditions as the general easement, yet requires the property to be actively farmed.



Garnsey Arboretum in southwest Perinton.

According to Perinton GIS database information, conservation easements protect 105 parcels, encumbering 2,920 acres representing approximately 13 percent of the Town's total acreage. Of these easements, 56 parcels covering 1,677 acres of land are currently conserved for farming purposes.



SOURCE: Trails, parks and recreational resources GIS data provided by the Town of Perinton. Open space and developed lands GIS data provided by the NOAA Coastal Change Analysis Program.

Town of Perinton

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FIGURE 9: Open Space, Parks & Recreation

-  Parks and Open Space Properties*
-  Developed Lands
-  Open Space**
-  Canalway Trail
-  Crescent Trail (Main)
-  Rochester, Syracuse, and Eastern Trail
-  Other Trails (incl. portions of Crescent)
-  Recreational Resources

*Includes Open Space Properties taken from the Comprehensive Parks & Open Space Master Plan, Town-owned open space, park lands, and Town-owned development rights.

**Open Space includes agriculture, grasslands, shrublands, forests, and wetlands from the 2005 CCAP land cover data set



1 inch equals 1 mile

Map Designed by Bergmann Associates, Inc.

HEALTHY LIVING ANALYSIS

An analysis of access to recreational and open space resources has been developed based upon travel distance for pedestrians to walk to Healthy Living Infrastructure within Perinton.

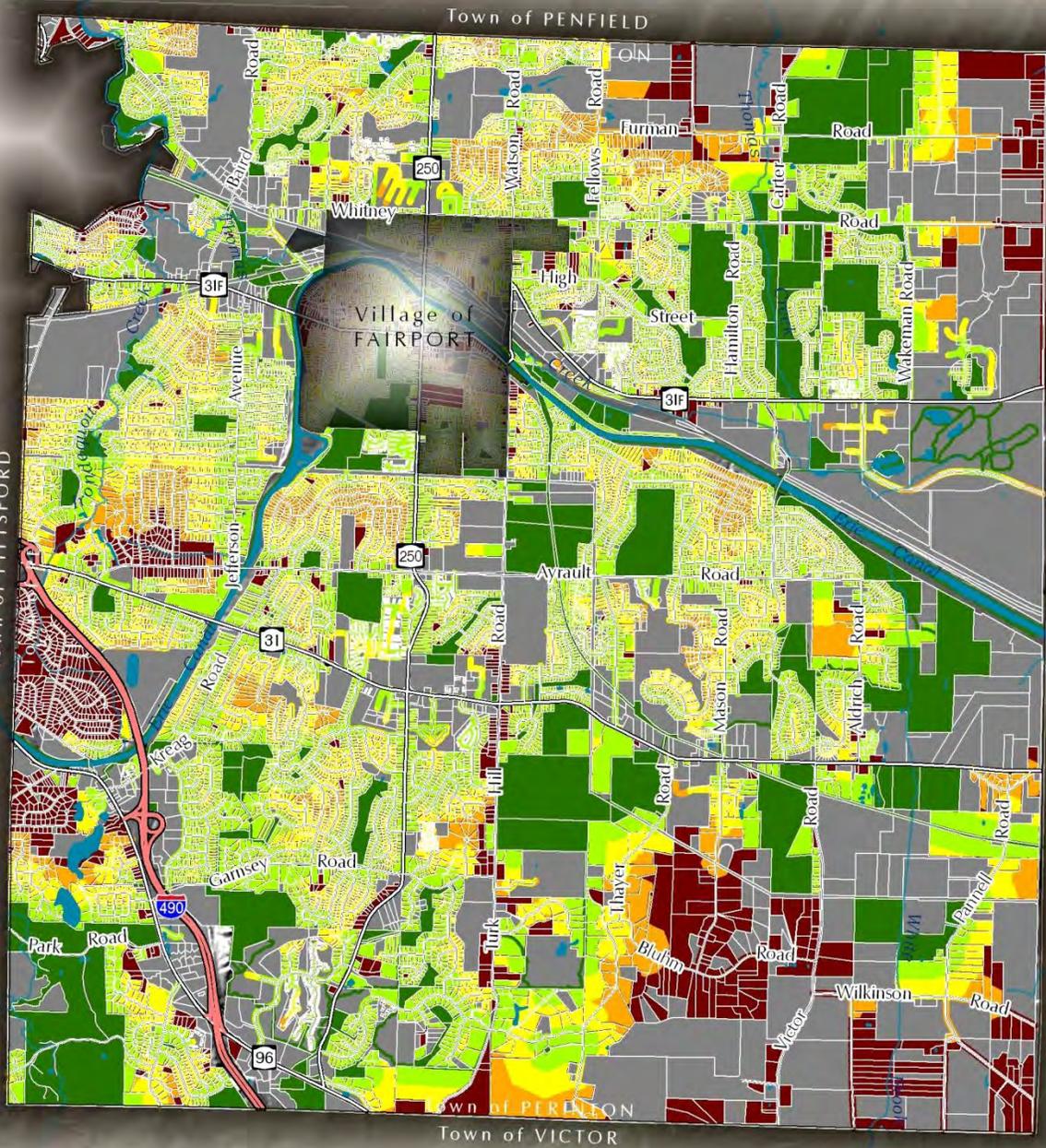


Bicyclists enjoy multi-use trails and bike routes across the Town of Perinton, designated a "Trail Town USA."

Healthy Living Infrastructure is defined as a park, playground, open space property, public school property, active play fields, sidewalks, or trail/linear park system.

Numerous studies regarding access to Healthy Living Infrastructure provide a wealth of information relating to the willingness of people to walk to a given destination. It has been generally accepted that most people are willing to walk approximately five to 10 minutes, or $\frac{1}{4}$ to $\frac{1}{2}$ miles. (The average walking pace for humans is three miles per hour, equating to a half-mile walk in approximately 10 minutes of time.)

As depicted on Figure 10, 59 percent of all residential parcels within the Town are within 0.1 miles of Healthy Living Infrastructure. Approximately 98 percent of residential properties are within $\frac{1}{2}$ mile, with the remaining 2 percent of residential parcels located greater than $\frac{1}{2}$ mile. Based on these figures, almost all residences in the community are within a 10 minute walk of Healthy Living Infrastructure and more than three-quarters of residences are within a five minute walk. These findings support the high quality of life experienced by Perinton residents which contribute to the Town's status as a Top 100 Places to Live in America.



SOURCE: Trails, parks and tax parcels GIS data provided by the Town of Perinton and Monroe County.

Town of Perinton Comprehensive Plan Update

FIGURE 10: Healthy Living Analysis

- Non-Residential Parcels
- Open Space*

Distance from Residential Parcels to Open Space**

- Less than 0.10 mile
- 0.10 mile to 0.25 mile
- 0.26 mile to 0.50 mile
- Greater than 0.50 mile

*Includes Open Space Properties extracted from the Comprehensive Parks & Open Space Master Plan, Town-owned open space, park lands, trails, sidewalks and Town-owned development rights.

**Distances calculated along existing network of local roads for those residential parcels within 100 feet of that network.



1 inch equals 1 mile

Map Designed by Bergmann Associates, Inc.

HEALTHY LIVING OBJECTIVES

1. Expand non-motorized transportation opportunities in the Town, including sidewalks and trails.
2. Encourage farms to pursue new economic opportunities that provide residents with locally grown foods to support the health of the agriculture industry.
3. Improve public health through the continuation of recreational programming and options for all age groups and a variety of users.
4. Continue to improve the connectivity of parks, trails, and recreational resources to neighborhoods.
5. Continue to evaluate recreational programs for youth, seniors and families regularly to ensure needs are being served.

HEALTHY LIVING ACTION ITEMS

1. Support the development of one or more dog parks in the Town.
2. Continue to plan for the development of Howell Road Park.
3. Continue recycling programs and explore new options to make recycling more prevalent in the Town.
4. Identify roadways in the Town that are appropriate for bike lanes.
5. Identify and prioritize opportunities for completing trail linkages and extensions to improve pedestrian travel between the Canalway Trail at Perinton Park and Eyer Park in East Rochester, Spring Lake Park in Perinton, and Channing Philbrick Linear Park in Penfield.
6. Continue to support local farmers in offering on-site farmstands for selling farm products.
7. Continue to support the creation of a comprehensive wayfinding program along trails, pedestrian and bicycle routes and at key destinations in the Town.

CHAPTER 8.

HISTORIC and CULTURAL RESOURCES



Richardson's Canal House Restaurant, on National Register of Historic Places.

The Town's cultural and historical legacy forms a complementary foundation that supports tourism development and quality of life, and plays an important role in solidifying the identity of Perinton. Cultural and historic resources are identified on Figure 11.

HISTORIC DISTRICTS

Perinton contains five recognized historic districts and 26 properties listed as historic landmarks of local, state or national significance. Figure 11 depicts historic landmarks, districts, and points of cultural significance within the Town.

Bushnell's Basin Historic District

The Hamlet of Bushnell's Basin was the first historic district within Perinton, established in 1989. This historic district contains largely commercial and office structures, although some residential structures are present along Kreag Road. The historic district encompasses the area between Route 96 and I-490 to the interchange ramp, as well as property along the south of Route 96. Until 1825,

Bushnell's Basin, formerly Hartwell's Basin, was the terminus of the Erie Canal, which led to the growth of commercial activity including the historic Richardson's Canal House property.

Formerly a public house and inn, the historic Bushnell's Basin Hotel was constructed in 1818, and was sold to the Hartwell family, then the Bushnell family, with the tavern operated by the Richardson family to service workers and travelers along the Erie Canal. The property was renovated in 1978-79 and reopened as Richardson's Canal House restaurant. It was subsequently added to the National Register of Historic Places in 1980 and remains the only National Historic Register property in Perinton as of June 2010 according to New York State Historic Preservation Office (SHPO) online records.

Hamlet of Egypt Historic District

The Egypt Historic District was established in 2000 and includes the Route 31 corridor from Hogan Road to Victor Road. In 2003, a development plan and design guidelines were created to promote appropriately scaled development and protect the historic character of the oldest settlement in Perinton.

