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TOWN OF WEBSTER COMPREHENSIVE PLAN

"A Vision for the New Millennium"



Town of Webster

Comprehensive Plan Committee

Updated version 11/16/00 @ Counter

2000

TOWN OF WEBSTER
Town Clerk
1000 Ridge Road
Webster, NY 14580

TOWN OF WEBSTER COMPREHENSIVE PLAN

TABLE OF CONTENTS

	Page
I. EXECUTIVE SUMMARY	5
II. INVENTORY OF EXISTING CONDITIONS.....	7
A. Land Use.....	7
B. Population and Demography.....	13
C. Economy	16
D. Housing.....	16
E. Environmental Resources and Open Space	18
F. Transportation.....	22
G. Utility Infrastructure	30
H. Parks and Recreation	32
I. Community Services.....	34
J. Zoning.....	35
III. DEVELOPMENT VISION AND GOALS	36
A. Development Vision	36
B. Goals and Objectives	36
IV. FUTURE LAND USE AND DEVELOPMENT PLAN.....	39
A. Introduction.....	39
B. Future Land Use Concept	40
C. Environmental Resources and Open Space Plan	48
D. Parks, Trails and Recreation Plan	53
E. Transportation Plan.....	58
F. Infrastructure Plan.....	60
G. Community Services Facilities Plan	61
H. Economic Development.....	61
V. PLAN IMPLEMENTATION	62
A. Introduction.....	62
B. Implementation of the Land Use Concept Plan	62
C. Implementation of the Environmental Resources and Open Space Plan.....	65
D. Implementation of the Parks, Trails and Recreation Plan.....	66
E. Implementation of the Transportation Plan	69
F. Implementation of the Infrastructure Plan	71
G. Implementation of the Economic Development Plan	71
H. Staffing Issues.....	72
I. Comprehensive Plan Adoption and Updating.....	73
Appendix A: Town of Webster Historic Properties	77
Appendix B: Town of Webster Open Space Preservation.....	79
Appendix C: Town of Webster 1973 Open Space Inventory	80
Index:	107

EXHIBITS

A. INVENTORY OF EXISTING CONDITIONS

- Figure 1: Existing Land Use Map
- Figure 2: Watersheds
- Figure 3: Environmental Constraints #1: Floodplains & Wetlands
- Figure 4: Environmental Constraints #2: Steep Slopes, Wooded Areas & Prime/Unique Soils
- Figure 5: Soils
- Figure 6: Historic Sites
- Figure 7: Agricultural Districts
- Figure 8: Road Network Functional Classification
- Figure 9: Road Network Jurisdiction
- Figure 10: School Districts
- Figure 11: Bridge Inventory
- Figure 12: Average Daily Traffic Volumes
- Figure 13: Water Service
- Figure 14: Sanitary Sewer System
- Figure 15: Existing Land Use and Zoning

B. FUTURE LAND USE AND DEVELOPMENT PLAN

- Figure 16: Core Area Existing Conditions
- Figure 17: Core Area Future Land Use Concept
- Figure 18: Parks, Trails and Significant Natural Resource Areas Plan
- Figure 19: Future Land Use Concept

C. FISCAL IMPACTS OF LAND USE ALTERNATIVES

TOWN OF WEBSTER COMPREHENSIVE PLAN

I. EXECUTIVE SUMMARY

Surrounded on two sides by water and retaining much of the open aspect of its agricultural past, the Town of Webster is a community of leafy neighborhoods and significant open space. The Town continues to grow, however, and over 50 percent of its land area is now developed. Open space, natural areas and farmland are becoming increasingly rare in Webster, and with development continuing, it is increasingly important to ensure that the green open space quality so characteristic and valued in the Town is preserved.

To help maintain the natural environment of the Town of Webster and increase residents' opportunity to enjoy it, the Comprehensive Plan has adopted three themes:

Keep Webster green by protecting natural resources and maintaining and enhancing open space.

This plan proposes several methods of accomplishing this, including extending the area of the Large Lot zoning district; enhancing the clustering options within the Large Lot district; increasing use of environmental protection overlay districts; the tightening of restrictions on timber removal in these districts; expanding use of clustering in residential development; increasing use of conservation easements; increasing the required percentage of green space in commercial, office and industrial districts; and expanding the Town's system of trails by utilizing stream valleys and other natural areas.

Increase public access to the waterfront.

The Town of Webster has a total shoreline of over 20 miles. Most of the land along the water is privately owned, however, meaning that the great majority of Webster residents has very little access to the waterfront. As development continues to occur along the water, fewer sites will be available, and it is critical to plan for increased public access now. The plan proposes investigating opportunities to gain additional public access to the bay and lake, such as the formerly proposed Sandbar park, additional waterfront development districts which emphasize public access to the water, and development of several other visual and fishing access points along Lake Ontario.

Concentrate high-density land uses in the "Core" area of the Town.

This plan proposes several ways of implementing this idea, originally proposed by the Webster Chamber of Commerce in its 1999 report *A Case for Business*. The Core is located immediately west of the Village of Webster. It is already the Town's commercial center, taking advantage not only of its location along Ridge Road and near the Village, but also of the transportation access provided by Route 104, which bisects the Core area. The Core is the Town's major educational and sports facilities center, including the Webster High School and its planned 50-meter pool, the Thomas Middle (soon to be High) School, the planned new Middle School, and the sports complex now being developed on the south side of Publishers' Parkway. The Core is also the Town's community service center, with Town Hall, the Town Library, three major Town Parks, and the Ridgcrest Community Center.

The plan proposes further concentration of high-density land uses within the Core and the addition of multi-family residential use to the Core area. This is proposed for four reasons: to ensure that public and private investment in infrastructure in the Core area will be maximized, to

TOWN OF WEBSTER COMPREHENSIVE PLAN

permit the single-family residential and rural areas of the Town to remain more sparsely developed, to create modern office and business environments, and to provide a living environment where townhouse and apartment dwellers, many of them senior citizens, can walk to services, shops, and employment.

The proposed Core district is divided into two parts: a mixed-use area south of Route 104, including retail, restaurant, office, hotel, public, educational, recreational and multi-family residential uses; and an office park area north of Route 104, including office, hotel, restaurant, sports and educational uses.

In addition to proposals related to the three themes discussed above, the plan also includes proposals regarding general land use, environmental resources, parks, trails and recreation, transportation, infrastructure, community facilities, and economic development.

Major plan implementation proposals include a comprehensive revision of the Town's zoning law, revisions to the subdivision law, investigating opportunities to gain additional public access to the bay and lake, such as the formerly proposed Sandbar park, preparation of a development plan for the entire Sandbar area, creation of an Open Space Committee, updating of the Town's Open Space Inventory, an expanded conservation easement program, development of a land trust program, many park and trail improvements, and access and landscaping improvements to Ridge Road.

This plan also includes a complete economic impact analysis performed for the committee by the Center for Governmental Research (CGR). The study states: "A diverse development plan that encourages high quality residential development along with high quality commercial and industrial development is best for tax base stability". The conservative baseline model showed that there is a small (16% total over 20 years) impact on the combined town and school tax rate due to current new residential construction only, resulting in a so-called "breakeven" house price of about \$260,000 (constant dollars). In addition, current commercial / industrial development rates reduce this impact to 11% over 20 years.

The effect of this Comprehensive Plan, if adopted, on the conservative baseline model is that the proposed residential development minimums decrease the net impact of new residential development on combined town and school taxes to 2% over 20 years. In addition, the report states: "... recommendations to require greenspace of up to 50% or even 60% would not negatively impact such development opportunities, given the last ten years of building experience in the Town."

The Comprehensive Plan was prepared under the guidance of the Comprehensive Plan Committee, which has worked over a two-year period to prepare the plan proposals and discuss them with Town residents. In addition to many private meetings and interviews, the planning process included six focus group sessions on various topics, attended by a total of over 90 people; a Community Design workshop, where citizens were invited to participate in discussions of alternative plan proposals; and three public hearings.

By motion and unanimous approval of the Comprehensive Plan Committee, this plan is recommended for adoption by the Town Board.

TOWN OF WEBSTER COMPREHENSIVE PLAN

II. INVENTORY OF EXISTING CONDITIONS

A. LAND USE

See Figure 1, Town of Webster Existing Land Use Map.

Introduction

The Town of Webster is located in the northeast corner of Monroe County, about 10 miles from the central business district of the City of Rochester. Primary connections to the City and the metropolitan area are via the NYS Route 104 expressway and NYS Route 404, which is Ridge Road in the Town. The Town is bordered by Irondequoit Bay on the west, Lake Ontario on the north, the Town of Ontario, Wayne County on the east, and the Town of Penfield on the south.

The Town has had three stages of development. In the nineteenth century, it was primarily agricultural, with the Village of Webster as its civic and commercial center. In the early twentieth century, additional growth began to occur, centered on the Village and in the hamlet of West Webster. After World War II, the Town became one of the major suburban residential growth areas in Monroe County, with population more than doubling between 1950 and 1960. Substantial residential development has continued in each of the succeeding decades, gradually moving across the Town from west to east. The largest areas of undeveloped and agricultural land remaining today are in the eastern third of the Town.

As is shown in the Table 1 below, undeveloped and agricultural land taken together total almost 50 percent of the Town's land area – 39.5 percent undeveloped and 8.3 percent agricultural. Among lands in active non-agricultural use, the largest in terms of acreage is single-family residential, occupying 34.4 percent of all land.

Table 1
Town of Webster Land Use*

Land Use	Acres	Percent
Single-Family Residential	6,043	34.4
Multi-Family Residential	475	2.7
Commercial	648	3.7
Industrial	311	1.8
Public/Institutional	472	2.7
Recreational, Parks, Golf Courses	1,073	6.1
Agricultural	1,462	8.3
Undeveloped	6,944	39.5
Unknown	140	0.8
TOTAL	17,568	100.0

*Excluding the Village of Webster, "water acreage", and rights-of-way

TOWN OF WEBSTER COMPREHENSIVE PLAN

Land uses in the Town are concentrated by type, and there are relatively few areas of conflicting land use. The town's commercial and industrial uses are located almost exclusively in the Ridge Road/Route 104 corridor, running east and west through the center of the Town. Ridge Road is the one area where there are some conflicts, with older residential and newer commercial properties existing together. The remaining areas of the Town are mainly residential in use and character.

Single-Family Residential Land Use

Most single-family neighborhoods in the Town of Webster are single-family only, and there is relatively little mixture of single family with multi-family residential. The Town's single-family neighborhoods have an attractive suburban, open quality, with extensive trees and landscaping. Houses are generally in very good or excellent condition.

There are several types of single-family neighborhoods within the Town, each having a distinct character based on the topographic setting and age and style of housing construction. These are described below, beginning with the area north of Route 104 and generally moving from west to east.

North of Route 104:

On the plateau area above the steep wooded slopes leading down to Irondequoit Bay, bounded by Bay Road to the east and Route 104 to the south, residential development is characteristic of traditional post-war subdivision development. Houses are regularly spaced and set back along a grid layout of streets. Houses are generally one story to two stories, and are predominantly colonial in style.

At the northwesternmost corner of the Town, adjacent to the Irondequoit Bay outlet, is the Webster Sandbar. This is a narrow strip of land approximately 200 to 500 feet wide, extending approximately 5,000 feet out from the mainland and occupied by single-family residences and a few small commercial establishments. The residences are one and two story wood frame structures, closely spaced and related to the waterfront. Mature vegetation is minimal, and the bay shore and lake shore are the strongest physical elements that give the area its distinct character. The Sandbar is the only place in Webster with a measure of public access to Irondequoit Bay, primarily that related to marina and restaurant uses. Aside from Webster Park, it is also the only area in the Town where the public has physical and visual access to Lake Ontario. There is, however, no park or park facilities on the Sandbar.

East of Bay Road and south of Klem Road, the main roads are lined with a mixture of older farmhouses and early postwar suburban homes. Newer neighborhoods, with curved streets and cul-de-sacs, are located in the interior of the large blocks.

East of Bay Road and north of Klem Road, residential development patterns have been strongly influenced by the landforms and topography of the area. This area is characterized by low-density, larger single-family homes nestled within the rolling wooded hills and valleys, with an occasional pasture or orchard. Significant tracts of vacant land, parkland, and woodland add to the rural atmosphere. Lake frontage in this area is lined with homes, and the lake is not generally accessible or visible to the traveling public, other than via Webster Park.

TOWN OF WEBSTER COMPREHENSIVE PLAN

In the Webster Road area and east, active subdivision is occurring, and much of the newer residential development in the Town is located in this area. Much of this development is arranged within 'internal' tracts along and between the secondary roads. These neighborhoods are inwardly facing, with backyards abutting the secondary roads directly opposite the frontage parcels. This arrangement affords considerable privacy to residents, although the view from the road does not always create a sense of neighborhood character.

South of Route 104:

The residential development west of the Village and south of Route 104 is a mixture of older established neighborhoods and new suburban development. At the western end of Ridge Road is West Webster, a traditional hamlet that has retained much of its historic character. To the east of West Webster, the single-family housing which historically lined Ridge Road is gradually being replaced by commercial establishments and multifamily residential uses (see below).

Within the Village of Webster, established higher-density residential neighborhoods contain homes that are closely spaced, have uniform, shallow setbacks, and exhibit a strong neighborhood character due to the grid street layout, sidewalks, and tree-lined, curbed streets. The village is dominated by those pedestrian-oriented neighborhoods that quickly transition into the Central Business District.

East of the Village, residential uses are limited primarily to the frontage of Route 404 and consist primarily of widely spaced early 20th century wood-frame homes, two-story, with little or no setback to the road.

Multi-Family Residential Land Use

For purposes of this plan, multi-family land use is defined as three or more living units in a structure or more than one residential unit on a parcel (as in cluster or townhouse developments). Most of the multi-family housing in the Town is located in the Ridge Road corridor and south. Some of the newer developments, such as Hillsboro Cove on Bay Road or Oakmonte on Jackson Road include a combination of multi-family and high-density single-family housing. These offer large houses on minimal plots of land, reversing the trend of large lots characteristics of the residential areas north of Klem Road.

Commercial Land Use

Almost all of the commercial land in the Town is located along the Route 404/Ridge Road corridor, with a smaller concentration along Basket Road near the Route 104 Expressway. Commercial uses along Ridge Road west of the Village continue a suburban retail strip, which begins along Empire Boulevard in the Town of Penfield to the south. In Webster, commercial uses along Ridge Road are almost exclusively retail establishments, including restaurants, automobile dealers and other auto-related sales and services, a movie theater complex, and shopping centers. Shopping centers include Webster Square and Webster Plaza at Hard Road, and Wegmans Plaza at Holt Road. Each of these have good access to the Route 104 Expressway via a service road.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Ridge Road commercial development is vehicle-oriented, and large and small commercial establishments are interspersed with multi-family residential development as well as older single-family homes. Both functionally and visually, these uses often live uneasily together, with traffic congestion, vehicular conflicts, and a poorly defined aesthetic character in which there are few common elements.

The center of the Village along Ridge Road is historically where the most mixed-use and densest commercial development occurred. The center of downtown, at Main Street and North/South Avenue, has retained some of its historical retail character, with two-three story closely spaced or attached buildings at the sidewalk edge creating a strong street edge definition. The pedestrian scale, small town setting is limited to this intersection and quickly terminates either side of it along Ridge Road. To the west, both in the Village and continuing into the Town, the older residential units that lined this section of Ridge Road are quickly being replaced by newer commercial establishments. These are generally typified by simple one-or-two story buildings, deep setbacks, and frontage parking lots.

Commercial uses on Basket Road are generally modern office, service, or light industrial uses on large sites, taking advantage of the excellent access afforded by the Route 104 Expressway.

Community Core Concept

Webster employers are represented by the Webster Chamber of Commerce, which has recently announced a vision for the Webster "Community Core." This is the area immediately west of the Village of Webster, generally between Publishers Parkway and Ridge Road, extending west to Five Mile Line Road. With excellent access to Routes 104 and 404, the Core is seen as the commercial, recreational and educational center of the Town. It includes major employment opportunities at the former Thompson Professional Publishing site and Webster Business Park, as well as the Town's largest retail centers along Ridge Road. The High School is located in this area, as are recently approved new educational facilities planned by the School District in the Publishers Parkway area. Planned recreational facilities include a 50 meter pool being developed in partnership between the Town and the School District at the Schroeder High School, and a privately developed hockey rink and sport fields facility, all of which will be available for public use.

Development Proposals in the Core Area

Two major development proposals are currently before the Town for the Ridge Road area within the Core. The larger one, Holt Ridge Center, is being proposed by the Wegmans grocery chain and would involve all the land between Holt Road and Ridge Webster Park, between Route 104 and Ridge Road. Proposals for this 92 acre parcel include 437,000 square feet of retail use, potentially including hotel, restaurant, large department stores, gas station and multi-screen theater, 108,000 square feet of office use and a senior citizen residence complex of 228,000 square feet, to include both independent and assisted living components. Residential use is currently not permitted in this High Intensity Commercial zone, and would require re-zoning or a use variance.

The second proposal, known as the Tebor Development, is for the 28 acre parcel immediately east of the existing Wegmans complex between it and the Village, bordered on the north by Route

TOWN OF WEBSTER COMPREHENSIVE PLAN

104 and on the south by Ridge Road. A small portion of the project (approximately 3 acres) extends into the Village of Webster. The project is proposed as a mixed commercial and residential development. Proposed commercial use totals 48,000 square feet in one and two-story buildings ranging from 6,000 to 12,000 square feet. Proposed residential use includes 104 apartments in eight and four-unit buildings. Current zoning does not permit residential use but the project has been granted a use variance.

Industrial Land Use

Much of the industrial land use in the Town occurs north of the Route 104 corridor with access from north/south oriented secondary roads. By far the largest single industrial land use is the Xerox facility, which comprises one-third of all industrial land in the Town. The Xerox property is located in the north end of the village and extends northerly. Most of the Xerox buildings are located in the Village, and a large portion of its holdings in the Town (400 acres) is undeveloped.

Other industrial areas include the Boulter Industrial Park and the former Thomson Professional Publishing complex, now occupied by Xerox. The eastern portion of the Thomson property, north of Publishers Parkway, is about to be developed for a new Webster Central Schools Middle School. South of Publishers Parkway a new ice hockey rink is being built as the first phase of a planned community recreation complex.

Industrial uses in Webster, by the nature of their operations, typically are occupied by large, single story, unadorned structures and minimally-landscaped extensively paved lots or yards.

Public/Institutional Land Use

The Town Hall, Library and Police Department are centrally located in the Town on Ridge Road, west of the Village and adjacent to Webster Plaza and Webster Square retail developments. The Parks and Recreation Department is about a mile away on Ridge Road, immediately west of the Village.

Fire and emergency services are spread out within the Town, including the Webster Fire Department on South Ave. in the Village, the West Webster Fire Department at 1051 Gravel Road, and the Union Hill Fire Department at Ridge Road and the Wayne County line.

The Webster Central School District facilities include seven elementary schools, two middle schools, and one senior high. The District also serves portions of the Town of Penfield, and two of the elementary schools are in that town.

Community churches in Webster are scattered throughout the town, providing at least 22 places for citizens to worship and engage in community functions. There are a number of parochial schools in the Town, including St. Rita's in West Webster and Holy Trinity immediately east of the Village along Ridge Road.

Land used for municipal services includes the water supply towers located north of Route 104 and on the east shore of Irondequoit Bay on top of the bluff. A centralized sewage treatment plant is located on Phillips Road, with a related pump station located near the Five Mile Line Road and Klem Road intersection.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Rochester Gas Electric owns a portion of the corridor that was formerly the site of the New York Central Railroad line traversing the eastern-central portion of Webster.

Parks and Recreational Land

The largest park in the Town is Monroe County's Webster Park, located in the north central part of the Town, and providing the only existing public access to Lake Ontario. The Town of Webster owns or operates Irving Kent Park, North Ponds Park, Ridge Webster Park, and Empire Park. Less than half of the acreage of the Town's parks is currently developed with facilities.

Other publicly owned open space includes the Village of Webster well fields off Dewitt Road, and the NYS Department of Transportation pull-off at the bay bridge. A privately owned golf course, the Webster Golf Club, is located in the northeastern part of the town on Salt Road. Additional open space is provided in the Town's five cemeteries.

The Rochester Gas & Electric right-of-way traverses the town, running adjacent to Route 104 in the western part of the Town and turning northwest at Webster Road. The former rail corridor running generally west of the Xerox facility, is used for hiking, and is known as the Hojack Trail. It leads to the Seaway Trail, which follows Lake Road.

For more information, see Parks and Recreation, below.

Agricultural Land Use – See Figure 7, *Agricultural Districts*

Historically, the Town of Webster was a farming community with the Village as the center of civic and commercial activity. The post-war boom and migration from the City of Rochester to the suburbs created pressures for subdivision of the family farm, and the Town, as we know it today began to take shape. Regional emigration and competition from agribusiness has continued to endanger and diminish the role of agriculture in the Town. None of the Town is zoned for agriculture, although a significant portion of the eastern edge of the town is designated as part of the Monroe County Agricultural District (see Figure 7, *Agricultural Districts*).

Approximately 8 percent of Webster's land remain in agricultural use, with agricultural areas generally located at the eastern end of the Town. The largest of the agricultural tracts encompasses nearly the entire area bounded by State, Salt, County Line and East Ridge Roads. Smaller parcels of agricultural land including a number of apple and other orchards are scattered throughout the eastern and northern parts of the Town.

Undeveloped/Vacant Land

Nearly 50 percent of the Town of Webster is as yet undeveloped (40 percent vacant and 8 percent agricultural). The largest tracts of vacant land are in the eastern part of the Town, east of the Village. Combined with the remaining agricultural land, this creates a considerably open character in the eastern part of the Town. One of the largest vacant tracts in this area is located just east of the village line between Phillips and Salt Roads. The tract is surrounded by single family parcels, and a new single family development has recently been constructed at its southwest corner.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Along Irondequoit Bay, much of the shoreline from Glen Edith south to the Penfield line is vacant and consists of a mixture of steep wooded slopes, some level areas and a small wetland/pond inlet. There are no structures along the bay shoreline in this area. Elsewhere along the bay is a large undeveloped tract directly north of Route 104 off Dewitt Rd. The Damascus Temple property located off Bay Road is also largely undeveloped steep slopes along the shoreline, with the exception of the private club situated on the upper plateau. Other vacant parcels are scattered along the Lake Ontario shoreline.

Still, other vacant parcels are scattered throughout the town, ranging from small infill lots to 100+ acre tracts. Natural areas have remained where development was not easily accomplished such as along the slopes surrounding Irondequoit Bay and along the tributary creek valleys to Lake Ontario. Much of this vacant land incorporates sensitive environmental areas, including wetlands, steep slopes and watercourses. Other areas are abandoned agricultural lands too small and/or unprofitable for modern farming. Some of the town's vacant land has developed a second-growth forest that provides habitat for the town's biological resources. These tracts provide opportunities for future development or preservation of existing natural resources.

There are also significant areas of regulated wetlands within the town. Off Empire Boulevard in the Webster Manor Drive and Strand Pond Circle vicinity, and within and to the west of Empire Park are two wetlands mapped by the New York State Department of Environmental Conservation. Additional DEC wetlands are located north of State Road near the Wayne County border and between Basket and Salt Roads just northeast of the Xerox facility. Two smaller wetlands are also located in the extreme southeast portion of the town between County Line Road and Salt Road. Other areas that are mapped as Federally regulated wetlands include areas similar to those described above, and additional low lying areas and stream corridors throughout the remainder of the town.

B. POPULATION AND DEMOGRAPHY

Population and Households

Population and household statistics in this section exclude the Village of Webster. The Village has had a consistent population of about 5,500 since 1980.

At the 1990 Census, the Town of Webster, excluding the Village, had a population of 26,175. This represents an increase of 2,749 people, or 11.7 percent, over the 1980 population of 23,426. Average annual growth for that decade was 1.17 percent (see Table 2 below).

Estimates of current population and future forecasts are done in the Genesee Finger Lakes Region by the Genesee Finger Lakes Regional Planning Council. Most recent estimates, for 1996, show the Town of Webster with a population of 28,223. Growth since 1990 is 2,048 persons (7.8 percent) representing an average annual rate of 1.3 percent, about the same as that between 1980 and 1990.

Webster's households grew almost twice as fast as population, increasing 23 percent from 1980 to 1990 (7,645 to 9,401). The discrepancy between population and household growth reflects the national trend toward smaller households as people live longer, have fewer children, and set up a

TOWN OF WEBSTER COMPREHENSIVE PLAN

greater number of independent households. Webster's average household size in 1999 was 2.78, down from 3.06 in 1980. GFLRPC does not provide estimates of current household size or number of households.

Table 2
Town of Webster Population 1980, 1990, 1996
(Excluding the village of Webster)

	<u>1980</u>	<u>1990</u>	<u>1996</u>
Population	23,426	26,175	28,223
% Population Increase	--	11.7%	7.8%
Households	7,645	9,401	NA
% Household Increase	--	23.0%	NA
Household Size	3.06	2.78	NA

Note: Town of Webster excludes the Village of Webster.

Source: 1980 and 1990, US Bureau of the Census; 1996, Genesee Finger Lakes Regional Planning Council; Nutter Associates

Population Forecasts

GFLRPC forecasts indicate that the Town of Webster, excluding the Village, will continue to grow, but at a slower rate. Year 2000 population is forecasted at 29,237, a 12 percent increase from 1990. Between 2000 and 2010, however, the Town is forecast to grow to 30,699, a rate of only 4.7 percent over the decade, or less than half of the growth of the previous two decades.

The slow growth forecast for the years after the millennium is a reflection of the lack of growth in the region. GFLRPC forecasts that Monroe County will increase only 1.9 percent from 1990 to 2000 and at the even slower rate of 1.0 percent from 2000 to 2010. The nine-county region is forecast to increase 3.2 percent and 1.3 percent, respectively. As shown in the table below the Town of Webster's projected growth rate is among the highest in the area and the region.