Ramsdell-Ranney Farm Historic District

Within the Egypt Historic District and Hamlet of Egypt is the Ramsdell-Ranney Farm. This property contains the oldest frame residence in Perinton, and is part of a farm originally established in 1806. The property has been recognized as an historic district (designated in 1993), and part of the land serves as operations for Northern Nurseries, a private company.



South Perinton United Methodist Church.

South Perinton Historic District

South and east of Egypt is the South Perinton United Methodist Church and Cemetery. An active congregation since 1837, the original part of the church was constructed in the same year, with numerous additions throughout the 19th and 20th centuries; the most recent addition was completed in 2001. The South Perinton United Methodist Church served as the center of social, educational and religious life for the southeast corner of Perinton throughout the 1800s, and was recognized as an historic district in 1992.

Baird Road Historic District

Similar to the Egypt Historic District, the Baird Road Historic District was established to protect the character of a remaining grouping of historic homes dating back to the early 20th century. Threatened by the development of adjacent commercial and industrial areas, the district was created in 1989 and differs from the Bushnell's Basin and Egypt districts in that it was devised solely to protect residential properties and the undeveloped character of the corridor. A subarea plan for the area surrounding and including this district was developed as part of the 2000 Comprehensive Plan update process to protect community character and guide future development patterns.

HISTORIC SITES AND LANDMARKS

Local Historic Sites

There are 31 sites within the Town of Perinton that are designated local landmarks, including five cemeteries. Many of these properties are actively used as commercial establishments, agricultural operations, and residential homes. Although these sites are scattered throughout the community, the Hamlet of Egypt and adjacent South Perinton area have a significant collection of seven historic homes and properties, and are featured in a historic tour by the Perinton Historical Society.

National Register Sites

Richardson's Canal House restaurant at 1474 Marsh Road is the only property on the State and National Registers of Historic Places, designated in 1980.

National Heritage Corridor

The Erie Canal is one of the most significant historic resources in the Town of Perinton. Opened in the early 1820's, the Erie Canal initially provided an alternative route for commerce and resulted in the development of an active canal port in the area around the Village of Fairport. In 2001, the Erie Canal was designated as the nation's 23rd National Heritage Corridor, recognizing the canal system as one of America's most important historical resources.

National Natural Landmarks

A National Natural Landmark is a designation of the National Park Service for properties deemed to be outstanding examples of biological and geological history and features. Hart's Woods received the designation in 1972 due to its



The Fairport and Perinton Walking Tour, which is available on the Town website, highlights 56 historic buildings and sites within the Town and Village.

rare tract of a beech, maple, and oak climax forest. Trees in Hart's Woods date back 250 years and the site is populated with native wildflowers. The National Park Service visited the site in 2007 and found it to be in approximately the same condition as it was when first designated three decades earlier.

HISTORIC PRESERVATION REGULATIONS

The Town of Perinton established the Perinton Historic Architecture Commission in 1987, with the intent to accomplish the following goals:

- Protect and enhance the landmarks and historic districts which represent distinctive elements of Perinton's historic, architectural and cultural heritage;
- Foster civic pride in the accomplishments of the past;
- Protect and enhance Perinton's attractiveness to visitors and the support and stimulus to the economy thereby provided;
- Ensure the harmonious, orderly and efficient growth and development of the Town of Perinton; and
- Stabilize and improve property values.

The Commission is charged with determining the significance of potential historic properties, recommending the designation of historic properties by Town government, and making recommendations to various local boards regarding site design and architectural character. The Commission follows the "Historic Preservation Law of the Town of Perinton" (Chapter 149 of the Town Code) in order to ensure that the protection of landmarks and districts promotes the economic, cultural, educational, and general welfare of the public.

CULTURAL RESOURCES

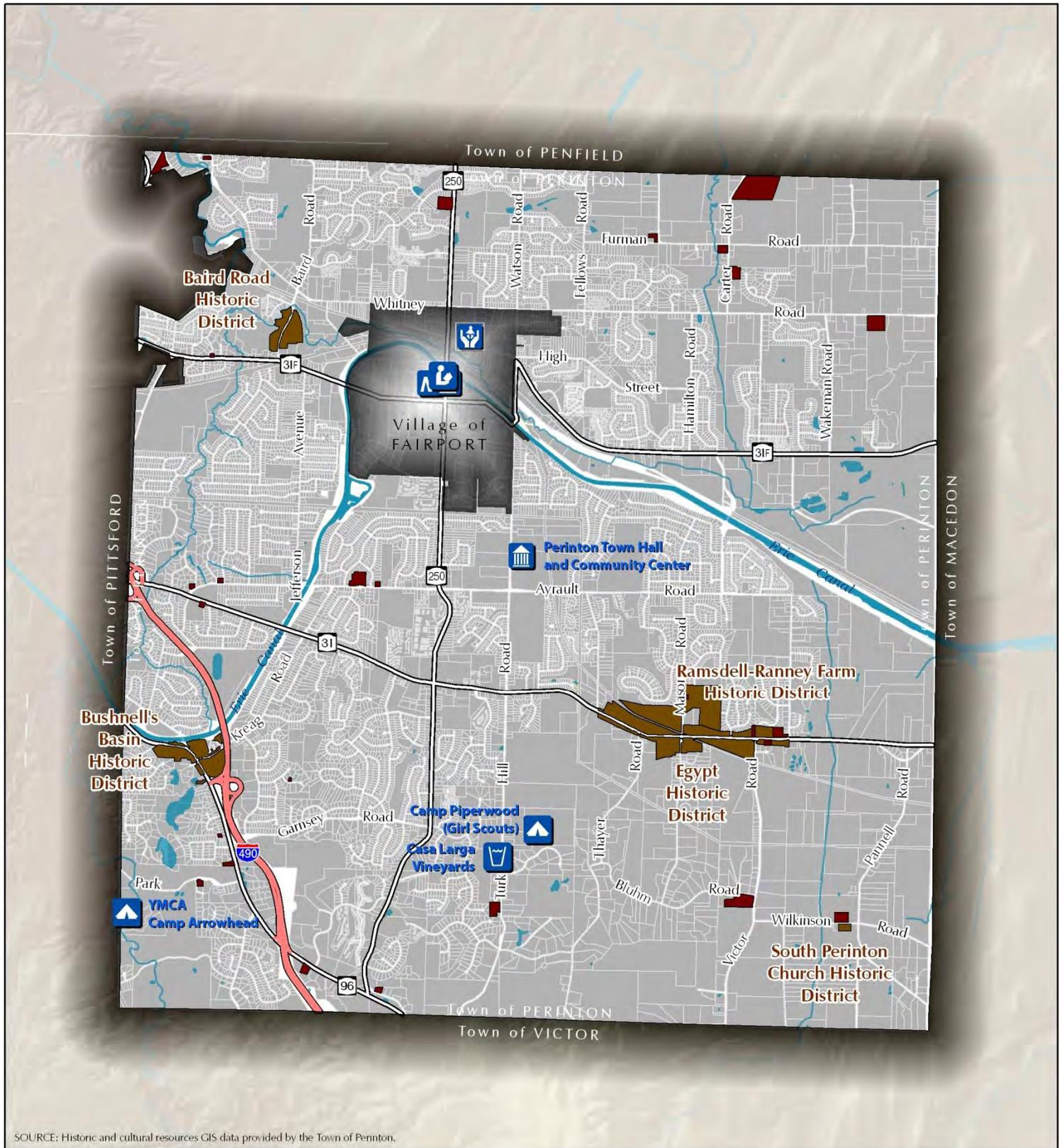
There are several sites of cultural significance within the Town, the most well known being the Erie Canal. The Erie Canal functions as the most uniquely identifiable component of Perinton that ties together the past and present, and continues to be a destination for people throughout the region. Perinton's Center Stage complex at the Community Center on Turk Hill Road is the venue for continued cultural events through the warmer months of the year. In addition, non-profit partners such as the YMCA and Girl Scouts offer camp sites to enrich children with the necessary skills to survive in the outdoors. For-profit entities such as Casa Larga Vineyards provide tours and education on the business of wine-making.

HISTORIC and CULTURAL RESOURCE OBJECTIVES

1. Continue to support and raise awareness of the Town's cultural and historic resources.
2. Commemorate the Town's Bicentennial in 2012.
3. Continue to implement preservation measures that protect Perinton's storied history.
4. Continue to support recreation as a part of our culture through cooperation with community organizations.
5. Maintain the historic integrity of our hamlets by encouraging context-sensitive development.

HISTORIC AND CULTURAL RESOURCE ACTION ITEMS

1. Develop interpretive areas to celebrate the heritage of the Erie Canal, such as at the planned pedestrian-bicycle foot bridge over the canal at Cobb's Lane, in Bushnell's Basin, and in Perinton Park.
2. Continue to support and expand cultural programming, such as the Center Park concert series.
3. Support the efforts of the Historic Architecture Commission, including the update of a brochure highlighting the Preservation Ordinance and outlining the Certificate of Appropriateness process.
4. Support the efforts of the Town's Bicentennial Committee.
5. Continue to support the heritage of the Erie Canal by participating in and supporting the efforts of local and regional organizations such as CANAL NY, Erie Canal National Heritage Corridor, NYS Canal Corporation, Parks and Trails New York, and the Western Erie Canal Alliance.
6. Encourage the adaptive reuse of historic structures that are appropriate for the site and neighborhood.



Town of Perinton

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- Historic Landmarks
- Historic Districts

FIGURE 11: Historic & Cultural Resources

- Local Camps
- Casa Larga Vineyards
- Community Centers
- Fairport Museum
- Fairport Public Library
- Town Hall



1 inch equals 1 mile

CHAPTER 9.

NATURAL and AGRICULTURAL RESOURCES



Part of the Crescent Trail in Perinton.

The natural characteristics of a community have a critical impact on overall development patterns and on the choice between conservation and development alternatives. In some cases, these natural characteristics are limitations that will create serious impracticalities in development because of associated costs of land preparation, improvements, and/or construction. In other cases, critical and unique areas, such as forests or agricultural lands, would be forever lost if development were to proceed unencumbered. Natural resource characteristics, as seen on Figures 12 and 13, are considered to gain a better understanding of existing conditions within the Town, to identify parcels that are good building sites, and to identify parcels that may be best suited as protected open space, or lands to be maintained as agricultural operations.

NATURAL RESOURCES

Topography

The Town of Perinton is located in the Erie and Ontario Lake Plain at the northwestern extent of a vast drumlin field between Rochester and Sodus Bay.

As depicted on Figure 12, topography within the Town varies greatly. The Town is characterized by undulating glacial deposits, including drumlins, kames, eskers, and kettles. The largest deposits exist in the south-central portion of the Town, forming Turk Hill and Baker Hill, the latter of which is over 900 feet above sea level. In contrast, Irondequoit Creek cuts a 70-foot deep valley through the northwestern portions of the Town, exiting Perinton at approximately 370 feet above sea level. Additional lowlands for Thomas Creek and White Brook break up the topography of the northern and eastern portion of the Town, providing low-lying areas occupied by large wetland complexes.

Waterbodies

The Town of Perinton's most well-known water body is the Erie Canal. The Town has a total of 7.3 miles of canal, one mile of which is shared with the Village of Fairport. There are no locks within the Perinton stretch of the canal, making this 7-mile segment useful for canal recreation such as rowing and paddling. In addition to the canal, several large creeks crisscross the extreme western and eastern portions of the Town. The largest of these waterbodies is Irondequoit Creek, which begins to the south in Ontario County, and meanders its way through Mendon, Pittsford, Perinton, and Penfield to its terminus at Irondequoit Bay. Numerous small tributaries and drainage courses within Perinton supply run-off to Irondequoit Creek, including Thomas Creek and White Brook. The Town also contains several small lakes and ponds. It is thought that many of these water bodies are kettle lakes, which formed during the retreat of glaciers. Figure 13 depicts Perinton's hydrography.



Typical wetland in Perinton.

Wetlands

The protection of existing wetlands can fall under the jurisdiction of either the federal government or state government, or both. The Town's Limited Development District overlay to its zoning code also regulates the use of land in wetland areas. Wetlands categorized as part of a Water of the United States are controlled by the Army Corps of Engineers. These wetlands are typically found along navigable waterways and stream courses. The New York State Department of Environmental Conservation (NYS DEC) claims jurisdiction over wetlands 12.4 acres or larger. As of 2010, the NYS DEC is considering changing its jurisdictional coverage to all wetlands greater than 0.25 acres, which would create a dramatic shift in the development and mitigation of wetland disturbances. NYS DEC wetlands also include a 100-foot buffer from the edge of the delineated wetland to further protect water quality.

There are several wetland areas throughout Perinton, the largest of which are the Thomas Creek environs and the White Brook Nature Area. An additional area of wetlands within the Town can be found in Powder Mills Park. This park contains a significant wetland complex, a portion of which lies within the southwest corner of Town. These particular wetland areas fall under the jurisdiction of both the federal and state government due to their size and hydrologic importance. A permit must be obtained to disturb wetlands and streams found throughout the community, with an approved mitigation plan presented to the appropriate government agency.

Soils

There are 43 separate soil components found within the Town of Perinton. To simplify analysis, soils have been categorized by their ability to support agricultural activities (see Figure 14). Four categories have been determined: prime farmlands; prime farmland if drained; farmland of statewide importance; and non-prime farmland. As defined by the United States Department of Agriculture, prime farmlands have a favorable temperature, favorable moisture supply, a desirable growing season for high yield crops, and slopes of less than eight percent. An additional category of soils identified within the Town are farmlands of statewide importance, defined as possessing the soil quality, growing season, a slope of eight to 15 percent, and moisture supply needed to produce economically sustained high-yield crops when treated and managed according to acceptable farming practices.

Table 11: Town of Perinton Agricultural Soils

Soil Classification	Acres	% Total Land Area	% Soil Under Ag Use
Prime Farmland	10,584	48	10
Prime Farmland if drained	1,313	6	13
Farmland of statewide importance	2,637	12	15
Not Prime Farmland	7,554	34	13
Town Totals	22,088	100	12

Source: Town of Perinton

Prime farmlands comprise 48 percent of the Town, or 10,584 acres (an additional 1,313 acres are considered to be prime soils if drained). Additionally, approximately 2,637 acres of farmlands of statewide importance are also located within Perinton. In total, 54 percent of the Town's soils are currently classified as prime farmland or farmland of statewide importance. While over 13,000 acres of prime farmland or farmland of statewide importance are located in the Town of Perinton, currently only 2,643 acres of land are currently being used for agricultural activity. Table 11 indicates the distribution of prime soils and soils of statewide importance and the percentage of these areas that are actively utilized for agricultural purposes. As is presented in Table 11, just 10 percent of prime soils and 15 percent of soils of statewide importance are currently being utilized for agricultural activities within the Town of Perinton.



Typical open space in the Town.

AGRICULTURAL RESOURCES

Over 2,600 acres of land within the Town of Perinton is classified as an agricultural or related use. There are two primary clusters of agricultural activity located in the northeast and southeast portions of the Town. As depicted in Figure 15, general agricultural activities and nurseries/greenhouses are the predominant form of agriculture practiced in Perinton. In addition, several areas of field crops exist, and at least one vineyard has been identified. Livestock operations within the Town, which include sheep, alpacas, horses and dairy cows, are located throughout the community, with the two largest farms located in the center of the community along Turk Hill Road. Table 12 provides a general breakdown of land acreage by agricultural activity.

Table 12: Town of Perinton Agricultural Activity by Acreage

Agricultural Activity	Parcels	Acreage	Average
General Agriculture	40	1,378	34.5
Livestock	7	474	67.7
Residential Land Under Agricultural Use	9	321	35.6
Field Crops	13	236	10.2
Nurseries & Greenhouses	4	112	28
Abandoned Agricultural Land	2	107	54
Vineyard	1	15	15
Totals	76	2,643	34.8

Source: Town of Perinton

The Town is currently preparing an Agricultural and Farmland Protection Plan, expected to be completed in summer 2011, which will further inventory

agricultural and open space resources and trends in the community. A series of recommendations and a strategy for preserving remaining agricultural lands and industries, as well as open space resources, in the Town will be an outcome of the planning effort. The Town will look closely at the southeast quadrant during this effort as this is where the greatest concentration of agricultural uses and undeveloped land are located.

Agricultural Districts

The Town has sought to foster the preservation of existing agricultural uses and the ability of additional lands to be put to active agricultural use through the formation of Agricultural Districts and the assignment of Farming Easements. There are 1,093 acres of land within recognized agricultural districts.



Existing farm property in the Town.

As defined by the New York State Department of Agriculture and Markets:

"The purpose of an agricultural district is to encourage the continued use of farmland for agricultural production. The Agricultural Districts program is based on a combination of landowner incentives and protections, all of which are designed to forestall the conversion of farmland to non-agricultural uses."

To be considered a viable Agricultural District at least 50% of the District must be made of land that is being used for active agriculture. The Town should provide for the review of land use and policy recommendations made in the Comprehensive Plan by the county's Agricultural District administrator to ensure uniformity with Agricultural District law and the intent of Monroe County's districts.



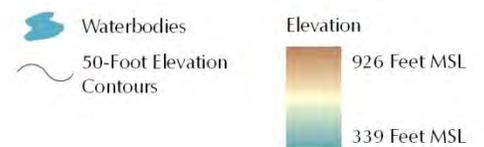
Town of Perinton

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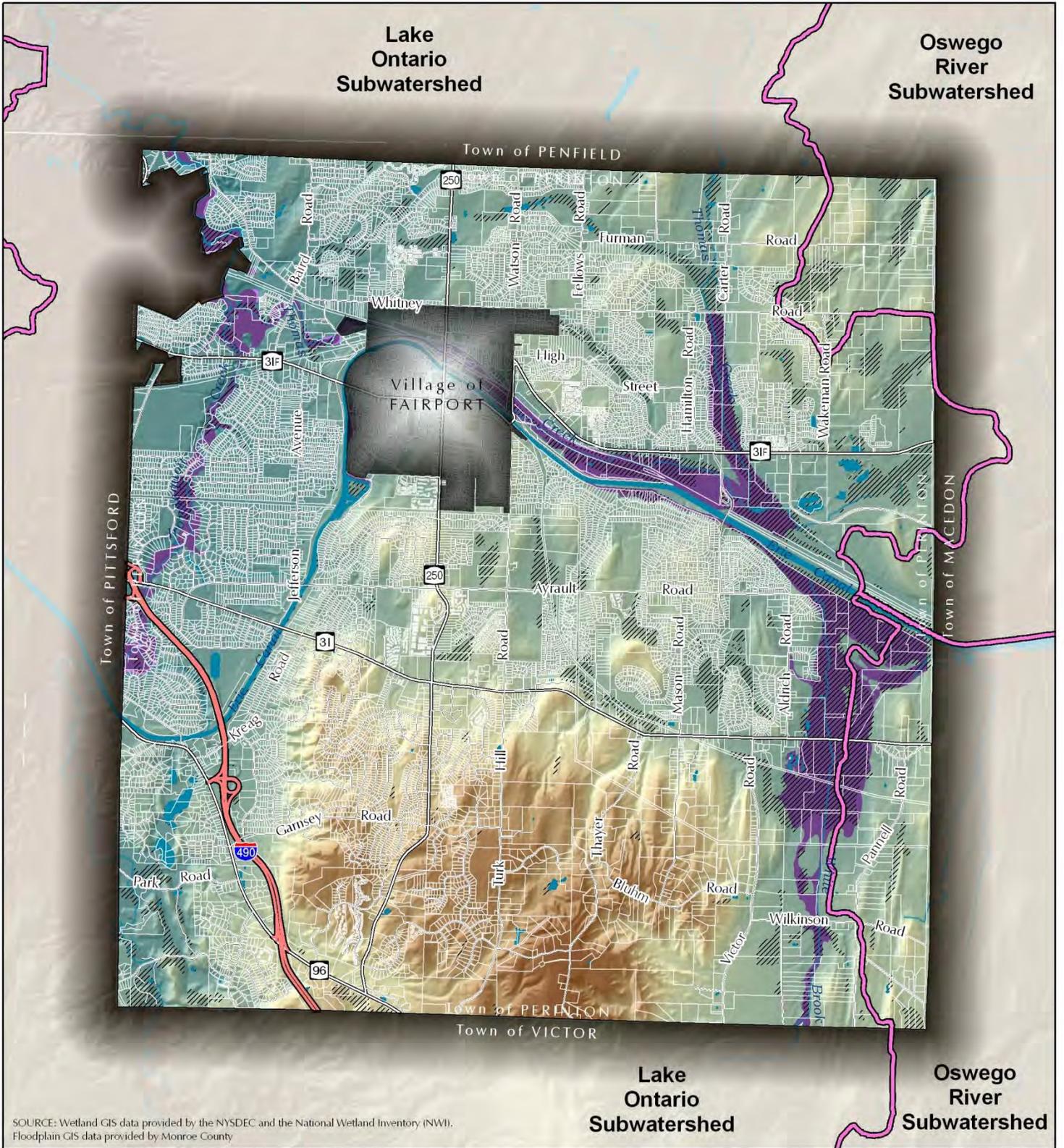
FIGURE 12: Topography



1 inch equals 1 mile



Map Designed by Bergmann Associates, Inc.