Table 3
Selected Municipalities, Monroe County, and Genesee Finger Lakes Region
Population 1990-2010

	<u>1990</u>	<u>2000</u>	<u>% Increase 1990-2000</u>	<u>2010</u>	<u>% Increase 2000-2010</u>
Webster Town	26,175	29,327	12.0%	30,699	4.7%
Penfield	30,219	32,803	8.6%	33,99	3.6%
Perinton	37,075	40,405	9.0%	42,429	5.0%
Pittsford	23,009	24,617	7.0%	25,473	3.5%
Webster Village	5,464	5,583	2.2%	5,736	2.7%
Monroe Co.	713,968	727,854	1.9%	735,704	1.1%
Region	1,161,470	1,198,375	3.2%	1,213,527	1.3%

TOWN OF WEBSTER COMPREHENSIVE PLAN

Note: Town of Webster excludes the Village of Webster. The region includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties.
Source: Genesee Finger Lakes Regional Planning Council.

Population Characteristics

Unless otherwise stated, the following is from the 1990 Census, and describes the Town of Webster including the Village.

In 1990, median age in Webster was 35.2 years, somewhat higher than that of Monroe County (33.0) or the US as a whole (32.9). This is due in large part to the Town's greater proportion of persons 35-64 (39.5% in Webster, vs. 33.9% in Monroe and 33.7% in the US).

As the baby boomers grow older, median age throughout the US is rising. The national demographic service CACI estimates that Webster's 1998 median age was 37.2, and that by the year 2003 it will be 39.9. These numbers are consistently about two years higher than those for Monroe County and the US. They are also consistently due, not so much to larger percentages in Webster of people over 65, but to larger percentages of people in the 35-64 age group and smaller percentages in the 20-34 group. For example, in 2003, Webster is projected to have 45 percent of its population between 35 and 64, as compared to only 39 percent in both Monroe and the US. That same year, the Webster population 20-34 is projected at 16 percent, as compared to 19 percent for Monroe and 20 percent for the US. Webster's population of children (0-19 years) is fairly consistent with that of Monroe and the US, at about 28 percent of population, for both 1998 and 2003.

For the period 1990-2003, median age in the Village of Webster is consistently shown by CACI to be 3 to 4 years younger than that of the Town and Village combined. This is due in large part to greater percentages in the Village of people in the 20-34 age group. For example, in 1990, the Village had 28 percent of its population in that group, as compared to only 21 percent in the Town and Village combined. The Town alone had only 15 percent of its population in the 20-34 age group.

1990 median household income in Webster was \$45,278, considerably higher than Monroe County (\$35,337) or the US (\$30,056). In 1998 Webster's median household income had risen to \$50,328, again higher than that for Monroe County (\$39,945) or the US (\$38,135), as estimated by CACI.

Educational attainment (1990) is also somewhat higher in Webster: 41.6 percent of residents over 25 years have a bachelor's degree or better, as compared to 36.3 percent in Monroe County and 27.0 percent in the US.

Labor force participation (for persons over 16 years) is also higher in Webster: 70.4 percent, as compared to 67.1 percent in Monroe County and 65.3 percent in the US. Occupations are more heavily managerial and professional: 35.6% in Webster, as compared to 31.2% in Monroe and 26.4% in the US. Correspondingly, operators, movers, and laborers represent a lower proportion of those employed: 10.2% Webster; 12.7% Monroe, and 14.9% US.

TOWN OF WEBSTER COMPREHENSIVE PLAN

As of 1990, 16,382 Webster residents were employed. Of these, 4,902 (30%) work in Webster probably reflecting the primacy of Xerox as an employer. An additional 6,130 (37%) work in the City of Rochester. Other work locations are scattered, with no one community accounting for more than 7 percent of the total. The average travel time to work for Webster residents is 19.4 minutes, similar to that of Monroe (18.4 minutes) and the US (22.4 minutes).

C. ECONOMY

In 1990, 19,269 people were employed in Webster. As discussed above, 4,902 of these also lived in Webster. Large groups also come from the City of Rochester (2,522) and the Towns of Penfield (1,620), Perinton (1,249), Ontario (1,157), and Irondequoit (1,156). Another sizable group (2,586) comes from outside the nine-county metropolitan area.

By far the largest employer in Webster is Xerox, with 7,800 employees in the Town. (*This and all subsequent employment figures are for 1998*). Xerox, which develops and manufactures document processing products and systems, is Monroe County's number two employer, with 13,900 employees in the County. The school district is the Town's second largest employer.

The Visiting Nurse Service, on Empire Boulevard is the Town's second largest private employer, with 800 employees providing home health care, hospice, meals on wheels and adult day care. Other large private employers are PSC, Inc. on Basket Road, with 225 employees making bar code products; Trident Precision Manufacturing on Salt Road, with 175 employees providing contract manufacturing, assembly and fabrication services to Xerox and other firms; Fritz Co's on Basket Road, with 100+ employees providing freight transfer services, and Boulter Rigging on Basket Road, with 95 employees in the construction and carting trades.

Leo Roth Corporation, heating and air conditioning contractors, has recently relocated to Webster from the City of Rochester, with over 200 employees. The location is the former Webster Plastics site on Holt Road.

D. HOUSING

In 1990, there were 9,738 housing units in the Town of Webster, excluding the Village. Of these, 9,401 were occupied and 337 were vacant, creating a very low vacancy rate of 3.5 percent. Of the occupied units, 86 percent (8,086) were owner-occupied and 14 percent were rented. By contrast, Monroe County had 65 percent owner-occupied and 35 percent rented, very similar to the US (64 percent owner and 36 percent renter).

The Village of Webster has a much lower concentration of owner-occupied units and a higher concentration of rental units than the Town, Monroe County or the US, with only 44 percent owner occupants and 55 percent renters.

Condominiums are a minor presence in the Town, accounting for 6.3 percent of all units in 1990 (612 units). In the same year, the Town's condominiums had almost twice the vacancy rate of other units (6.5 percent vs. 3.5 percent).

Since 1990, Town records show certificates of occupancy having been granted for a total of 2,081 units, almost all of which (2,037) are single-family units. Building permits have been granted,

TOWN OF WEBSTER COMPREHENSIVE PLAN

however, for an additional 626 rental units (of which 216 are at Oakmonte, 188 are at Webster Green, 24 are at Heritage Park, and 198 are at Bel Arbor). The Tebor and Holt/Ridge projects previously described, if approved, would add an additional 104 rental units and a complex of independent and assisted living units for senior citizens, bringing the total number of units to 12,549, a 29% increase in housing since 1990.

In 1990, single-family houses in the Town, including the Village, had a median value of \$104,848, as compared to \$90,674 in Monroe County and \$79,098 in the US as a whole. In 1998, local realtors reported that the bulk of houses selling in Webster were in the \$120,000 to \$150,000 price range. In the same year, the Greater Rochester Association of Realtors records indicates that 562 houses were sold in Webster, with an average sales price of \$130,000. As a comparison, in 1998, 665 houses sold in Penfield, at an average sales price of \$156,000; 867 houses in Perinton at \$161,000, and 779 houses in Pittsford at \$239,000.

In 1990, median contract rent for apartments in the Town and Village of Webster averaged \$442, as compared to \$418 in Monroe County and \$374 in the US. *A Rental Housing Market Study* prepared in 1998 for Monroe County, the City of Rochester and the Rochester Housing Authority indicated that gross rent (including utilities) currently averages \$715 in the Penfield/Webster area, as compared with \$649 in the County as a whole. The rental vacancy rate in 1997 in Webster was 2.3 percent, considerably lower than the 6.1 percent for the County.

Builders and developers at focus groups conducted for the Comprehensive Plan indicated that there is current unsatisfied demand in the Town for single-family homes for empty nesters. These couples and singles whose children have grown were said to prefer 2-3 bedroom houses on small lots, where each unit would have its own outdoor space.

While independent and assisted living units for seniors are being proposed at Holt/Ridge, there are at present no housing complexes in Webster, which offer continuum of care for senior citizens. As currently being developed elsewhere, this generally includes independent units, plus units with various assisted living services provided, including dining facilities, housekeeping, and some assistance with activities of daily living. A number of continuum of care facilities also include a nursing home. Residents are offered the opportunity to remain on the site, as they become older and/or more frail.

Housing Affordability

The standard for housing affordability is generally accepted to be that the cost of a house should fall within 2.5 times annual income. In 1990, median household income in Webster was \$45,278, meaning that the median household could afford a house valued at \$113,195. This is comfortably more than the 1990 median home value in the Town of \$104,848. 1998 median annual household income in Webster is estimated at \$50,328, and the median household could afford a house selling for \$125,820. This is within the \$120,000 to \$150,000 range of houses selling currently in the Town.

The standard for rental affordability is that rent should not exceed 30 percent of income. A family with the 1990 Webster median household income of \$45,278 could thus afford rent of \$1,131, more than twice the 1990 median rent of \$442. A family with 1998's median household

TOWN OF WEBSTER COMPREHENSIVE PLAN

income of \$50,328 could afford rent of \$1,258, almost twice the current Penfield/Webster average rent of \$715.

For those of lower incomes, there are two non-profit sponsored apartment complexes for senior citizens in the Town, Quinby Park and AHEPA. Each has about 50 units, with rent set at no more than 30 percent of tenant income. Management indicates that these complexes have long waiting lists of eligible tenants. Phillips Village, a subsidized project for families, is located in the Village of Webster.

E. ENVIRONMENTAL RESOURCES and OPEN SPACE

Watercourses & Watersheds – *See Figure 2, Watersheds.*

Three primary creeks flow through the Town of Webster north to Lake Ontario. They are:

- Shipbuilders Creek, which flows through the western section of the Town from southwest to northwest.
- Mill Creek, which flows through the central section of the Town from south to north.
- Four Mile Creek, which flows through the eastern section of the Town from southeast to northeast.

There are five watersheds within the Town of Webster. They are:

- Webster Watershed, covering much of the northern area of the Town.
- Shipbuilders Creek Watershed, covering the west side of the Town.
- Mill Creek Watershed, covering the central section of the Town.
- Irondequoit Bay Watershed, adjacent to the Bay on the west side of the Town.
- Four Mile Creek Watershed, covering much of the eastern side of Town.

Flood Plains and Wetlands – *See Figure 3, Environmental Constraints #1.*

Current flood plain mapping shows 100 and 500-year floodplains in various places in the Town, including:

- Along Shipbuilders Creek from Lake Ontario to Ridge Road (Rte 404), ending in a large floodplain at Empire Park at the southeastern corner of Ridge and Gravel Roads.
- Along Mill Creek and its tributaries from Lake Ontario to Ridge Road and beyond to the central southern Town boundary.
- Along Four Mile Creek in the eastern section of the Town, from Lake Ontario to the eastern and southern Town boundaries.

NYS DEC designated freshwater wetlands occur:

- In and around Irondequoit Bay.
- In the southwestern corner of the Town, south of Ridge Road on the east and west sides of Gravel Road.
- In the eastern part of the Town, east of Salt Road and south of Schlegel Road.
- In the southeastern corner of the Town, south of Ridge Road, on the west sides of Salt Road and County Line Road, and south of State Road adjacent to the Town boundary.

TOWN OF WEBSTER COMPREHENSIVE PLAN

US Army Corps of Engineers designated National Wetland Inventory (NWI) wetlands occur:

- In the western part of the Town, north of Klem Road adjacent to the Hojack Trail, north of Route 104, between Bay Road and Maple Drive, south of Route 104, on the north and south sides of Ridge Road.
- In the central part of the Town, north of Route 104 on the south side of Hojack Trail, and south of Ridge Road on the eastern and western sides of Jackson Road. Other small wetlands occur on the north and south sides of Shoemaker Road and to the west of Whiting Road.
- In the eastern part of the Town, south of Lake Road on the eastern side of Phillips Road, on the east side of Basket Road, on the south side of Woodard and Schlegel Roads, and south of Ridge Road on the east side of Phillips and Salt Road.

Steep Slopes and Prime/Unique Soils – See Figure 4, *Environmental Constraints #2*.

Steep slopes (15% or greater) are concentrated in the western and northern parts of the Town, adjacent to Irondequoit Bay and Lake Ontario, and also bordering the creeks in the northwest and north central portions of the Town.

Prime and unique soils, or soils beneficial to farming, are located predominantly in the eastern part of the Town, although there are significant areas in western parts of the Town as well.

Locations where the prime and unique soils are most dense include:

- North of Route 104, from Salt Road to the eastern Town boundary.
- North of Schlegel Road, from Salt Road to the eastern Town boundary.
- North of Schlegel Road to Lake Road.
- North of Shoemaker Road, from Shoemaker Road to Lake Ontario.
- North and South of Route 104, between Maple Drive and Gravel Road.
- South of Ridge Road from Phillips Road to the eastern Town boundary.
- South of Ridge Road, between Five Mile Line Road and Shoecraft Road.
- South of Ridge Road, on the western side of Hatch Road.

Vegetation and Natural Habitats – See Figure 4, *Environmental Constraints #2*.

Woodlots are scattered throughout the Town, with concentrations along the Town's steep slope areas, within the 100-year floodplains, and within the majority of the regulated wetlands.

The Town's native wildlife is typical of suburban/rural communities within Monroe County. Typical wildlife species include deer, turkey, fox, raccoon, opossum, skunk, squirrels, woodchuck, fish, and a large variety of resident and migratory bird and waterfowl species.

Soil Types – See Figure 5, *Soils*.