Town of Perinton

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FIGURE 13: Hydrography

-  Creeks & Streams
-  Wetlands (NWI & NYSDEC)
-  Waterbodies
-  100-Year Floodplain
-  500-year Floodplain
-  Watershed Boundaries



1 inch equals 1 mile



Town of Perinton

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FIGURE 14: Prime Soils

-  Waterbodies
-  Farmland of Statewide Importance
-  Prime Farmland
-  Prime farmland if drained
-  Not Prime Farmland



1 inch equals 1 mile

Map Designed by Bergmann Associates, Inc.



SOURCE: Agricultural GIS data provided by the Town of Perinton.

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FIGURE 15: Agriculture

-  Agricultural Districts
-  Farming Easements (2008)
-  Agriculture (general)
-  Livestock Operations
-  Field Crops
-  Vineyards
-  Nurseries & Greenhouses
-  Residential Property under Agricultural Production
-  Abandoned Agricultural Land
-  Non-Agricultural Parcels



1 inch equals 1 mile

Map Designed by Bergmann Associates, Inc.

NATURAL RESOURCE OBJECTIVES

1. Ensure the Town's water resources are protected from pollution from any sources including industrial, commercial, residential, and agricultural land uses.
2. Continue policies to support a viable farming industry in the Town, recognizing its importance for maintaining large tracts of open space in the community.
3. Continue open space and agricultural protection efforts (conservation easements, cluster developments, etc.).
4. Continue to support protection of natural resources with low density development in environmentally sensitive areas.

NATURAL RESOURCE ACTION ITEMS

1. Continue to support buy-local programs and provide assistance with land conservation programs.
2. Consider the completion of a sub-watershed study for waterways in Perinton to identify critical protection areas and water quality improvement projects (i.e. Irondequoit Creek, Thomas Creek and White Brook).
3. Consider participation in the NYS Brownfield Opportunity Area program to identify strategies for redevelopment of environmentally sensitive, underutilized, and vacant properties.
4. Continue to promote the Town's conservation easement program.
5. Encourage use of rain gardens, bioswales, and green infrastructure in site redevelopment and new site development.
6. Adopt land management practices that reduce invasive plant species and explore programs with regional and State agencies to control invasive species.

CHAPTER 10.

INTER-MUNICIPAL COORDINATION



This map depicts the complexities associated with land use and transportation along Perinton's boundaries, and highlights the need for cooperation among adjacent municipalities to control development and maintain a high quality of life for area residents.

ON-GOING INITIATIVES

The Town of Perinton strives to create and promote an environment of cooperation, coordination and consultation with adjacent communities. As development within Perinton and surrounding communities continues to expand toward their municipal boundaries, areas of common concern such as roadways, waterways, environmental quality and boundary land uses will converge and interact on an intermunicipal scale. Issues and impacts that arise during continued expansion will require solutions and coordination on a multi-jurisdictional level.

Existing agreements should be continued where practical and appropriate. For example, the Town of Perinton currently has an agreement in place for storm sewer and sanitary sewer flows to travel from Pittsford and Penfield through

Perinton infrastructure to the County-owned interceptor sewer. This agreement improves the quality of life for residents in Pittsford and Penfield, and establishes a positive rapport and basis for further cooperation between Perinton and the two communities. Additionally, the Town has entered into an agreement with Monroe County to access and utilize the County's bio-diesel and alternative fuel supply. As well, the Town's new salt barn and refueling station located at the DPW facility are utilized by the Town, the Village, the Fairport Central School District and the Board of Cooperative Education Services. Small agreements such as these build the relationship and basis for further discussions on more complicated issues, such as land use and traffic.

ANALYSIS OF REGIONAL POLICIES

Comprehensive plans in each community surrounding the Town of Perinton were reviewed to identify policies and objectives that considered inter-municipal cooperation, a regional perspective, and opportunities for partnering with Perinton. The following section summarizes the key findings which should be considered as part of the inter-municipal framework for the Town of Perinton.

Village of Fairport Comprehensive Plan (2007)

- Continue to work closely with the Town of Perinton Recreation Department on all existing recreation programs and opportunities.
- Coordinate with the Town of Perinton to procure funds for improvements to Potter Park.
- In the community survey, 78 percent of respondents agreed in principal that the Village and Town should seek to consolidate and coordinate service delivery where efficiencies are possible.
- Village is almost entirely built-out, and future land use plan makes only modest changes to the density of future development. As a village center, density increases in Fairport should not pose any negative impacts upon its boundary with Perinton.

Town of Penfield Comprehensive Plan (2010)

- Continue to work with Webster and Perinton to determine available sanitary sewer capacity in areas adjacent to municipal boundaries.
- Strengthen relationships with surrounding municipalities and government agencies in an effort to pursue common goals.
- Future land use concept includes: high-density residential west of Route 250 and municipal boundary; rural residential and agriculture east of Harris Road; and commercial and industrial in the Panorama Trail area.

These designations are largely consistent with existing land use patterns, and do not suggest any significant deviation from those within Perinton near the municipal boundary.

Town of Pittsford Comprehensive Plan (2009)

- Continue to partner with adjacent communities to address town transportation issues.
- *Where possible, the towns should seek to connect their trail networks (MPC) – Thornell Road, Powder Mills Park, Marsh Road and Railroad Mills Road.*
- The Pittsford Comprehensive Plan made general land use recommendations, but did not provide a future land use plan.

Town of Victor Comprehensive Plan (1995)

- The Town's Plan is in the process of being updated, which began in 2008.
- The 1995 Plan promotes continued commercial and retail development along the Route 96 corridor.
- The plan developed an overlay district and design guidelines for Routes 251 and 96, which provided guidance on buffers, landscaping, site design, access management and setbacks along these corridors. The Route 96 corridor leads into Perinton; however, the boundary interface along Route 96 occurs along property with a low development potential due to topography, wetlands, and steep slopes, and is directly adjacent to the LaSalle Parkway residential neighborhood. Therefore, it is not anticipated that these design guidelines seamlessly transition between Victor and Perinton.

INTER-MUNICIPAL COOPERATION OBJECTIVES

1. Support Town, Village, School District, and public safety and emergency responder cooperation that enhances the quality-of-life of Perinton's residents.
2. Maintain relationships with neighboring municipalities and Monroe County in an effort to maintain the quality-of-life of Perinton's residents.

INTER-MUNICIPAL COOPERATION ACTION ITEMS

1. Continue to work with the Village of Fairport in identifying opportunities for joint programming and economic development initiatives.
2. Collaborate with the Village in developing grant applications for programs and efforts with mutual benefits.
3. Continue to work collaboratively with the Fairport Central School District.
4. Continue to work with neighboring Towns when project impacts have the potential to cross municipal boundaries.
5. Continue to pursue policies and programs that maximize the economic vitality of both the Town and the Village.
6. Continue to have active involvement with Monroe County Stormwater Coalition and Monroe County Council of Governments, COMIDA, the Canal Corporation, Public Works, and Emergency Services.

APPENDICES

The following studies and findings are included to supplement the 2011 Comprehensive Plan Update:

- Fairport Road Corridor Design Guidelines (2010)
- Agricultural and Farmland Protection Plan (2011)
- Community Character Exercise Results (2010)

Appendix 1: Fairport Road Corridor Design Guidelines

The Fairport Road Design Guidelines document was completed in 2010 to direct redevelopment, infill development, and new development in the corridor to advance the intended transition into a visually appealing, economically vibrant and commercially active place. These guidelines are intended to promote successful integration of retail, office, service, entertainment and residential uses of an appropriate scale with a healthy balance of vehicular and pedestrian access and activity in the corridor.

Fairport Road Corridor

Design Guidelines

Final Draft

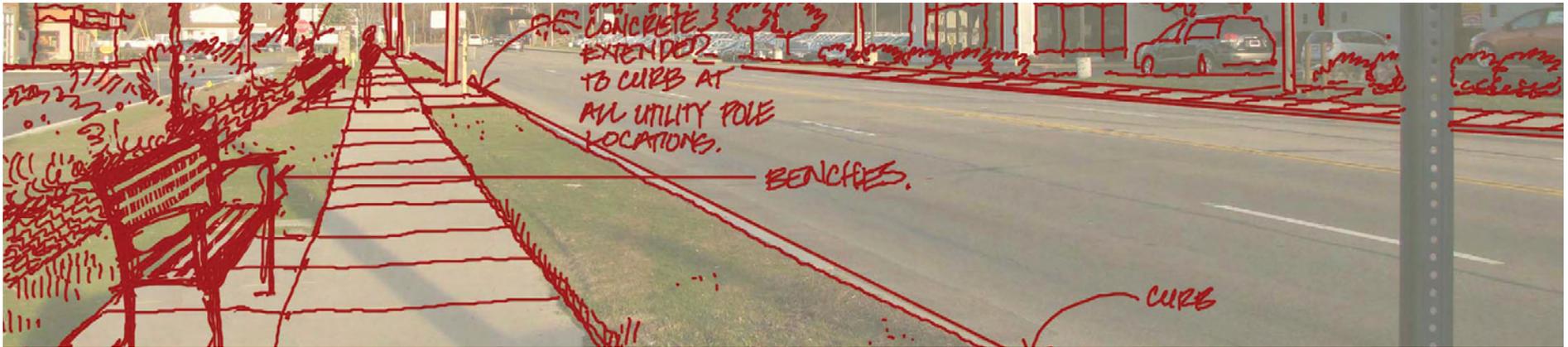
September 10, 2010

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EXECUTIVE SUMMARY



In the Town of Perinton's 2000 Comprehensive Plan, Fairport Road is identified as an important sub-area in the Town. Specific recommendations include managing future growth and development with design guidelines. In response to these recommendations, a corridor study was commenced to critically assess the current conditions along Fairport Road and identify opportunities for improvements. The study culminated with the development of these design guidelines to guide growth and development along the corridor.