Soils in the Town of Webster are dominated primarily by the Arkport-Dunkirk-Palmyra, Hudson-Rhinebeck-Collamer, and Minoa-Arkport-Lamson soil associations, per the *National Cooperative Soil Survey and the Soil Survey of Monroe County, New York*, published by the U.S. Department of Agriculture's Soil Conservation Service.

The Arkport-Dunkirk-Palmyra association is typically located on level to steep lake plains that are deeply dissected by streams and in Webster they are found along the Irondequoit Bay and

TOWN OF WEBSTER COMPREHENSIVE PLAN

Lake Ontario shorelines. These soils are deep, well to moderately well drained and have a coarse-textured to moderately fine textured subsoil. Minor soil types include the Wayland, Colonie, Galen, Dunkirk, and Canandaigua series.

The Hudson-Rhinebeck-Collamer association is typically found on level to gently sloping lake plains. These soils are located in the northeastern corner of the Town and in the southwestern corner of the Town, including much of the Bay Road area, West Webster, and an area along the Town's southern boundary. These soils are deep, moderately well drained to very poorly drained soils with a fine-textured to moderately fine-textured subsoil. Minor soil types include Ontario, Galen, and Collamer series

The Minoa-Arkport-Lamson association is typically found on sandy beaches and deltas of the lake plain, as well as adjacent to streams and drainage-ways, where slopes are nearly level to gently undulating. In Webster these soils are found in the center of Town. The soils are deep, excessively drained to somewhat poorly drained, with a coarse to medium textured subsoil over sand. Minor soil types include the Alton, Galen, Arkport, Lamson, Claverack, and Masena series.

Scenic Resources

The Lake Road corridor, which closely follows the lakeshore along the northern edge of the Town, is known as a scenic route, and is part of New York State's Seaway Trail. This is a state-designated scenic touring route that has attained the National Recreational Trail designation. Its purpose is to promote regional economic development through tourism, and to provide a connection between a number of the State's major scenic and tourist resources, including the Niagara River, Lake Erie, Lake Ontario, and the St. Lawrence River.

Irondequoit Bay also offers some of the most scenic opportunities in the region and the Town. The upper plateau area of the bay is heavily developed with residential neighborhoods within the Town of Webster, but a few undeveloped parcels (the Village well fields, the NYSDOT Route 104 pulloff, several small parcels of land in the Crowder subdivision owned by Monroe County, and lands south of Glen Edith) remain which can provide visual access opportunities to the bay.

The Sandbar, a narrow strip of land at the outlet of the bay, is a unique geological feature. It is approximately 200 to 500 feet wide and extends for a distance of approximately 5,000 feet from the mainland between the Bay and the Lake. It is one of the few areas in Webster where physical access to the Lake or Bay is possible since its elevation is nearly level with the water. Most of the rest of Webster's shoreline is difficult to access due to the steep slopes that border the lake and bay.

Other non-waterfront scenic opportunities can be found in the southeastern (south of Ridge Road) and northeastern (along Lake Road) part of Town where agricultural lands (farms and orchards) are still the predominant land use and the rural landscape remains relatively intact.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space

As is shown on the Existing Land Use Map prepared for the Comprehensive Plan, most of the undeveloped open space that exists today occurs in the north and east quadrants of the town. Generally, undeveloped areas in the north part of the town are steep, wooded sites surrounding the drainage tributaries of the town watersheds. Undeveloped areas in the eastern part of the town consist in large part of active or fallow agricultural lands, with some golf course development. Smaller, more isolated pockets of open space are scattered throughout the remainder of the town and are likely to contain cemeteries, regulated wetlands or other topographic features that have made them less attractive for development in the past.

The Town of Webster has an open space incentive program that provides landowners with tax relief if the land is dedicated to open space preservation for a period of 5 to 15 years. Refer to Appendix B for the current list. This program serves to provide needed open space, but it can be somewhat temporary, and several groups would like to explore additional long-term solutions, which could assure more permanent provision of open space in the Town.

The 1996 *Report Preservation of Environmental Sensitive Areas in Monroe County*, prepared by the Monroe County Environmental Management Council, identified several sites in Webster that are environmentally sensitive and should be targeted for preservation. Sites ranked as highest priority focused around the Irondequoit Bay ecosystem. Three such sites in Webster were identified as having significant geological features, and as important regional migratory corridor habitat for songbirds:

- Irondequoit Bay's Northeastern Shoreline (the Sandbar)
- Webster Village Well field
- Devil's Cove on Irondequoit Bay

Nine-Mile Point on Lake Ontario was also identified as a high priority preservation site. Four Mile Creek runs through the center of the site and empties into the lake. This is the last undeveloped site on the eastern lakeshore within the Town of Webster and Monroe County.

Vosburg Hollow, an approximately 5 ½ acre wooded site near the intersection of Vosburg and Baker Roads, is owned by the Town of Webster, which plans to preserve it as a wildlife refuge and dedicated open space. The property is on the Hojack Trail and is traversed by a tributary of Shipbuilders Creek and has diversity of plant and animal habitats. A sanitary sewer pumping station is located in one corner of the property.

In 1973, the Town developed an Open Space Inventory as part of the process to establish a Conservation Board. This Inventory is provided in Appendix C.

Historic Sites – See Figure 6, *Historic Sites*.

The Landmark Society of Western New York has identified 72 historic structures within the Town of Webster, which are mapped on Figure 6. A number of other structures or sites have been identified by the Town Historian and the Webster Historical Society as having architectural or local historic significance. Most of the structures are farmhouses, and are scattered throughout

TOWN OF WEBSTER COMPREHENSIVE PLAN

the Town. A complete listing of these properties and supporting references can be found in Appendix A.

Areas of Archaeological Significance

The Rochester Museum and Science Center (RMSC) maintains local records of identified archaeological sites. According to the RMSC, approximately 50 known sites of archaeological significance exist within the Town of Webster. Information on exact locations is not available for publication, due to the need to protect the sites.

Noise

In general, there are not excessive noise levels within the Town of Webster. There are no airports located within or adjacent to the town, and the majority of streets within the town have relatively slow speed limits. The major exceptions are the NYS Route 104 Expressway and Route 404, known as Empire Boulevard and Ridge Road within the Town, which traverse the town from east to west. Both serve as the town's primary links to the City of Rochester and the greater Rochester area expressway system. Empire Boulevard and Ridge Road provide access to a majority of the commercial and industrial properties within the town. Noise levels can be expected to be greater within the vicinity of these transportation corridors.

Seasonal noise level fluctuations also occur along the Lake and Bay frontages. During the warm summer months, increase speedboat and jet ski traffic can contribute to an increase in noise levels to areas adjacent to the waterfront, particularly the lakeshore, where speed limits are less restrictive. During winter months, additional ice activities also generate increased noise levels.

Known Pollution Sites

The NYSDEC lists seven sites in the Town of Webster in its April 1997 report, *Inactive Hazardous Waste Disposal Sites in New York State, Volume 8*. Five of the listed sites occur on Xerox Corporation lands and are either remediated or are in the process of remediation. The two other sites occur at 933 Ridge Road (formerly Romeo Ford) and 560 Salt Road (R. D. Specialties). According to the DEC, the Romeo Ford site has been properly closed and requires continued management. The R. D. Specialties site has also been remediated with long-term monitoring underway. This site does not pose a significant threat to the public health or the environment.

F. TRANSPORTATION

Roadway Network – See Figures 8 and 9, *Road Network Functional Classification & Road Network Jurisdiction*.

The major transportation arteries of the Town of Webster are the NYS Route 104 Expressway and Route 404, known as Empire Boulevard and Ridge Road within the Town. Both traverse the Town from east to west and together they serve as the Town's primary links to the City of Rochester and the greater Rochester area expressway system. Empire Boulevard and Ridge Road provide access to a majority of the commercial and industrial properties within the Town.

TOWN OF WEBSTER COMPREHENSIVE PLAN

NYS Route 250 serves as the primary north-south roadway and is known as South Avenue/North Avenue through the Village and Webster Road north of the Village.

Arterials primarily serve through traffic, while local streets primarily serve access to residential and commercial properties. Collectors carry traffic between the local streets and the arterials. In reality, property access is provided on all roads except those which are limited access (i.e. expressways, which to sole extent conflicts with the objective of carrying through traffic. The hierarchical roadway classification scheme is useful, however for purposes of planning for Town-wide traffic circulation.

The Route 104 Expressway (and Route 104 east of the expressway terminus), Ridge Road and Klem Road (west of Route 250/Webster Road) are the east-west roads classified as arterials. Bay Road, Empire Boulevard, Five Mile Line Road, and Route 250/Webster Road (south of Klem Road) all serve as north-south arterials.

Lake Road, Old Ridge Road (between Bay Road and Ridge Road), Schlegel Road, Klem Road (east of Route 250/Webster Road), and State Road are the east-west collectors. Gravel Road, Holt Road, Jackson Road, Route 250/Webster Road (north of Klem Road), Phillips Road, Salt Road, and Monroe-Wayne County Line Road are north-south collectors.

Those roads on the federal functional classification system (arterials and collectors) are eligible to receive federal transportation funding. In the Rochester area, including Webster, this funding must be applied for through the Genesee Transportation Council. All approved projects are included in a five-year Transportation Improvement Program.

Figure 12, *Average Daily Traffic Volumes*, and the tables on the following pages show the most currently available traffic counts for state and county roads in Webster.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Roadway Network Traffic Volumes

Jurisdiction: New York State Department of Transportation (source: 1997 Sufficiency File)

Road Name	Road Section	Average Daily Traffic
Rte. 104 Expressway.	Irondequoit Bay Bridge	61,000
	Bay Road — Five Mile Line Road	52,000
	Five Mile Line Road — Hard Road	43,000
	Hard Road — Holt Road	42,000
	Holt Road — Rte. 250/Webster Road	41,000
	Rte. 250/Webster Road — Phillips Road	39,000
	Phillips Road — Basket Road	26,000
	Basket Road — Monroe Wayne County Line Road	23,000
Empire Blvd (Rte. 404)	Bay Road — Gravel Road	15,000
Ridge Road (Rte. 404)	Gravel Road — Five Mile Line Road	15,000
	Five Mile Line Road — Hard Road (1998 count)	18,000
	Hard Road — Holt Road	12,000
	Holt Road — Webster west village line (1998 count)	15,000
	Webster west village line — Rte. 250/Main Street	12,000
	Rte. 250/Main St. — Webster east village line	15,000
	Webster east village line — Phillips Road	6,500
	Phillips Road — Basket Road	4,000
	Basket Road — Monroe Wayne County Line Road	4,500
	Penfield town line — Webster south village line	8,500
Rte. 250 (South/North Ave /Webster Road)	Webster south village line — Ridge Road (Rte. 404)	9,000
	Ridge Road (Rte. 404) — Rte. 104 Expressway.	12,000
	Rte. 104 Expressway — Webster north village line	14,000
	Webster north Village line — Klem Road	6,500
	Klem Road — Schlegel Road	6,000
	Schlegel Road — Lake Road (Rte. 941L)	2,000
	Bay Outlet — Whiting Road	1,000
Lake Road (Rte. 941 L) (Note: prior to seasonal bridge placement)	Whiting Road — Holt Road	5,000
	Holt Road — Rte. 250/Webster Road	2,000

*Jurisdiction: Monroe County Department of Transportation (source: GTC 1996 CMS files) **

Road Name	Road Section	Average Daily Traffic
State Road	Jackson Road — Rte. 250/South Avenue	3,200
	Rte. 250/South Avenue — Phillips Road	4,400
	Phillips Road — Salt Road	1,500
	Salt Road — Monroe Wayne County Line road	1,300
Klem Road	Bay Road — Gravel Road	4,200
	Gravel Road — Five Mile Line Road	5,300
	Five Mile Line Road — Holt Road	6,100
	Holt Road — Rte. 250/Webster Road	5,600
Road Name	Road Section	Average Daily Traffic
Schlegel Road	Rte. 250/Webster Road — Phillips Road	1,900
	Phillips Road — Salt Road	1,500
	Salt Road — Basket Road	1,800
	Basket Road — Monroe Wayne County Line Road	800

TOWN OF WEBSTER COMPREHENSIVE PLAN

Lake Road	Rte. 250/Webster Road — Monroe Wayne County Line Road	2,000
Bay Road (Note: prior to seasonal bridge placement)	Empire Boulevard (Rte. 404) — Rte. 104 Expressway	14,000
	Rte. 104 Expressway — Klem Road	9,000
	Klem Road — Lake Road	3,000
Gravel Road	Ridge Road (Rte. 404) — near Rte. 104 Expressway	5,000
	Near Rte. 104 Expressway — Klem Road	2,500
Five Mile Line Road	Penfield town line — Ridge Road (Rte. 404)	6,200
	Ridge Road (Rte. 404) — Rte. 104 Expressway	10,700
	Rte. 104 Expressway	3,700
Whiting Road	Klem Road — Lake Road	1,600
Holt Road	Ridge Road (Rte. 404) — Klem Road	7,500
	Klem Road — Lake Road	1,400
Jackson Road	Penfield town line — Ridge Road (Rte. 404)	3,400
Phillips Road	State Road — Ridge Road (Rte. 404)	4,600
	Ridge Road (Rte. 404) — Rte. 104 Expressway	8,700
	Rte. 104 Expressway — Micheldean Drive (Xerox access)	1,000
	Micheldean Drive (Xerox access) — Klem Road	7,000
	Klem Road — Schlegel Road	5,800
	Schlegel Road — Lake Road	2,000
Salt Road	Penfield town line — State Road	3,000
	State Road — Ridge Road (Rte. 404)	3,000
	Ridge Road (Rte. 404) — Rte. 104 Expressway	5,600
	Rte. 104 Expressway — Schlegel Road	10,800
	Micheldean Drive (Xerox access) — Schlegel Road	3,400
	Schlegel Road — Lake Road	1,000
Basket Road	Ridge Road (Rte. 404) — Rte. 104	N/A
	Rte. 104 — Schlegel Road	1,700
	Schlegel Road — Lake Road	2,700
Monroe-Wayne County Line Road	State Road — Ridge Road	1,100
	Ridge Road — Rte. 104	1,500
	Rte. 104 — Schlegel Road (jurisdiction ends north of Schlegel Road)	2,000

* No counts taken within the last three years were available for Webster from the Monroe County Department of Transportation's 1998 Traffic Summary Report, with the exception of counts taken in 1997 on Schlegel Road between Salt Road and Monroe-Wayne County Line Road.

** Neither Road is on the federal-aid system and neither is included in the GTC files.

With the exception of Basket Road and Whiting Road, all roads in the Town not listed above (outside of the Village) are under the jurisdiction of the Town of Webster. Among those Town roads which complete the circulation system are Dewitt Road, Backus Road/Adams Road, Maple Drive, Hard Road, Shoecraft Road, Shoemaker Road, Harris Road, and Woodard Road.

Bridges – See Figure 11, Bridge Inventory

As shown on Figure 11, the New York State Department of Transportation's 1998 Bridge Inventory lists the following bridges within the Town of Webster.

TOWN OF WEBSTER COMPREHENSIVE PLAN

<u>Bridge Inventory Number</u>	<u>Condition Rating</u>	<u>Location</u>
3361620*	4.787	Lake Rd., just east of Phillips Rd. (Over Four Mile Creek.)
3317900	4.571	Salt Rd., just south of Lake Rd. (Over Four Mile Creek.)
1095700	6.309	Lake Rd., just west of Holt Road
3317330*	4.183	Basket Rd., just south of Lake Rd. (Over Four Mile Creek.)
2211220	6.696	Woodard Road, just east of Basket Road
7014860	4.962	Lake Rd., just west of Forest Lawn Ct.
3317350	4.628	Schlegel Rd., just west of County Line Rd. (Over Four Mile Creek.)
3317340	6.692	County Line Rd., just south of Schlegel Rd.
3368070	5.285	West side of Webster Rd., just north of Klem Rd.
1068821	6.187	Route 104/Salt Rd.
1068822	6.078	Route 104/Salt Rd.
1068812	6.048	Route 104/Phillips Rd.
1068811	6.312	Route 104/Phillips Rd.
1073462	6.125	Route 104/Holt Rd. WB
1073461	6.156	Route 104/Holt Rd. EB
1052102	5.933	Route 104/Maple Drive WB
1052101	6.050	Route 104/Maple Drive EB
1068802	5.609	Route 104/North Ave
1068801	5.984	Route 104/North Ave
1052112	6.173	Route 104/Gravel Road WB
1052111	6.269	Route 104/Gravel Road EB
1052080	5.843	Route 104/Dewitt Road
1052090	5.625	Route 104/Bay Road
1073452	6.125	Route 104/Hard Road WB
1073451	6.187	Route 104/Hard Road EB
1052129	5.972	Route 104/Five Mile Line Road

* Bridges being reconstructed by Monroe County DOT in Proposed 2005 Capital Improvement Program.

The bridge condition ratings shown in the table above are current as of April 1998. NYSDOT bridge General Recommendations rating is an assessment of the bridge's overall condition. Bridges are rated on a scale of 1 to 7, with 7 being the best. Items considered in the ratings include evaluations of the bridge's abutments, wingwalls, deck, superstructure, and pier. As shown in the table, all of the bridges within the Town have condition ratings above 4. The narrative descriptions for condition ratings in this range are as follows.

4. Moderate deterioration of primaries, secondaries, and substructures has occurred, but bridge load capacity is not substantially reduced. Considerable reconditioning of secondary members, substructures, and other components may be needed. Primary members do not yet need extensive reconditioning. There may be some minor substructure undermining.
5. Primary members and substructures are in good condition and do not need major repairs. Bridge load capacity is not reduced, but other parts of the bridge (such as deck elements) may need extensive repairs. The bridge may require repainting because of corrosion starting on steel members. Scour may have exposed, but not undermined footings.

TOWN OF WEBSTER COMPREHENSIVE PLAN

6. Only minor deterioration is present. Touch-up painting may be required or other minor repairs to secondary items. Minor bearing readjustments may be needed. There may be minor cracks or spalls in the substructures.
7. The bridge is in new condition, without deterioration except perhaps minor flaking of the top coat of paint. No work is needed other than routine maintenance.

The average condition of the bridges is 5.8, or good. Two out of the five bridges with condition ratings of less than 5 are scheduled to be replaced in the next few years.

Public Transit

The Town of Webster is served by the Regional Transit Service (RTS) routes 30/35/40/45. Route 30 is the primary route configuration, traveling along Empire Blvd. And Ridge Road to Xerox. No transit service is provided on Saturdays, Sundays, or holidays.

In the morning, Route 30 uses 1-490 east from downtown Rochester, Culver Road, Empire Boulevard, and Ridge Road to its terminus at Xerox. On the return trip, Route 30 uses Ridge Road, Old Ridge Road, Bay Road, Creek Street, Browncroft Boulevard, and 1-490 west to downtown Rochester. Five runs are made from Rochester to Webster, leaving between 5:30 am and 8:15 am. Four runs are made between Webster and Rochester, leaving between 6:00 am and 9:00 am.

In the evening, Route 30 uses 1-490 east from downtown Rochester, Browncroft Boulevard, Creek Street, Bay Road, Old Ridge Road, and Ridge Road to its terminus at Xerox. On the return trip, Route 30 uses Ridge Road, Empire Boulevard, Culver Road, and 1-490 West to downtown Rochester. Six runs are made between Rochester and Webster, two of which are mid-day, and four of which leave between 3:45 PM and 6:00 PM. Six runs are made between Webster and Rochester, one of which is mid-day, and five of which leave between 4:30 PM and 6:45 PM (final three runs require a transfer at RTS garage on Main Street in Rochester).

Route 35 makes one morning run from Webster to Rochester, and one evening run from Rochester to Webster, traveling via 1-490, Browncroft Boulevard, Creek Street, Bay Road, Volk Road, Dewitt Road, Bay Road, Klem Road, Hard Road, and Ridge Road. Route 35 is the only Webster route not serving Xerox.

Route 40 makes one afternoon run from Webster (Xerox) to Rochester. Route 40 travels via Ridge Road, Hard Road, Route 104 Expressway, Route 590 Expressway, and 1-490.

Route 45 makes one morning run from Webster (Xerox) to Rochester, and one evening run from Rochester to Webster (Xerox). Route 45 travels via Ridge Road, Old Ridge Road, Bay Road, Route 104 Expressway, Portland Avenue, North Street (Rochester), and Main Street (Rochester).

There is an RTS Park & Ride Lot at Webster Square shopping plaza at Ridge Road and Hard Road. This lot is served six times in the morning for trips from Webster to Rochester, and five times in the evening for trips from Rochester to Webster.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Daily ridership (1995-1996) between locations within the Town of Webster and locations outside the Town of Webster totaled approximately 136 riders traveling on 27 buses. If all trips are assumed to be round trip, then 68 persons took such bus trips daily between the Town and some other location.

According to 1990 Census, approximately 150 persons living in the Town of Webster took the bus to work. This would include those both living and working within the Town of Webster, those boarding a bus in Webster to a job outside of the Town, and those driving to a location outside of the Town and catching a bus to work.

According to 1990 US Census data, 762 persons living in the Town of Webster had some type of mobility limitation. Also, 297 households did not have any vehicles available for their use.

Lifeline, the paratransit service offered by the Rochester-Genesee Regional Transportation Authority (RGRTA) serves the areas within $\frac{3}{4}$ mile of the regular fixed-route RTS bus service. Lifeline must offer the equivalent services as RTS at a price not to exceed double the amount of the RTS bus fare during the approximate times of RTS service. Therefore, Lifeline also does not serve Webster on Saturdays, Sundays, or holidays,

Current County and State Transportation Capital Programs

The Monroe County Department of Transportation plans to reconstruct Schlegel Road between Salt Road and Monroe-Wayne County Line Road, as well as the bridges over Four Mile Creek on Lake Road (between Phillips Road and Salt Road) and Basket Road (between Schlegel Road and Lake Road). All three projects are contained in Monroe County's proposed 2000-2005 Capital Improvement Program.

The New York State Department of Transportation (NYSDOT) does not plan any reconstruction of its facilities in the 2000-2005 Transportation Improvement Program, although maintenance repaving is proposed for sections of Route 104 Expressway and Route 404 (Ridge Road).

Recent Transportation Planning Studies

The *Route 404 Corridor Study* was conducted in 1998 by the Genesee Transportation Council and the NYSDOT. The study area extended along Ridge Road from Culver Road in the City of Rochester east through the Towns of Irondequoit, Penfield, and Webster, ending at Route 250/ North Avenue/South Avenue in the Village of Webster.

A survey of those attending the kick-off meeting for the study indicated that five out of the six areas most noted for being in need of roadway improvements were in Webster: Ridge Road and Five Mile Line road in the vicinity of Webster High School, the intersections with Hard Road and Shoecraft Roads, intersection of Empire Boulevard and Gravel Road, and the section of Empire Boulevard near the Sony Theaters. Three of the top six perceived hazardous roadway segments were located at: Gravel Road/Old Ridge Road; Five Mile Line Road; and at Holt and Jackson Roads. Three of the top six perceived most congested roadway segments were located at: Five Mile Line Road; Gravel Road/Old Ridge Road; and at Hard Road/Shoecraft Road. Areas most noted for needed transit/bike/pedestrian improvements were along Empire Boulevard.

TOWN OF WEBSTER COMPREHENSIVE PLAN

All major intersections along the Route 404 corridor were studied and analyzed for the study. Three intersections within the Town of Webster were identified as having a less than acceptable overall Level of Service (LOS). LOS indicates delay on a scale from A to F, with A being the least congested, and, D indicating the intersection operates at the greatest level of delay generally considered acceptable. The intersection of Ridge Road and Five Mile Line Road operates at an overall LOS F in the morning peak hour of traffic due to the high number of southbound left turning vehicles traveling to Webster High School. Also in the vicinity of the High School, the intersection of Ridge Road with the Webster High School driveway operates at an overall LOS F in the morning peak hour of traffic due to the westbound left turn movement from Ridge Road into the High School. The intersection of Ridge Road and Jackson Road operates at an overall LOS F in the afternoon/evening peak period of traffic due to southbound and northbound left turn movements from Jackson Road onto Ridge Road at this unsignalized, stop sign controlled intersection. It should be noted that as part of the mitigation plan for a large residential development recently constructed, separate turning lanes on Ridge Road and a traffic signal are being installed at this intersection. These improvements should improve the operation of the intersection to an acceptable level.

Monroe County Department of Transportation will be conducting traffic counts in March 1999 to evaluate effect of seasonal Bay outlet bridge.

Rail Service

Freight rail service is provided to Webster from the east by the Ontario Midland short line railroad. Service ends on the northern side of the Village of Webster. The Ontario Midland primarily serves the Xerox plant in Webster and the fruit and vegetable processors of Wayne County. The Ontario Midland connects with Conrail (soon to be CSX) at Newark, NY. Grade crossings occur at Holt Road, Route 250/North Avenue, Phillips Road, Basket Road, and Monroe-Wayne County Line Road.

Passenger rail transportation is provided by AMTRAK at its station in downtown Rochester. The distance from a location in the Town of Webster near the intersection of Ridge Road and Holt Road to the AMTRAK station is approximately 14.5 miles via the regional expressway system, and the trip could be made in about 20 minutes. Rochester is on Amtrak's Empire Corridor connecting New York City with Niagara Falls. There are four westbound trains and four eastbound trains each day. One train in each direction connects Chicago to Boston and New York City. One train in each direction begins and ends in Toronto, Canada where connections can be made with Canada's VIA Rail. The remaining two trains begin and end in Niagara Falls.

Air Service

Commercial air transportation is offered at the Greater Rochester International Airport (GRIA) on the southwest side of the greater Rochester area. The distance from the intersection of Ridge Road and Holt Road to GRIA would be approximately 20 miles via the regional expressway system, and the trip could be made in about 25-30 minutes.

Currently, approximately 114 flights leave Rochester and 114 flights arrive in Rochester at the GRIA each day. Top five daily flight round trip connections to/from the GRIA are NYC area (36), Boston (12), Chicago (10), Washington, DC area (8), and Albany (7).

TOWN OF WEBSTER COMPREHENSIVE PLAN

G. UTILITY INFRASTRUCTURE

The Town of Webster's public infrastructure includes water, sewer, gas, electricity and cable systems. In type and condition, the Town's infrastructure systems are characteristic of a Town which has developed significantly over the past 30 years, and most components are generally updated and adequate to meet identified needs.