The specific section of Fairport Road under study is defined to the west by Irondequoit Creek, which winds through low-density residential areas that alternate with some open transitional space along the Creek. Irondequoit Creek is neither obvious nor publicly accessible along this reach. The eastern edge of the Corridor is defined by Perinton Park and its juncture with the Canal Trail, which is a heavily traveled pedestrian and bicycle pathway, and therefore an important connection from Fairport Road to the Canal.

For the last ten years, Fairport Road has been used primarily as a "local connector" between two concentrated centers and consequently has evolved into a commercial corridor accommodating quick and efficient movement of vehicular traffic. The current condition of this corridor has been influenced over time by the fact that it has four lanes and acts like the transitional roadway. Development along the Corridor is not homogeneous and Fairport Road lacks a defining and aesthetically appealing streetscape. The age, spatial characteristics, and level of care of individual sites vary considerably, giving the Corridor a disjointed appearance and feeling.

The greatest opportunities for calling attention to and developing the desired character of the Corridor lie at the intersections, which coincide with transit stop locations and/or existing or potential green space. This area would seem to be facilitated best by focusing on the "potential for nodes" that currently exists at the intersections. Developing each intersection to establish a "focus point" that favors pedestrian activity will indirectly calm traffic. The key intersection is where Jefferson Avenue meets Fairport Road, and where the realignment of O'Connor Road is planned (see Figure 13b). Future development or redevelopment of each site located at or near each focal point will influence the character of the entire corridor in terms of density, spatial characteristics, services, and amenities. This in turn will influence and enhance the experience of the people walking, shopping, dining and living along Fairport Road.

Successful redevelopment along this Corridor will call for improvements in the public realm, the street, sidewalks, transit stops etc., as well as within each private site. A strong functioning and aesthetically appealing corridor requires a strong interconnection between these two realms. The focus of the following design guidelines is to identify the site design and planning elements in the public and private realms which are critical to establishing an economically healthy, socially active, and visually appealing Corridor.



Fig 1: Potential use of parking area as local weekend community event.

Purpose:

The purpose for the Fairport Road Corridor Design Guidelines is to direct redevelopment, infill development, and new development in the Corridor to advance the intended transition into a visually appealing, economically vibrant and commercially active place. These guidelines are provided to promote successful integration of retail, office, service, entertainment and residential uses of an appropriate scale with a healthy balance of vehicular and pedestrian access and activity in the Corridor.

The intent upon which these design guidelines are based is threefold. First and foremost, to weave together the disjointed and independent spaces and places on Fairport Road (“Corridor”) to create a “sense of place” and belonging. Second, to establish a central node that serves as the “heart” of the Corridor; centering the pulse of pedestrian and commercial activity that flows out along the Corridor. And third is to strengthen existing connections and establish new connections to Perinton Park, the Canal Trail, and nearby residential neighborhoods. Critical to the overall success of improving the aesthetics of the Corridor is dovetailing site planning and design of the private realm into the public realm while improving the aesthetic appeal and pedestrian function of the public streetscape.

The long-term and overarching goal for this Corridor is to create a lively, pedestrian-friendly atmosphere in which a mixture of professional, commercial, and pedestrian activity transpires during the day. In an effort to transition this Corridor to an active mixed-use and multi-modal friendly corridor, changes must occur not only through preferred site design and planning, but also by encouraging more of the preferred land uses, which promote and rely upon pedestrian activity. This includes a mixture of commercial/professional offices/residential uses. Over time, the current auto-oriented uses, which are not preferred, will transition to uses that attract and welcome pedestrians.

Another avenue for promoting commerce that depends on and invites pedestrian activity is to establish special events that take place in the heart of the Corridor. This Corridor currently has a lot of parking areas which are not fully utilized. These parking areas can serve multiple uses such as hosting a local art or cultural market on evenings or weekends when businesses are closed. Developing special event programming not only adds vitality to the area but also, over time, can contribute to transitioning the Fairport Road Corridor to an active commercial center.

Goals:

The goals of the Design Guidelines apply to the entire Corridor and should be considered when reviewing proposed development projects within the corridor. The following goals work together to achieve the design intent and overarching goal:

- Pedestrian-friendly environment: Encourage appropriately scaled design that accommodates pedestrian movement, safety, and comfort.
- Architectural profile: Establish architectural cohesiveness and encourage a higher concentration of use.
- Minimize parking impacts: Provide adequate parking facilities for local business needs without compromising pedestrian access or safety or negatively impacting aesthetic attributes within the Corridor.
- Economic vitality: Support economic activity by providing safe access to the central node and along the Corridor.
- Quality green space: Encourage quality design and use of mandatory “green space” for each private parcel and to reach for opportunities to connect green spaces.
- Easy way-finding: Ease pedestrian movement and promote a sense of place with signature signage.
- Quality streetscape: Enhance the public streetscape and unify the Corridor with streetscape amenities to create unity, visual interest, and convenience.

Content:

This set of guidelines has two sections. The first section addresses the preferred attributes that influence the public realm or public streetscape and the second section addresses those that influence the private realm (as defined herein). The attributes (built and natural) are organized into broader design categories. Under each category the purpose for that category is discussed, followed by specific recommendations for the important design attributes. Also included under each category is a list of the goals served when the recommendations are followed.



Fig 2: Potential streetscape improvements on Fairport Road.

STREETSCAPE

Purpose:

The character and quality of experience along the Fairport Road Corridor begins with the streetscape or public realm. The public realm is a network of streets, right of ways, sidewalks, parks, and plazas, which are owned by the Town or other public entity. It is the streetscape features within the public realm that ultimately define and characterize a corridor. These features communicate whether a street is either multi-modal and pedestrian-friendly or solely focused on accommodating vehicular traffic. The current streetscape features on Fairport Road clearly communicate that it is auto-oriented with few amenities or features that accommodate the pedestrian or bicyclist. The Corridor's streetscape features do not add value to the disjointed commercial and residential properties that front it. The streetscape should act like a continuous thread that links the independent parcels together. Transitioning this Corridor from a "high speed vehicular" corridor, which motorists use to quickly connect to another destination, to a "high activity destination" corridor will require special attention to the streetscape appeal and amenities for the walker and bicyclist.

Recommendations:

Building edge

Define the edge of the public realm and enhance pedestrian access by pulling the buildings closer to the street and establishing some uniformity along the build-to-line or setback (see Architectural Massing, Scale, and Form).

Street trees and plantings

Reintroduce some street trees or plantings to add texture and color to the streetscape. To add textural and visual rhythm in the public streetscape, integrate street trees or street planters at regular intervals within the public right of way. Plantings between the sidewalk and the building fronts will contribute to establishing a comfortable space for pedestrian activity (see Figure 2).

Goals served:

- Pedestrian Friendly Atmosphere
- Easy way-finding
- Quality streetscape



Fig 3: This is an example of a downtown streetscape framed by the buildings.

Pedestrian and bicycle zone

Utilizing front yards as “semi-public” pedestrian zones which are connected to sidewalks along Fairport Road will encourage pedestrian and bicycle use. Connections between parcels will enhance connectivity throughout the corridor. Improve all intersections by incorporating distinctive “pedestrian/bicycle zones” to increase “pedestrian-first” awareness by motorists. Capturing green space for pedestrian-related amenities such as front yard seating areas and corner pocket parks will communicate the priority for accommodating pedestrians and maintaining visual appeal.

Streetscape plaza or pocket park

The challenge is to convert outdoor spaces into truly public places by creating convenient, comfortable settings available to everyone. Outdoor spaces that occur between the building front and Fairport Road, at intersections or adjoining Perinton Park should be viewed for their potential to be designed for active and inviting public use. Some design elements to consider when developing streetscape plazas or pocket parks:

- Location: Determine if this is a high-use area or off the beaten path and design the space to fit the location.
- Activity level: Design the space for the level of activity that can be safely encouraged in the space.
- Climate: Understand the microclimate (wind, solar angle, shadow effect) for this space to determine which seasons can support comfortable outdoor use.
- Visual & spatial complexity: Identify and frame important views and create dynamic “mini-places” within the space.
- Seating: Incorporate an appropriate amount of seating, which will reflect the level of activity encouraged.
- Civic Art: Add features to communicate historic, cultural and natural character of the space.
- Safety: Include appropriate way-finding signage and lighting.

Central Node Area

The Town of Perinton has plans to realign O’Connor Road to intersect with Fairport Road across from the existing intersection with Jefferson Avenue. When this realignment occurs, this intersection should be designed as the central node for this Corridor. Improvements to this intersection should include a mini plaza, which would include a shelter for transit users, kiosk to display community events, street furnishings, change in pavement to delineate pedestrian crosswalk and traffic signals. All new improvements to the streetscape should reflect back to this intersection, creating a central focus area for the Corridor (see Figure 13b).

Street furnishings

Street furniture should be installed at transit stops and intersections that accommodate pedestrian movement. The furniture and amenities can include benches, trash receptacles, planters and baskets where appropriate. There should be a unified design theme for all of the street furnishings along the Fairport Road Corridor.



Fig 4: Pedestrian amenities enhance transit stop.

Lighting

The objectives for streetscape lighting are different for motorists and pedestrians. Both lighting objectives are valid and can lead to very different aesthetic impacts. High intensity lighting on poles at 20 feet or higher, which illuminates the roadway for vehicular traffic, creates a different streetscape effect than low-level ambient lighting provided at a human scale for pedestrians. Pedestrian lighting in public areas should not be overlooked and should complement existing streetscape design elements. Street lighting structures, such as lampposts and lighting fixtures, contribute aesthetically and functionally to the overall streetscape design. Inclusion of pedestrian scale lighting should be initially concentrated at all intersections, beginning with the Jefferson Avenue and Fairport Road intersection and eventually, provided at appropriate intervals throughout the Corridor.