Water Service – See Figure 13, Water Service.

Before 1998, the Village of Webster supplied most water in the Town of Webster. Since that time, the supply has been in the process of being converted to the Monroe County Water Authority. The MCWA obtains its water from Lake Ontario, providing a high quality finished water product from its treatment works. The Village has indicated it does not wish to maintain interconnections with the MCWA-Town system, and the Town and Village systems are now being isolated by permanently closed valves. The Town system is reported to have adequate supply capacity and pressure to meet current and projected needs.

Long term MCWA plans include an additional Lake Ontario intake and treatment plant in Webster. A chilled water system also under consideration by the MCWA would transport treated Lake Ontario water southerly from a new intake east of NY Route 250 to serve Xerox and other industrial customers in Webster and Penfield with circulation water for cooling purposes. The heated water would be returned to the lake. This project is in the planning stages, including a search for the considerable initial funding required. If implemented, it could provide a considerable incentive to industrial growth in the area and accelerate the schedule for construction of the east side treatment plant.

Wastewater System – See Figure 14, Sanitary Sewer System

The Town has its own wastewater collection and treatment system, which provides service to the entire sewered portion of the Town, as well as part of the Town of Penfield. In addition, effluent from the Village of Webster's wastewater treatment works (WWTW) is piped to the Town WWTW for further treatment, which, due to the Village treatment level, usually involves only chlorination. Parts of the Town are undeveloped or served with local residential on-site disposal systems. More intensive development typically results in extensions of sewers to serve these areas. The Town has a Townwide Sewer District, which absorbs any new service areas as they come on line.

The WWTW is an activated sludge system, which currently has a rated treatment capacity of 5 million gallons per day (MGD) and a hydraulic capacity of 7 MGD. Current average daily flow is 4 MGD, with annual maximum daily flow of approximately 7 MGD. Infiltration/inflow is a relatively small problem compared to many other systems with older and combined (storm and sanitary) systems. A \$2 million capital improvement project is underway which will enhance operation. The Town's sewer department indicates that as new development comes on line, the town is committed to increasing treatment capacity by increasing operational efficiency and/or expansion through intermunicipal agreements with MCPW (Monroe County Pure Waters).

TOWN OF WEBSTER COMPREHENSIVE PLAN

The collection system includes approximately 200 miles of sanitary sewers ranging from 8" to 36" size. A relief sewer connection is proposed as a capital improvement project to divert excess flow from the Klem Road interceptor sewer north along Whiting Rd. to Shoemaker Rd. As indicated above, other sanitary sewer extensions are implemented with new construction.

The system includes four large sanitary pump stations: Bay Road on McEwen Drive, Vosburg Road by Shipbuilder's Creek, Klem Road by Barnes Lane, and Bowling Green subdivision near Fawnwood Drive east of the Village. Some smaller pump stations exist which serve small isolated areas. The Town system's only raw sewage overflow line exists from the Vosburg Rd. pump station to Shipbuilder's Creek.

Stormwater System

The Town drains gently northerly toward Lake Ontario. Several streams flow to the Lake, many of which are NYSDEC protected (as trout streams) north of Route 104. Town-owned regional stormwater basins exist at the following locations:

- Shipbuilder's Creek inside Empire Park
- Shipbuilder's Creek west of the Hills Pond Rd. (south of Klem Rd.)
- North of Picture Parkway and east of Hard Rd.
- North Ponds along the north side of 104 west of the village
- Southeast of the intersection of Five Mile Line Rd and 104.

Other privately owned small stormwater detention basins are installed to serve individual new developments. As with the sanitary sewers, storm sewers are upgraded with new development to meet local needs.

The stormwater drainage system is maintained by the Town Highway Department and is reported to be generally satisfactory and manageable. A 1980 *Town-Wide Drainage Study* recommended capital improvements, including new stormwater retention ponds and culvert replacements, which are being implemented gradually, usually with new development. The study also made recommendations regarding design standards and regulations; land development control, including such regulations as on-site detention of storm water; floodplain development; and the establishment of a town-wide drainage district to replace the 50+ individual districts. With the exception of the town-wide district, the other recommendations of the drainage study have to a large degree been implemented.

Natural Gas, Electricity and Cable

Utility infrastructure for the entire Town (except for currently undeveloped areas) is provided by Rochester Gas and Electric for natural gas and electric power, by Frontier Telephone (formerly Rochester Telephone) for telephone service, and by Time-Warner (formerly Greater Rochester Cablevision) for cable TV. Energy systems were deregulated in 1998, and other providers are now able to serve users in the Town on an individual basis utilizing the infrastructure systems.

TOWN OF WEBSTER COMPREHENSIVE PLAN

H. PARKS and RECREATION

In 1996 the Town of Webster adopted a *Master Plan for Parks, Recreation, and Community Services*. The plan recognizes the importance of parks and open space in contributing to the character and quality of life in Webster, and establishes goals and objectives for the preservation and maintenance of Webster's open space and recreational areas.

Parks and Recreation

The Town of Webster currently owns and/or maintains five parks totaling approximately 283 acres:

- | | |
|--------------------|------------|
| • Empire Park | 60.0 acres |
| • Kent Park | 84.5 acres |
| • Ridge Park | 48.0 acres |
| • North Ponds Park | 55.0 acres |
| • Ridgecrest Park | 35.0 acres |

The Town also maintains a Sesquicentennial Arboretum, located within Irving Kent Park.

The Village of Webster owns and maintains three parks totaling approximately 22 acres:

- | | |
|-----------------------------|------------|
| • Wilmorite Park | 4.0 acres |
| • Village Manor Park | 4.1 acres |
| • Milton Case Memorial Park | 14.0 acres |

The County of Monroe owns and operates Webster Park, a 567-acre park located in the north-central part of town. Webster Park boasts the only publicly owned frontage and access opportunities to Lake Ontario within the town. Additional public recreational facilities (sports fields, pool, and playgrounds) are located at ten school properties and are managed by the Webster Central School District.

The 1996 park plan contains an inventory of recreation facilities available in all Town, Village, School and County parks in the town. The plan notes that the current park land holdings are adequate to serve the town's immediate needs. It recognizes, however, the importance of acquiring lands of suitable characteristics and location to meet future needs. The plan calls for the acquisition of 30 to 50 acres of land for active recreational facilities such as athletic fields, specifically identifying the current shortage of rectangular athletic fields (multi-use fields for soccer, football, and lacrosse) and baseball fields. In addition to parkland acquisition, the plan recommends the addition, upgrading, and improvement of athletic fields throughout the various town parks. It was deemed unrealistic to provide neighborhood playgrounds within walking distance of homes, and therefore no specific recommendations for additional children's playgrounds were made.

The plan's recommendation for partnering with the Webster School District for providing additional indoor swimming facilities is now being implemented with the planned construction of a 50 meter pool at the High School, to be available for community as well as school use.

TOWN OF WEBSTER COMPREHENSIVE PLAN

A new parkland acquisition is currently underway for approximately 45 acres located on the west side of Gravel Road, just north of the Route 104 expressway. This acquisition is significant, as the 1996 parks plan identified a need within the next five years for park lands and recreational facilities on the west side of town.

The 1996 *Master Plan for Parks, Recreation, and Community Services* identified approximately 6 acres of land on the south side of the Sandbar between Lake Ontario and Irondequoit Bay as a potential waterfront access opportunity. The site was identified as having potential for a small (cartop) boat and canoe launch, picnicking, fishing and similar activities. The land has not yet been acquired for parkland, and currently remains available for development.

Bicycle & Pedestrian Routes and Trails

Walking, hiking, and other trail uses (jogging, mountain biking, cross country skiing, snowmobiling, etc.) are among the fastest growing outdoor recreation activities. The 1996 *Master Plan for Parks, Recreation and Community Services* notes the potential for opportunities of trailways, particularly along the former Hojack rail line. Since the report's adoption, portions of the Hojack line have been established as a trail from North Ponds Park north to Vosburg Road.

The *Irondequoit Bay Hiking Trail Plan*, sponsored by the County of Monroe in cooperation with the Towns of Irondequoit, Penfield, and Webster, was completed in 1999. This plan documents a prescribed course of action for the development of a continuous public access trail around Irondequoit Bay. The study identified few locations along the Bay within the Town of Webster where a trail or any public access to the Bay might be located. This is due to the existence of very steep slopes and extensive private ownership. The two locations of public ownership that provide access currently are the Sandbar area along Lake Road that separates Irondequoit Bay from Lake Ontario, and the NYSDOT pull-off area at the Route 104 Irondequoit Bay bridge. A third area of public ownership is at the Village of Webster well fields west of Dewitt Road and Volk Road.

Lake Road, which closely follows the lakeshore along the northern edge of the town, is part of New York State's Seaway Trail, a state-designated scenic touring route that has attained the National Recreational Trail designation. Its purpose is to promote regional economic development through tourism and to provide a connection between the St. Lawrence River, Lake Ontario, the Niagara River, and Lake Erie.

Genesee Transportation Council published a *Greater Rochester Area Bike Map* in 1998. Routes on the federal-aid roadway network (with some additions) were rated for ease and comfort level of the average bicycle rider based on 1997 roadway conditions. These roadway conditions included pavement width, pavement quality, traffic volumes, paved shoulders, and posted speed limits. Initial ratings were validated through road tests and knowledge of area bicyclists. No roadways within the Town of Webster were rated as Poor.

The following roadway sections were rated as very good for biking:

- Klem Road from Bay Road to Holt Road
- Lake Road from Irondequoit Bay outlet to Bay Road
- Route 250/Webster Road from Klem Road to Lake Road.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Many low volume roadways not rated above would also likely be rated as good or very good. The Town has one major off-road multi-use trail, the Route 104 Bike Trail, which runs from Bay Road east to Phillips Road adjacent to the Route 104 Expressway. The trail runs along the north side of Route 104 from Bay Road to Maple Road, then crosses under Route 104 on Maple Road, runs along the south side of Route 104 to Gravel Road, crosses over Route 104 on Gravel Road, runs along the north side of Route 104 to Route 250/Main Street in the Village of Webster, crosses under Route 104 on Route 250/Main Street, and then runs along the south side of Route 104 to Phillips Road.

The abandoned Hojack railroad right-of-way from North Ponds Park west to Vosburg Road is now utilized as a trail. This section of the former rail line is currently an RG&E power line right-of-way, and is used as a trail thanks to the Friends of Webster Trails (FWT), which works with RG&E to promote the trail and oversee maintenance of this section of the former rail line. The FWT also has plans to extend the trail to and within Vosburg Hollow, the Town-owned 5 ½ acre wooded site that the Town intends to dedicate to the open space/park system.

The FWT would like to extend the Hojack Trail north along the rail right-of-way north of Vosburg Hollow, but there are various ownership issues. The former NY Central Railroad's Hojack Line ran from the point where the currently active Ontario Midland railroad ends near North Ponds Park west to the Irondequoit Bay outlet. According to the Genesee Transportation Council's 1996 report, *Abandoned Railroad Rights-of Way in the Rochester Genesee-Finger Lakes Region: Status and Opportunities*, the former rail right-of-way is under various ownership and conditions as follows. The 0.4 mile section from Vosburg Road west to Lake Road is currently in use for residences, driveways, etc. and ownership is unknown. The former rail bridge over Lake Road is still in place. The 0.8 mile section from Lake Road west to a point north of the intersection of Bay Road and Lake Road is currently in use for residences, driveways, etc., and is under private ownership. The remaining 1.0 mile section west to the Irondequoit Bay outlet is owned by the New York State Department of Transportation.

I. COMMUNITY SERVICES

The Webster Central School District had jurisdiction over all of Webster with the exception of a small portion of the Town along County Line Road, which is in the Wayne County district (see Figure 10, *School Districts*). The Webster district also serves a portion of the Town of Penfield. In December 1998 the voters approved a major building plan for the district, including renovations of the existing Thomas Middle School into a second high school, construction of a new middle school adjacent to the new high school, and renovations to Spry Middle School and the existing High School, including a new 50-meter pool, a field house, and new athletic fields. The pool and athletic fields will be available for community use.

The Webster Library, located adjacent to Town Hall off Ridge Road, is working on a long-range plan to add more space. The Library would prefer to keep all facilities at the current location, but creating the needed space, including needed parking, may be difficult, given space constraints on the site. The plan is intended to be developed by the end of the year, and would be implemented over a three to five year period.

TOWN OF WEBSTER COMPREHENSIVE PLAN

The Town's three Fire Departments, Webster, West Webster, and Union Hill, are cooperating in planning for emergency medical services. A five to ten year plan is currently being developed. The Town, the Village, and the fire Departments are currently cooperating in a study to identify ways to increase fire and emergency staffing in a time of increasing difficulty in obtaining volunteer services.

The Town Hall, including the Police Department, is currently being expanded on site, and facilities are expected to be adequate for the foreseeable future.