Transit stops

Improving the amenities at the two transit stops on Fairport Road to make waiting for a bus comfortable, safe, and easy, may encourage an increase in public transportation to the Corridor. Transit stop improvements should include a full shelter with benches, waste receptacles, a cultural events display area/kiosk, town location map, and bicycle racks (see Figure 4).

Traffic calming features

Various streetscape elements will directly and indirectly calm traffic. An indirect way to calm traffic is to strengthen pedestrian safety features with crosswalks in all intersections, which are delineated by paint, or with special paving. Also, adding pedestrian signals at all intersections will improve pedestrian safety while calming traffic.

Way-finding signage

Way-finding or directional signage is a necessity and functionally important for motorists and pedestrians. It can also add value to a public streetscape. Such signage should be at a pedestrian scale and conveniently located in the right-of-way without interfering with pedestrian movement (see Figure 5).

Utility connections

Utility connections and supporting apparatus should be located to avoid conflict with pedestrian movement in the right of way. When and if possible, utility lines should be placed underground in the public right-of-way.



Fig 5: Pedestrian scale signage to assist in finding your way while walking.

ARCHITECTURAL MASSING, SCALE AND FORM

Purpose:

Architectural structures significantly contribute to the overall profile and aesthetic health of the public realm. The scale and location of primary buildings inform the pedestrian and contribute to the overall architectural integrity of the corridor. Specific building attributes, such as form, height and profile, should be compatible with existing neighboring buildings. Additionally, architectural detailing should be in keeping with the character of the Corridor. To establish cohesiveness in architectural massing, scale and form, the primary buildings on Fairport Road should have similarities and be complementary in height, location, profile, and overall scale. An important feature of the building is the roof. Roofs are not only functional, but also significantly contribute to the aesthetic appeal of a building and the “character of the area.”

The following guidelines are intended to provide a general framework for architectural design, and do not mandate specific architectural styles, themes or details. Innovative, alternative design concepts that were not envisioned at the time that these guidelines were written, and therefore may not fully comply with all of the criteria set forth below, will be considered as long as the design intent as stated above is followed.

Recommendations:

Building location

New buildings should be parallel to Fairport Road rather than the property line and should be pulled closer to Fairport Road but not closer than twenty-five feet from the edge of the curb (see Figure 13a-c). When infilling an undeveloped parcel or redeveloping a parcel, the primary building should be set back a similar distance as existing buildings closest to the street (see Figure 6a and 6b). For the parcels with a street or alley along the rear of the parcel, consideration should be given to the spatial relationship of accessory buildings such as garages and storage units, to the rear street or alley. Building placement on corner lots should be approached as if they have two front yards with Fairport Road as the principal frontage. The principal frontage should include the main entrance. However, both building façades should feature architectural details, including windows and doors, so the building shows a welcoming appearance on both streets.

Goals served:

- Pedestrian Friendly Atmosphere
- Cohesive Architectural Profile
- Quality streetscape

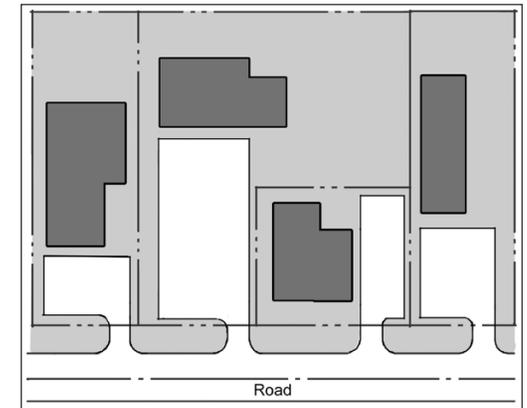


Fig 6a: Varied building setbacks create a disjointed frontage along the main road.

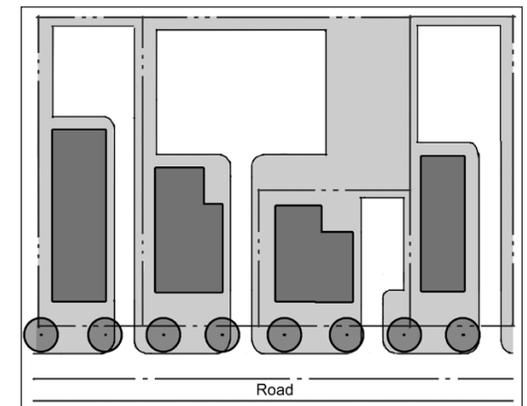


Fig 6b: Similar building setbacks provides a cohesive frontage along the main road.

Building height and scale

Buildings should range between two- and two-and-a-half stories in height. Building height should be measured in number of stories. To ensure that the height of new buildings reinforces and enhances the existing character of the Fairport Road Corridor, structures should not be significantly shorter or taller than adjacent buildings.

Building form, façade materials, and architectural amenities

Scale and Form: The use of corporate “chain” architecture detracts from the character of this Corridor and is strongly discouraged. Corporate tenants will be required to design their buildings to fit the scale and character of the Corridor. Changes in façades break up a box-like appearance. Vertical elements such as columns help create “bays” to give the appearance of several smaller buildings.

Rhythm: Rhythm describes the relationship of building components, as well as the relationship of individual buildings to one another. Traditional horizontal rhythm intervals are at a human-scale, which is encouraged irrespective of a building’s total width. Changing materials or color may express rhythm. Long solid façades with out a break or horizontal rhythm intervals are discouraged.

Proportion: The ratio of one dimension to another, such as the width of a building to its height, defines its proportion. Unequal proportions can create horizontal or vertical emphasis. Architectural proportions that have stood the test of time should be utilized.

Main entrance: It is important that the main entrance to a building is clearly identifiable and unique. It is the primary point of arrival and should be treated as such. Recessed entries and variations in storefront massing should be used.

Façade treatment: Buildings materials should be harmonious in color and texture with neighboring buildings. Appropriate primary wall materials include clapboard (including wood, or cementitious imitation clapboard siding), native stone, or brick. Painted and unpainted cement block as an exterior finish should be avoided. Rear and side façades that are visible from a public street should have a finished quality and wide rear façades should include architectural details to create an interruption at regular intervals.

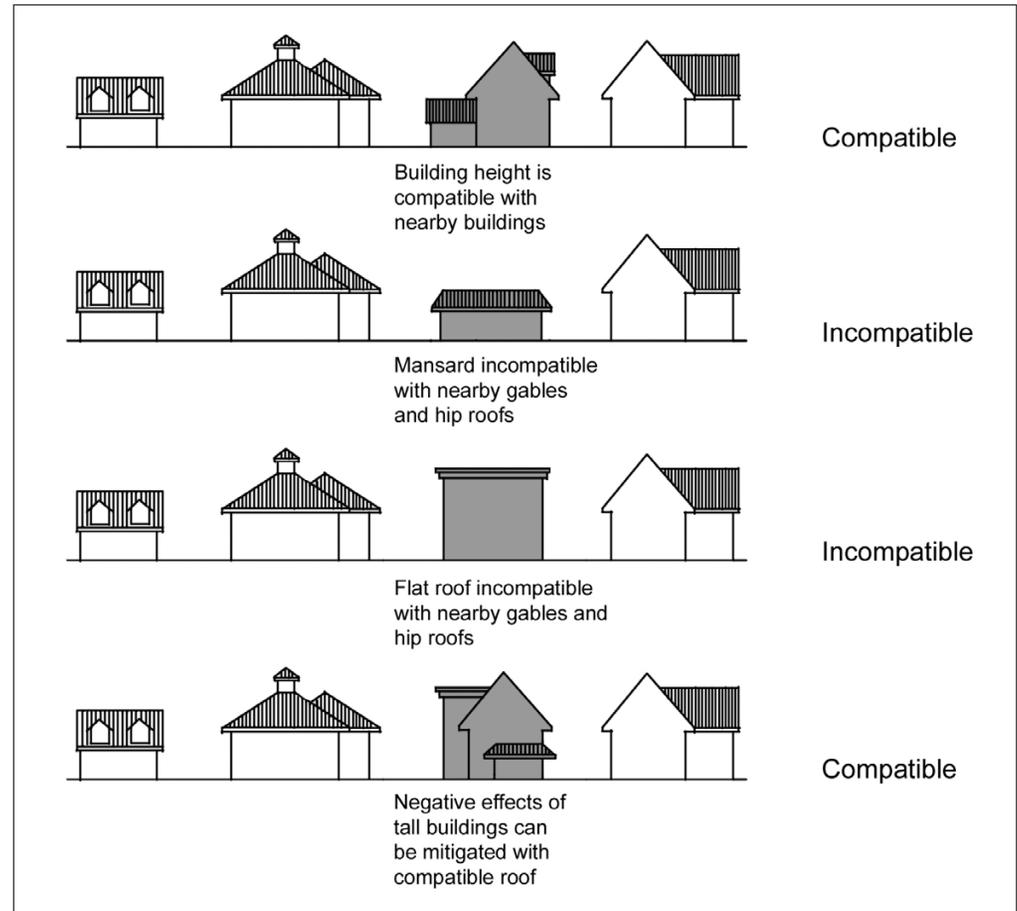


Fig 7: Building heights and roof profiles should be similar and balanced in height and scale.

Windows: At the street level, windows should have pedestrian scale and detail. The framing provides opportunity for color variation and detail. Clear glass is recommended on the street level to create interesting interior shop views for pedestrians. Storefront windows and doors should be of the same style. Windows on upper floors should reinforce the typical rhythm of upper story windows found on traditional commercial buildings.

Roof type

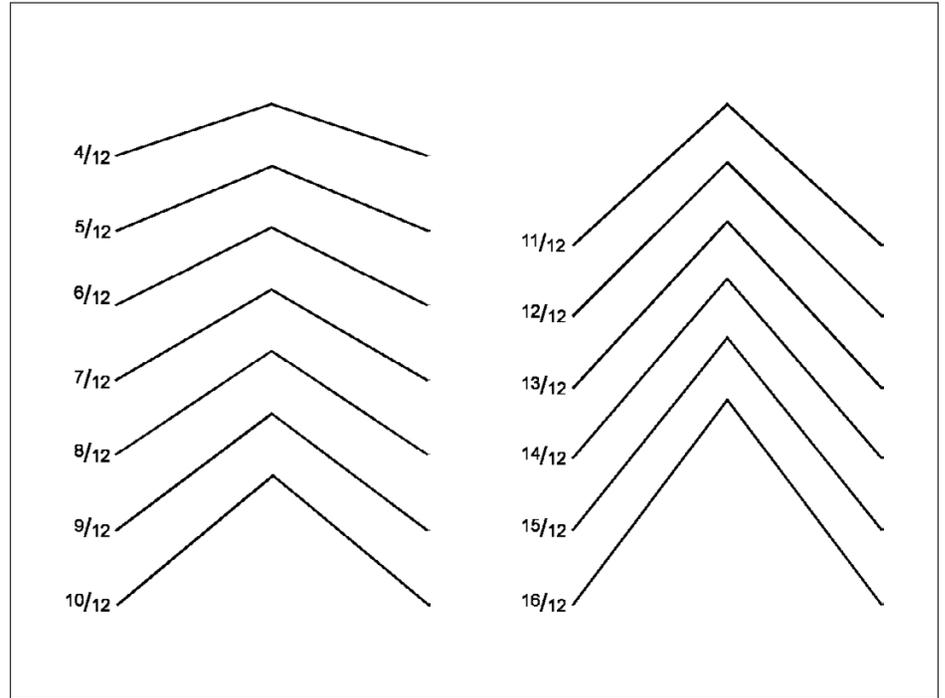
Pitched roofs should be simple, symmetrical gable-end and hip configurations that allow for simple shedding of rainwater and snow. The pitch should not be less than 6/12 (see Figure 8). Flat roofs should be avoided. Mechanical systems proposed for rooftops should be screened from view as seen from adjacent streets and set back from the building façade.



Fig 8a: Example of roof pitch.

Roof Drainage Systems

Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building façade. Roof scuppers should not be used in areas that are visible to the street or public spaces.



private realm

Fig 8b: Variations in roof pitch.

CONNECTIVITY, CIRCULATION AND PARKING

Purpose:

An important feature to successful business districts is pedestrian activity. Safe, convenient, and efficient movement of people in addition to vehicles is a critical element for active mixed-use districts. Transitioning the Fairport Road Corridor into a mixed-use district calls for increasing pedestrian and bicycle circulation throughout the Corridor with safe and convenient internal connections between parcels and primary pedestrian routes along the Corridor. Improved vehicular circulation should reduce potential conflict points between pedestrians and vehicles by respecting that pedestrian and bicycle movement is as important as vehicular traffic.

Parking is a necessary component for all commercial land uses. Although convenient and safe parking is important to all sites, the parking lot need not be the primary focus and should not be the visually dominant element. The goal is to reduce the visual dominance of parking lots and improve pedestrian and vehicular circulation throughout the Corridor by providing connections with public transit sites, walkways and pathways where appropriate.

Recommendations:

Corridor connections

Enhance, whenever possible, pedestrian and bicycle connections with the Canal Path. Accommodate bicycle movement along O'Connor Road when it is realigned to intersect with Fairport Road (see Figure 13a-c).

Internal circulation

Internal vehicular connections between adjacent parcels should be considered for efficient movement between sites. The main pedestrian route from a parking lot to a building entrance(s) should be easily recognizable, accessible, and specifically demarcated. Safe and attractive pedestrian and bicycle connections to adjacent sites should be provided (see Hoselton Concept Plan).

Goals served:

- Pedestrian Friendly Atmosphere
- Easy way-finding
- Quality streetscape
- Minimize parking effects
- Economic vitality

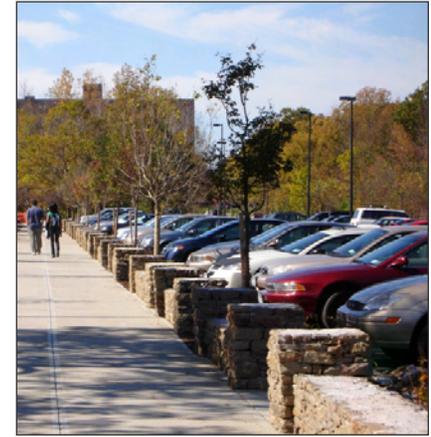


Fig 9: Stone walls used for screening should allow for pedestrian circulation and visual recognition.

Consolidated driveways

When possible, adjacent developments should consolidate access points and develop shared driveways that lead to parking areas on the side or rear of the lot. With the intent of avoiding excessive parking area, when possible, shared parking spaces are encouraged. Limit the number of curb cuts on public streets. Common driveways that provide access to more than one site are encouraged.

Parking

Front-yard parking is not preferred as it detracts from the character of the corridor and can lead to conflicts with pedestrian movement along Fairport Road. All parking should be placed in rear or side yards. Where possible, opportunities to share parking between adjacent businesses and/or developments are encouraged so long as parking for businesses does not adversely impact adjacent residential areas. Parking lots should provide areas for bicycle and motorcycle parking. All parking areas should include landscape features for safety, convenience, aesthetics, and screening of vehicles. To encourage stormwater management and ground water recharge, all parking lots, whenever practicable, should consist of a minimum of 10% of permeable surface material. Driveways to parking lots should be located as far from street intersections as possible so that adequate stacking room along the street is maintained. A minimum distance of 100 feet is recommended.

Landscaped Islands: Landscape islands should be a minimum of 10 feet in width to allow for tree growth and to avoid tree trunks from being hit (see Figure 10).

Walls and fences: When walls are used to screen parking, breaks should be provided to allow pedestrian circulation, and the walls should be low enough for safety and security purposes. Walls need to be finished and designed to complement surroundings.

Plantings: A landscaping buffer should be provided between parking areas and public rights-of-way. Lateral screening should be used between developed parcels to provide distinction between parcels and textural interest along the Corridor (see Concept Diagram). Such lateral screening should not interfere with the way-finding experience and should stop at least 25 feet from the Right of Way or the front of the building, whichever is furthest from the curb. Trees should be located throughout a parking lot and not merely at the ends of parking rows.

Lighting: Appropriate lighting and landscaping should be provided as per town standards, including shade trees and lampposts based on the existing style.

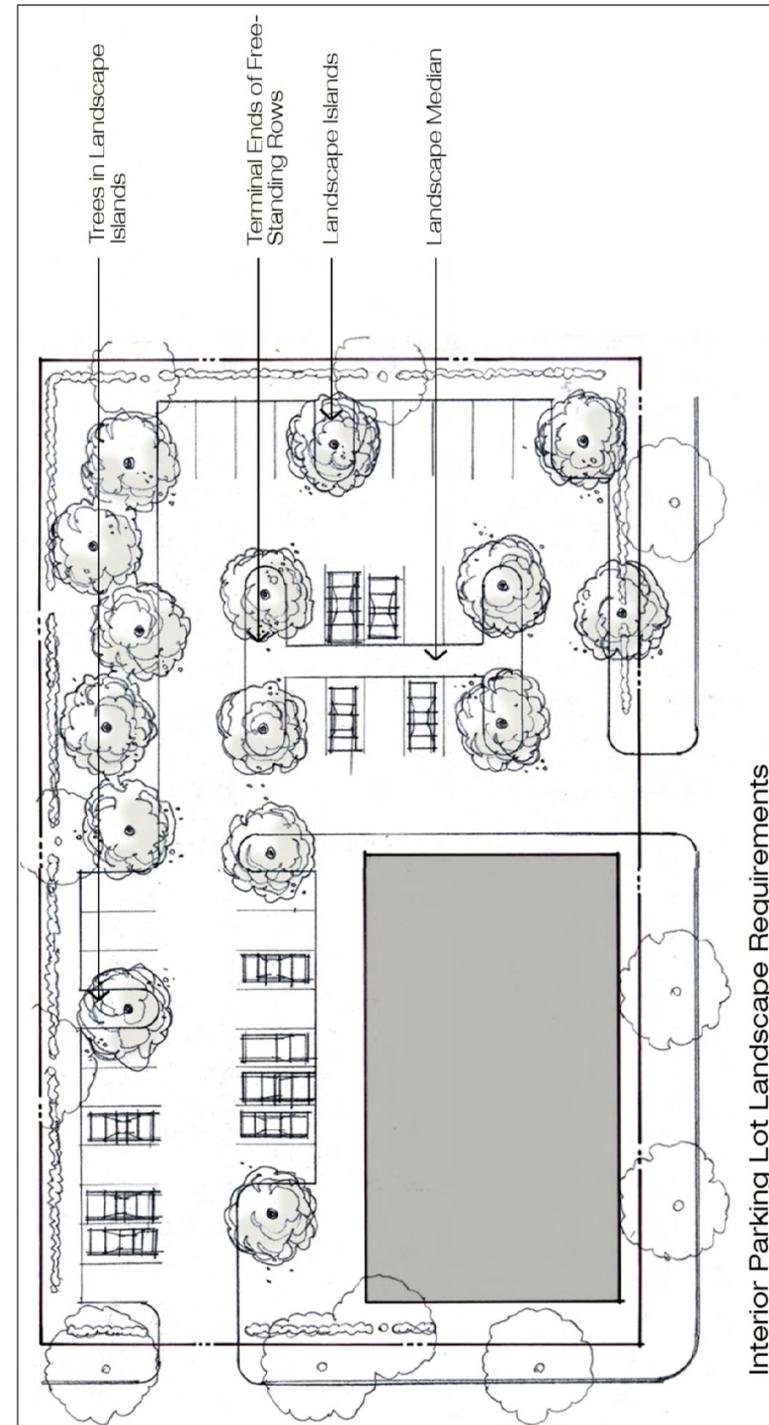


Fig 10: Landscaped parking lot example.

SITE FEATURES

Purpose:

Site features are to enhance the overall function of a site, however, each feature should add to the aesthetic appeal or be appropriately screened from view. Although it is important to provide adequate lighting for safety and visual appeal, it is of equal importance to avoid excessive off-site light spillage onto neighboring properties. Adequately screening utilities and storage areas is critical to the visual appeal of each site. Incorporating plantings to soften a heavy commercial use, further enhance natural features, improve groundwater recharge, or create visual interest is encouraged. Specific attention should be given to selecting plant material that will meet the functional expectations, be appropriate for the Central New York climate, and survive in conditions typical to a commercial corridor.