J. ZONING - *See Figure 15, Existing Land Use and Zoning*

The Town of Webster's Zoning Law is Chapter 225 of the Town Code. The current law was adopted in 1969 and has been periodically amended since that time. The law establishes the following districts:

- R- 1, Single Family Residential: 28,000 square foot minimum lots
- R-2, Single Family Residential: 22,000 square foot minimum lots
- R-3, Single Family Residential: 18,000 square foot minimum lots
- LL, Large-Lot Single Family Residential: 3 acre minimum lots. Proposals to rezone LL areas to R- 1 are "viewed favorably" in areas where sewerage becomes feasible
- MHR, Medium-High Residential: 11,250 square foot minimum lots
- LMR, Low-Medium Residential: 13,500 square foot minimum lots
- LC 1, Class 1 Neighborhood Commercial: 15,000 square foot minimum lots
- LC 2, Class 2 Neighborhood Commercial: 30,000 square foot minimum lots
- MC, Medium Intensity Commercial; 45,000 square foot minimum lots
- HC, High Intensity Commercial: 2 acre minimum lots
- CO, Commercial Outdoor Storage: 62,500 square foot minimum lots
- IN, Industrial: 62,500 square foot minimum lots
- WD, Waterfront Development: permits a wide variety of residential, commercial and recreational uses, all subject to special permit issued by the Town Board

As the map shows, most existing land uses in the Town conform with zoning. One area of non-conformance is in the commercial districts, which include considerable housing, although residential use is not permitted in the commercial zones. The MC and LC districts, in particular, have considerable areas of residential, both single family and multi-family.

The Zoning Law creates Environmental Protection Overlay Districts protecting floodplains townwide and steep slopes and woodlots along Irondequoit Bay. In 1999 the Town Board added a Progressive Development Overlay District, encouraging overall development plans for parcels of 10 acres or more in the HC and IN Districts. Town Board approval is required for utilization of the PDD.

TOWN OF WEBSTER COMPREHENSIVE PLAN

III. DEVELOPMENT VISION AND GOALS

A. DEVELOPMENT VISION

The Comprehensive Plan's overall vision for the Town of Webster is the rationale for the goals and objectives of the Comprehensive Plan and articulates those qualities, which the planning and development process should preserve and enhance. The Town's vision is as follows:

The Town of Webster is a developing suburban community which places great value on the beauty, green open quality, and rural character of its environment and developed areas, as well as on its capacity to provide quality educational, recreational, industrial, and commercial facilities for its residents.

B. GOALS AND OBJECTIVES

Land Use

- Minimize conflict between land uses, developing careful relationships between and among them.
- Maintain the rural/suburban character of the Town, particularly in single family residential areas and in areas which are as yet undeveloped.
- Require developers to incorporate open space and sensitive environmental features into the design of development projects.
- Concentrate new multi-family and small lot (townhouse/patio home/condominium) single-family development in the area south of Ridge Road, and in the area defined as the Webster Core (immediately west of the Village).
- Encourage the development of senior housing in the core area of the Town.
- Enhance the hamlet character of the West Webster area.
- Concentrate the Town's medium and high density development in the Webster Core area.
- Concentrate retail and service uses in the Ridge Road corridor, and upgrade the aesthetic and functional relationships among uses in the corridor.
- Encourage utilization of vacant older building before new buildings are built.
- Locate industrial and non-retail commercial uses north of Route 104, in existing industrial areas.
- Work with the Village of Webster and surrounding towns to complement existing and planned land uses in adjacent boundary areas.
- Preserve existing agricultural uses.

Design of Development

- Require high standards of design, site planning, and landscaping for all development projects.
- Retain and enhance the neighborhood character, good housing condition, and aesthetic quality of existing and new residential neighborhoods.
- Enhance ability to protect and maintain environmentally sensitive areas in new developments.
- Design new projects to accommodate both pedestrian and vehicular movement within and between projects.

TOWN OF WEBSTER COMPREHENSIVE PLAN

The Environment and Open Space

- Restrict development in wetlands, steep slopes, and woodlots, and protect sensitive wildlife habitat areas.
- Minimize construction-related environmental damage by devoting additional Town resources to enforcement and environmental protection.
- Preserve and enhance the Town's aesthetic and scenic resources, including the Lake Ontario and Irondequoit Bay waterfronts, the Sandbar, stream valleys, orchards and woodlots, farmland, and open space.
- Preserve historic structures and sites and known areas of archeological significance.
- Enhance views of the waterfront and of the Town's environmental and historic resources.
- Implement the Town's *Local Waterfront Development Program* and continue cooperative efforts with Monroe County and the Towns of Irondequoit and Penfield to prepare and implement the *Harbor Management Plan* for Irondequoit Bay.
- Update the Town's 1973 Open Space Inventory.
- Retain as much land in open space as possible, especially those lands with woodlots, sensitive environmental conditions, or special scenic qualities. This should include especially those sites in Webster identified by the Monroe County Environmental Management Council as being particularly sensitive: the Sandbar; the Village of Webster well fields; Devil's Cove on Irondequoit Bay; and Nine-Mile Point on Lake Ontario.
- Restrict timber removal to "light touch" techniques, and aggressively restrict timber/vegetation removal in the lake and Bay watersheds.

Parks and Recreation

- Continue to implement the Town's 1996 *Master Plan for Parks, Recreation and Community Services*.
- Continue to maintain and upgrade the Town's parks, and encourage the County to do the same for Webster Park.
- Continue the Town's commitment for the development of the Sesquicentennial Arboretum.
- Increase public access to the Town's waterfronts on Irondequoit Bay and Lake Ontario.
- Continue cooperative efforts with the Webster Central School District to provide improved recreation facilities for Town residents.
- Increase the hiking and biking trail system in the Town, working with the Friends of Webster Trails; work with Monroe County and the Towns of Irondequoit and Penfield to implement the *Irondequoit Bay Hiking Trail Plan*.

Transportation

- Minimize vehicular congestion by locating major traffic generators in areas with good access to Route 104.
- Work to increase access to public transportation for residents and employees in Webster.
- Provide improvements that will reduce congestion in problem roadway segments and intersections.
- Continue roadway upgrading and repair and encourage the County and State Departments of Transportation to do the same.
- Implement improvements recommended by the *Route 404 Corridor Study*, 1999.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Utility Infrastructure

- Continue to maintain current systems and upgrade as required.
- Continue the process of conversion of the water supply system from the Village of Webster to Monroe County Water Authority system.
- Support the Monroe County Water Authority in its efforts to secure funding for a chilled water system, which would provide circulation water for cooling to industrial users in Webster, as well as an additional supply of potable water.

Community Services

- Continue to support and work with the Webster Central School District and the Webster Library.
- Complete the Emergency Services study now being prepared and evaluate its recommendations regarding maintenance and improvement of fire protection and emergency services in the Town.

Economic Development

- Retain existing business.
- Create additional employment opportunities and enrich the tax base of the Town by attracting new businesses, targeting especially high tech professional employers as well as a mix of retail, office, and light industrial businesses.
- Assist the Webster Chamber of Commerce in implementing the concepts contained in its 1999 *Case for Business* report.

TOWN OF WEBSTER COMPREHENSIVE PLAN

IV. FUTURE LAND USE and DEVELOPMENT PLAN

A. INTRODUCTION

Over 50 percent of the land area of the Town of Webster is now developed. Open space, undeveloped areas and farmland are becoming increasingly rare in the Town, and with development continuing, it is increasingly important to ensure that the green open space quality so characteristic and valued in Webster is preserved.

This plan has three major themes. While each accomplishes a number of goals, all help to maintain the natural environment and increase residents' opportunity to enjoy it. The three themes are:

Keep Webster green by protecting natural resources and maintaining and enhancing open space. This plan proposes several methods of accomplishing this, including extending the area of the Large Lot zoning district; expanding the clustering options within the Large Lot district; expanding use of environmental protection overlay districts and the tightening of restrictions on timber removal in these districts; expanding use of clustering in residential development; additional use of conservation easements; increasing the required percentage of green space in commercial, office, and industrial districts; and expanding the Town's system of trails by utilizing stream valleys and other natural areas.

Increase public access to the waterfront. Webster is unique in that it is surrounded on two sides by water, with a total shoreline over 20 miles long. Most of the land along the water is privately owned, however, creating a situation where the great majority of Webster residents have very little access to the water. As development continues to occur along the waterfront, fewer potential sites will be available, and it is critical to plan for increased public access now. The plan proposes investigating opportunities to gain additional public access to the bay and lake, such as the formerly proposed Sandbar park, additional waterfront development districts which emphasize public access to the water, and development of several other visual and fishing access points along Lake Ontario.

Concentrate high density land uses in the "Core" area of the Town. This plan proposes several ways of implementing this idea, originally proposed by the Webster Chamber of Commerce in its 1999 report *A Case for Business*. The Core is located immediately west of the Village of Webster. It is already the Town's commercial center, taking advantage not only of its location along Ridge Road and near the Village, but also of the transportation access provided by Route 104, which bisects the Core area. The Core is also the Town's major educational and sports facilities center, including the Webster High School and its planned 50-meter pool, the Thomas Middle School, the planned new High School, and the sports complex now being developed on the south side of Publishers Parkway. The Core is also the location of Webster Town Hall, the Town Library, three major Town Parks, and the Ridgcrest Community Center. Private development proposals are now being made for a number of parcels in the Core area.

The plan proposes further concentration of high density land uses within the Core. This is proposed for four reasons: to ensure that public and private investment in infrastructure in the Core area will be maximized, to permit the single-family residential and rural areas of the Town

TOWN OF WEBSTER COMPREHENSIVE PLAN

to remain more sparsely developed, to create modern office and business environments, and to provide a living environment where townhouse and apartment residents can walk to services, shops, and employment. The proposed Core district is divided into two parts: a mixed-use area south of Route 104, including retail, restaurant, office, hotel, public, educational, recreational and multi-family residential uses; and an office park area north of Route 104, including office, hotel, restaurant, sports and educational uses.

The following sections describe the future land use and development plan proposals in more detail.

B. FUTURE LAND USE CONCEPT - See Figure 19, Future Land Use Concept.

Residential Land Use

Webster's residential areas are among its greatest assets. Green, well-landscaped neighborhoods, good housing condition, access to a well-regarded school system, available park and recreation facilities, and separation of land uses have created excellent housing areas. The Future Land Use Concept map depicts two single-family residential areas: Residential (R), corresponding to the existing R-1, R-2 and R-3 zoning districts, all of which call for approximately half-acre single-family lots; and Large Lot (LL) corresponding to the existing three-acre LL single family district.

Large open tracts and independent homesteads characterize the agricultural past of Webster. Where they remain, these scenes provide a glimpse of Webster's past, and a reminder of what makes Webster unlike most sprawling suburbs. Currently, the only zoning effort to preserve and enhance this rural character is the Large Lot designation, which requires minimum lot sizes of 3 acres. This lot size requirement was also driven by septic system requirements in these nonsewered areas.

As defined today, the Large Lot area is at risk of being rapidly converted to higher density R-1 and does not cover enough area to preserve this character throughout the Town. To address these issues, this plan recommends the extension and enhancement of the Large Lot areas.

The Town's existing Large Lot areas are located in the hilly area centered on Pellett and Whiting roads and along the Town's eastern boundary. As the zoning law is now constituted, large lot areas are defined as those without public sewer service, although "a proposal to rezone any such area to an R-1 Residential District shall be viewed favorably" if a developer proposes to install sewerage facilities. This plan proposes that the Town recognize the environmental, scenic and land use advantages of permanent low density in large lot areas, by eliminating this provision in the town code.

This plan proposes that the town maintain the existing minimum lot size in the Large Lot area at 3 acres. This will help encourage retention of farmland and preserve environmental features in these areas. The town has a program in place to reduce the tax burden via the Open Space Preservation Program. In return for the promise to keep the land undeveloped, the landowner receives a tax break for a specified number of years. This plan encourages the use of this program and recommends expansion of it as determined by the Open Space Committee (see Sections IV.C and V.C)

TOWN OF WEBSTER COMPREHENSIVE PLAN

In addition, this plan proposes the option of permitting sewer, clustered development in these areas in order to permit some cost-effective development while preserving much of the open space character of this part of town. The specifications for this clustering should be developed by the zoning ordinance rewrite committee based on the recommendations of Section IV C.

This plan also proposes an increase in the eastern LL area, moving it west to Phillips Road north of Route 104. This is an area which is largely undeveloped and agricultural at present, representing an opportunity to preserve this area for low-density use. An extension of the Pellett/Whiting LL area is proposed to its southwest, incorporating presently undeveloped parcels with significant environmental features.

As to the areas of the town bordering on Irondequoit Bay, it is proposed that these areas be designated Critical Environmental Area (CEA) as defined under the NYSSEQRA. See discussion under Section IV.C.

The existing zoning designations of R-1, R-2, and R-3 were defined during early suburban expansion, and do not reflect modern housing trends. Existing R-3 zones require 18,000 sf, creating a sense of crowded homes and generating an excessive number of zoning variance requests. Data collected for the Center for Governmental Research (CGR) economic impact analysis (see Exhibit C) shows that the average price for homes (in 1999) on R-3 lots was about \$175,000, while the average price for homes on R-1 and R-2 lots combined was about \$212,400. A large majority of the homes built were on R-3 lots. The CGR analysis shows that, while the impact on combined town and school tax rates due to current new residential construction is relatively small (16% increase over 20 years), this can be mitigated by increasing lot minimum sizes to R-2 equivalents. When lot minimums are increased, the impact of residential development on town and school tax rates is reduced to 2% over 20 years. The so-called "breakeven" home price, where the taxes brought in by new construction offset the services provided by the school and town, is about \$260,000 (constant dollars).