Recommendations:

Lighting

Purpose and scale: Pedestrian-oriented areas, including walkways and paths, should be illuminated to increase safety. Commercial buildings and landscaping should be illuminated indirectly to highlight attractive features and avoid light spillage onto neighboring properties. Building facade up-lighting, roof “wash” lighting, and landscape up-lighting should be operated on timers with an appropriate turn-off time. Shielding coupled with appropriate placement should be used to prevent light spillage from being visible to pedestrians, motorists, and nearby residential dwelling windows. In general, height of light sources should be kept low to maintain pedestrian scale and prevent light spillage from impacting adjacent properties. Illumination should be complementary in strength to neighborhood ambient light levels and accepted industry standards, such as Illuminating Engineering Society of North America (IESNA).

Goals served:

- Quality streetscape
- Economic vitality
- Quality green space

Design: All on-site lighting fixture design should be architecturally compatible with the building design. All light poles, standards and fixtures should be compatible with the architectural theme of the building and/or facility they are intended to service.

Intensity: The quality of light, level of light as measured in footcandles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the glow or glare of the project site. New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare. New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflector caps should be used to block light from illuminating residential windows.

Plantings

All plantings should be used to enhance the property at the human scale. Some functional services of planting material is to mitigate the visual impact of necessary, but unattractive, features, such as utility boxes. Lateral screening with plant materials along side yards can be used to direct the eye and manage visual overload. Shrub plantings are useful when the focus is to screen parked vehicles, or create edges for pedestrian areas. The following spatial guidelines for plantings is recommended:

- Plantings located within 5-feet of the ROW should be in fixed or moveable containers to prevent salt damage.
- Street trees should be located along the interior edge of the paved pedestrian walkway, ideally between 10 feet from the ROW and the 25-foot set back line
- A visually clear zone should be located between 3 and 6 feet high along pedestrian ways for safety.
- Planting that would interfere with drivers' eye level (including trucks) should not be planted within 45 feet of the centerline of an intersection.

Street trees: Street trees should conform to town-recommended species and aim for uniformity of effect along the streetscape. This means that tree size and shape should be relatively homogeneous along the Corridor, although species may vary. The following information should be provided for proposed tree plantings prior to approval.

Screening trees and shrubs: Deciduous trees or a mixture of deciduous and evergreen is preferred to all-evergreen lateral screens. Deciduous trees planted closely provide good year-round screening, whereas evergreens narrow at their tops, providing only a “zig-zag” screen. Large deciduous shrubs can also provide substantial year-round screening from the ground level to as high as 12+ feet when mature.

Lateral screening trees should be medium-sized (20-30 feet high maximum). Multi-stemmed trees are also suitable for lateral screening (see Figure 11).

- Species form and size at maturity (Interference with adjacent utility structures, lines and buildings should be prevented by size limitations.)
- Zone hardiness
- Disease susceptibility
- Salt tolerance (depending on vicinity to hard surfaces)
- Flower/fruit characteristics (maintenance)

Edge plantings (shrubs): Shrubs can provide effective edges and enclose seating areas and front yards. These shrubs should respect spatial guidelines for pedestrian safety, and be pruned to maintain the recommended height, and to avoid encroachment on pedestrian ways (see Figure 13a-c).

Wetland species: These plantings include woody trees and shrubs as well as perennial species. The following information should be provided for proposed bioswale, rain gardens or other wet area plantings:

- Suitability of species for wetland areas
- Species invasiveness (Invasive species along drainage areas are easily proliferated.)



site features

Fig 11: Pedestrian friendly intersection with greenspace.

Green Space

The percentage of land allocated as “green space” should be in accordance to the Town of Perinton’s zoning regulations. Careful consideration should be given to the location and design of the dedicated green space. Opportunities to connect green open spaces with other green spaces within the Corridor should be considered.

Natural or designed drainage and retention areas (rain garden, bioswales, naturalized retention ponds) can be enhanced for greater ecological quality by introducing appropriate plantings. This will create amenities that are more garden-like and urban in character (see Figure 11).

Front-yard use: The front yard of each private parcel between the building and Fairport Road is experienced as “semi-public” and should be designed to include features that accommodate the customer as well as the passing pedestrian. Utilizing the front yard for the mandatory green space requirement is encouraged.

Utilities and storage

Utility and storage areas should be considered during the early building design process, rather than an afterthought at the construction document phase. Utilities may include electrical facilities, transformers, meters, and air conditioning units. Storage areas may include trash collection locations (dumpsters), loading and unloading docks, outdoor storage areas, and storage facilities/buildings. Service, utility, and loading areas should be carefully designed, located, and integrated into the site plan and, if visible, be in architectural harmony with the building. All necessary noise and odor generating equipment or mechanicals should be sited in areas to reduce or eliminate impacts on adjacent properties. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design. Where appropriate, incidental drainage/leakage from service areas should be directed toward the closest catch basin. Every property should provide a trash enclosure that is capable of handling the refuse generated by that site. A pedestrian entrance to the trash enclosure should be provided so that the large access gates do not have to be opened as often. Recycling bins should be integrated into the enclosure. Grouping dumpsters should be encouraged. This will facilitate proper design and maintenance of the area, and maximize truck accessibility.



Fig 12: Utilization of a bioswale for conventional stormwater retention area adds visual and environmental value to the site.

Design of dumpster locations should consider:

- Grouping and adequate truck access
- Curbing to prevent wash out of refuse into green areas
- Pad surface treatment for impermeability and ease of cleaning
- Appropriate distance from green space or areas of human activity

Accessible Ramps

Ramps and guardrails used as a means of egress should complement the architectural style of the building while conforming to the Uniform Building Code. Ramps can be integrated into the site design creating functional or unique spaces.



Fig 13a: This diagram illustrates conceptual design strategies that can be used for individual sites, as well as for more general application to various locations along the Fairport Road Corridor. The circumstances actually found in the Corridor were used to develop the Design Guidelines.



Fig 13b: This diagram illustrates conceptual design strategies that can be used for individual sites, as well as for more general application to various locations along the Fairport Road Corridor. The circumstances actually found in the Corridor were used to develop the Design Guidelines.



Fig 13c: This diagram illustrates conceptual design strategies that can be used for individual sites, as well as for more general application to various locations along the Fairport Road Corridor. The circumstances actually found in the Corridor were used to develop the Design Guidelines.



Fig 14: This hypothetical concept was developed to illustrate the application of the design guidelines for a key site. This concept actually covers several parcels on the southeast corner of the intersection between Fairport Road and Jefferson Avenue. The tighter massing of the buildings and the location of the parking contribute to a greener, more pedestrian friendly streetscape.

Appendix 2: Agricultural and Farmland Protection Plan

The Town completed an Agricultural and Farmland Protection Plan in 2011 to identify strategies for the continued protection and preservation of farmland and open space in Perinton.

Appendix 3: Community Character Exercise

The following pages identify the ranking of imagery presented to the Update Committee associated with the Community Character exercise. The Update Committee viewed a series of images showing development from outside of the Town of Perinton. The Update Committee was asked to rank each image on a scale of 1 – 10, with a low score indicating that type of development was not appropriate for Perinton and a score of 10 indicating it was very appropriate. A score of 5 indicated that it was neither particularly appropriate nor inappropriate. Each image could receive a total possible high score of 120. The number identified next to each image is the final ranking that image received.

Images were grouped into four types of development patterns that are prevalent in the Town – commercial corridors, hamlets, single-family residential, and multi-family residential. Within each of these categories, various styles of architecture, signage, site development, and streetscaping were shown.

The highest and lowest rated images for each category are shown on the following pages. The highest-ranked images exemplify the general type of land use and design vocabulary deemed to be most appropriate for various areas in the community. The lowest-ranked images exemplify the type of development that should be avoided.

Community Character Survey: Commercial Corridors

The following images reflect the four highest and lowest-ranked images for Commercial Corridors in the Town of Perinton. Total possible scores for each image were 120. The score that each image received is indicated below the image.

Highest-Ranked Images
Most Appropriate

The highest-ranked images were generally selected because they incorporate greenspace between the building and roadway, have an appropriate scale, have a desirable architectural character and treatments, incorporate sidewalks and pedestrian linkages, have parking at the side or rear of buildings, and have simple signage.



101



94



82



81

Lowest-Ranked Images
Least Appropriate

The images that ranked lowest for commercial corridors generally have large freestanding signage, a lack of pedestrian connectivity, poor architectural character, and expansive parking along the roadway.



20



20



24



31

Community Character Survey: *Hamlets*

The following images reflect the four highest and lowest-ranked images for hamlets (Bushnell's Basin, Hamlet of Egypt) in the Town of Perinton. Total possible scores for each image were 120. The score that each image received is indicated below the image.



111



105



100



98



22



28



43



62

Highest-Ranked Images
Most Appropriate

The highest-ranked images for hamlets reflect the Town's desire to create pedestrian-oriented mixed-use environments with active streetscapes, modest scaled buildings, sidewalks, appropriately scaled signage, and attractive landscaping.

Lowest-Ranked Images
Least Appropriate

The images that ranked lowest for hamlet areas do not promote the architectural character or integrity that the Town desires and are vehicular-oriented. The lowest-ranked images depict expansive parking areas, suburban-style architecture, lack of landscaping, and no pedestrian treatments.

Community Character Survey: Single-Family Residential

The following images reflect the four highest and lowest-ranked images for single-family residential development. Total possible scores for each image were 120. The score that each image received is indicated below the image.

Highest-Ranked Images
Most Appropriate

The highest-ranked images for single-family residential areas were selected because of their strong trail and pedestrian network, the scale and relationship of residential units, and the incorporation of a greenspace system.



96



96



90



90

Lowest-Ranked Images
Least Appropriate

The lowest-ranked images for single-family residential areas scored low because of the limited landscaping, scale of structures, and non-traditional site design.



49



53



57



62

Community Character Survey: Multi-Family Residential

The following images reflect the four highest and lowest ranked images for Multi-Family Residential development. Total possible scores for each image were 120. The score that each image received is indicated below the image.



87



79



78



75



31



51



63



66

Highest-Ranked Images
Most Appropriate

The highest-ranked images for multi-family residential areas were ranked high because of their architectural style and treatments, building materials, density, site design, and incorporation of public greenspace.

Lowest-Ranked Images
Least Appropriate

The lowest-ranked images generally lack a definable architectural style, have a scale that is not consistent with the desired vision for the Town of Perinton and lack substantial landscaping or identifiable public gathering spaces.