Residential development increases taxes for current property owners while also eliminating the open green spaces that have provided Webster with its unique appeal. As part of this Comprehensive Plan's vision, high-density land uses have been concentrated within a Webster "core" area so that lower density uses may be preserved throughout the rest of the town.

To implement this vision, the plan proposes that residential lot size minimums for new subdivisions be increased as follows (designated in square feet):

Existing Zoning	Existing Minimum (sf)	Future Zoning	Proposed Minimum (sf)
Developed R-3	18,000	R-3	18,000
Undeveloped R-3	18,000	R-2	22,000
Developed R-2	22,000	R-2	22,000
Undeveloped R-2	22,000	R-1	28,000
Developed R-1	28,000	R-1	28,000
Undeveloped R-1	28,000	R-1A	35,000

TOWN OF WEBSTER COMPREHENSIVE PLAN

Where flag lots are encountered, these minimums will apply to the "flag" portion of the lot. The "pole" portion should not be included in calculating the dimensional requirements.

The Town's existing multi-family residential areas are located mainly in the Ridge Road area and adjacent to the Village. Demand for multi-family units has recently increased in the Town, as has the need for senior citizen housing, and demographic realities indicate that these trends will continue. The plan proposes including multi-family and senior housing as a permitted use in the Core area south of Route 104 (see Mixed Use Area, below). This will provide excellent access to transportation and services as well as opportunity for residents to walk to shopping, community facilities, parks and recreation areas.

Housing developers and realtors interviewed during the planning process emphasized the need in Webster for smaller single-family lots to accommodate the growing senior citizen and small household market. To accommodate this type of use, this plan proposes that 50-65 foot minimum frontage detached houses on single-family lots be permitted in multi-family districts and in single-family districts where clustering is utilized.

To implement the "Keep Webster Green" goals of the plan, this plan proposes that the Town encourage the use of clustering in all residential districts. This technique retains the density of the underlying zoning while permitting developers to preserve open space by developing smaller lots and building on a smaller portion of the land. Smaller lots represent less maintenance for homeowners and reduced infrastructure costs both for builders and municipal service providers. The space created in the 'open' portion of the clustered land preserves wildlife habitat, reduces erosion, enhances scenic and aesthetic qualities of our community and generates opportunities for recreational uses. Other methods of implementing the "green" goals of the plan involve expanding the use of Environmental Protection Overlay Districts and conservation easements as well as providing hiking/biking trails through residential areas. These proposals are explained more fully in the Environmental Resources and Open Space and the Park, Trails and Recreation sections of the plan, below.

The Webster Core - Mixed Use Area - See Figures 16 and 17, Core Area, Existing Conditions; and Core Area, Future Land Use Concept

The proposed Mixed Use area (MXD) is located in the Core south of Route 104, extending from the Village line west to the 1999 easterly R3 zone boundary along Five Mile Line Road, and including Ridge Road and the Webster High School area south of the ridge.

Existing zoning in the proposed mixed use area is High Intensity Commercial (HC) north of Ridge Road and Medium Intensity Commercial (MC) south of Ridge Road. Permitted uses in the HC district include community shopping centers, single-purpose office or commercial buildings, office parks, and hotels, with a minimum lot area of two acres. Permitted uses in the MC district include smaller retail and office uses, with a minimum lot area of approximately one acre. Neither zone currently permits residential use.

There are a significant number of large undeveloped parcels in the Core area between Ridge Road and Route 104, and the Town has received several recent development proposals for these parcels which include not only high intensity commercial, but also multi-family residential use. This plan proposes that the zoning in the Core south of Ridge Road be changed to permit multi-

TOWN OF WEBSTER COMPREHENSIVE PLAN

family residential use. There appears to be increased demand in the Town for apartment and townhouse living, and the Core location provides the potential for walking to shopping, parks, sports and community facilities, as well as excellent transportation access. The Town now has very limited housing dedicated to senior citizens, and the Core would provide an excellent location for that use. Increased residential density in the Core would increase the potential for public transportation and other services in the area as well.

The addition of housing in the Core area should be accompanied by additional requirements for landscaping, green space, and trail connections in order to create a suitable environment for residential use and mitigate any adverse effects of proximity to commercial use. In particular, the residential area along both sides of Five Mile Line Road between 104 and 404 needs special buffering and protection. At present, the HC zoning in the area includes no green space requirement other than buffering between uses. The recently enacted Progressive Development Overlay District (PDOD), intended for planning of large parcels such as those in the Core, permits modification of buffering requirements in exchange for a minimum 12 percent landscaped area (in this and all further discussion regarding green space, district buffers, lot buffers, and green space in setbacks should be included in the required percentages). To accomplish the goals of the plan, this plan proposes that the Town establish a maximum impervious (structures, parking lots, and roadways) lot coverage of 67%. Sidewalks should be required, and site plan review should incorporate trail connections (see Parks, Trails and Recreation Plan, below). The current 200' district buffer should be required where the mixed use zone abuts a residential district.

The 67% maximum impervious proposal represents a decrease from the current PDOD equivalent figure of 88%. Other towns near Webster have maximum impervious requirements ranging from 65% to 75%. In addition, a number of recent proposals for development in Webster have impervious coverages that are close to or less than 70%, one in particular being less than 50%. The CGR performed an analysis of commercial projects in Webster over the last 10 years. The CGR report states that "Based on our analysis, recommendations to require greenspace of up to 50% or even 60% for new industrial or commercial development would not negatively impact such development opportunities, given the last ten years of building experience in the Town."

It was shown in the previous section that the influence of new residential growth on school and town tax rates was relatively small. Thus, there is no need for Webster to lower its standard for quality commercial development. This plan encourages high quality, appealing commercial and industrial development, which provides economic support to Webster while still maintaining an open, environmentally friendly setting consistent with the theme of "Keep Webster Green".

This plan proposes that mixed-use projects be encouraged to locate retail and office uses along the Ridge Road edge of the project, in order to limit vehicular traffic in the residential areas and preserve the commercial character of Ridge Road.

This plan proposes a street tree/landscaping program along Ridge Road in the Core, as well as vegetative buffering along Route 104. Street trees along Ridge Road should be considered the first phase of a street tree program for the entire length of Ridge Road/Empire Boulevard in the Town.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Several undeveloped parcels in the Mixed Use area include significant stream valley and woodlot areas, which should be preserved under the proposed Environmental Protection Overlay District provisions (see Environmental Resources and Open Space, below). Stream valleys and woodlots should be considered prime location for trail links, to be encouraged during the site plan review process for new development, as discussed in the Parks, Trails and Recreation Plan, below. Proposed roadway improvements in the Core area are discussed in the Transportation section, below.

The Webster Core - Office Park Area - See Figures 16 and 17, Core Area, Existing Conditions; and Core Area, Future Land Use Concept

The proposed Office Park area (OP) is located in the Core north of Route 104, between the Village and Five Mile Line Road. As is shown on the Core Area Existing Conditions Map, existing uses in this area include the Xerox office park area, a warehouse, several smaller commercial buildings, the Thomas Middle School, North Ponds Park, a sports complex which includes an ice rink and several outdoor play fields, and the Town Garage. The area is bordered on the north by the Hojack Trail. The area north of Publishers Parkway is to be developed by the Webster School Board for a new high school/middle school complex, and a school bus garage is planned south of the existing Town Garage. As is shown on the map, there is considerable vacant land the area.

Current zoning in the Core area north of Route 104 is industrial, permitting office parks as well as such uses as manufacturing, trucking terminals, junk yards, hotels and motels, and adult uses. This plan proposes that zoning in this area be changed to Office Park. The existing sports, park, educational and office uses create an atmosphere well-suited to the development of a modern office park environment, with high quality architecture, required landscaping and increased amenities. Uses such as junk yards and adult entertainment should not be permitted in the office district, and restaurants and hotels should be added to the list of permitted uses to provide amenities for office users. Light manufacturing and warehousing can be permitted, with site plan review and an "Office Park" Use permit process to ensure that building design and landscaping are appropriate to the office park environment. Any projects in these areas should be designed so that semi-tractor trailer traffic, waste removal vehicles, and similar intrusive activities be located as far away from residences as possible, and that any structures have a maximum height of 55 feet, with reduced height maximums close to residential areas. To create a modern office park environment, this plan proposes the Town establish a maximum impervious lot coverage of 67%. Residential and retail (other than ancillary service and restaurant) uses should not be permitted.

Several undeveloped parcels in the proposed Office Park area include significant stream valley and woodlot areas, which should be preserved under the proposed Environmental Protection Overlay District provisions (see Environmental Resources and Open Space, below). Site plan review should include a requirement for developers to provide trail connections, as described in the Parks, Trails and Recreation Plan, below. The current district buffer of 200 feet should be required where the Office Park zone abuts residential districts (and counted as part of the green space requirement).

As is discussed in the Transportation section below, Publishers Parkway should be extended to Holt Road, and be designed primarily for access to the Office Park area.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Commercial Land Use

The Town's existing commercial land is concentrated along Ridge Road and Empire Boulevard. Outside the Core, the commercial area stretches from Five Mile Line Road west and south to the Penfield line. Currently zoning in this area is Medium Intensity Commercial (MC), with approximately one-acre minimum lots, permitting a variety of commercial uses; and Commercial Outdoor Storage (CO), permitting only automotive, outdoor recreation and other outdoor storage uses. A considerable problem along Ridge Road is the number of small parcels and the traffic problems associated with multiple access points. As is now required in the MC district, the Town should continue to encourage shared curb cuts and parking areas among parcels. It should require additional landscaping in the commercial district. The maximum impervious lot coverage should be 67%, and street trees should be required for all new or redeveloped projects. The eventual goal should be to continue the street tree program proposed for the Core (see below) along the entire length of Ridge Road/Empire Boulevard west of the Village.

Low-Density Mixed Use

In the proposed Low-Density Mixed Use (LMXD), a traditional hamlet character is envisioned, with residential and small commercial uses in a low density pattern on small lots. As is shown on the Future Land Use Concept map, two locations are proposed: West Webster and Ridge Road east of the Village. Both areas have an existing traditional mixed-use character and the LMXD designation will permit this to continue. Although few new commercial uses have been attracted to either West Webster or Ridge Road east in recent years, this plan proposes that, in order to preserve the traditional character, the Town permit small commercial use in both areas, including home office. Any commercial use should be subject to site plan review to ensure that the hamlet character is preserved, including traditional architectural styles, retention of front lawns and landscaping and off-street parking in the rear.

The LMXD designation corresponds to the existing Neighborhood Commercial zoning, revising it to include residential use. The West Webster district has been made slightly larger to include all of the traditional hamlet area along Old Ridge Road.

Industrial Land Use

As shown on the Future Land Use Concept map, the proposed industrial area includes lands part of the Xerox complex plus lands to its west and east, including the industrial area centered on Basket Road. Most of this area is currently zoned industrial, and little change is proposed to types of use, although the Town should consider deleting hotels and motels from the list of permitted uses, in order to encourage lodging projects to locate in the Core area, where there are more services and amenities. To ensure a more modern industrial area, this plan proposes requiring developers to include additional green space in industrial projects - the maximum impervious lot coverage should be 70%. Buffering for adjacent residential uses should be included in the remainder.

As discussed above, it is proposed to change the area in the northern section of the Core from its present industrial designation to office park.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Waterfront Development

Areas designated for waterfront development are intended to provide locations for water-dependent and/or water enhanced land uses, as well as to protect the sensitive natural environment along the Bay and Lake shores in the Town. The Town currently has three Waterfront Development (WD) zones: along the Bay at Stoney Point, along the Lake at Nine-Mile Point, and at the Sandbar. The plan proposes that an additional WD area be added at Glen Edith, but this area should RXWD and covered by a "CEA" designation.

Stoney Point is in the process of being completely developed with housing and a private marina. This plan proposes that the three remaining waterfront development areas be designated for Restricted Waterfront Development. Both Nine-Mile Point and the Sandbar are environmentally sensitive, and Glen Edith is small and surrounded by residential use.

Restricted Waterfront Development should permit only low-medium density uses, including residential, restaurant, small shops, boat docking, and other water-dependent uses. Lodging should be permitted in the form of bed and breakfasts, but hotels should not be permitted. Offices should not be permitted, except home offices. Height should be restricted to two stories, and views to the water should be preserved, especially from public rights of way and other public areas. No waterfront development should be approved unless it provides public access to the waterfront in the form of a continuous public walkway along the water. More detailed proposals for the three proposed Restricted Waterfront Development areas are discussed below.

The Sandbar

The Sandbar is a narrow strip of land extending approximately one mile across Irondequoit Bay from the Webster mainland and separating the Irondequoit Bay from Lake Ontario. It is a unique maritime environment, with a marina, residential uses on small lots, and several restaurants. The Sandbar is traversed by Lake Road, which connects at the western end with a seasonal bridge permitting boating access to the Bay in the summer. Lake Road is paralleled on its north side by a NYS DOT-owned abandoned rail right-of-way on a raised road bed. Views to the Lake and the Bay are spectacular. The area is low and flood-prone and very environmentally sensitive. The northeast cove, connecting the Sandbar to the mainland, consists of shallow marshland, which has been identified as an important habitat area. The Sandbar is not served by public sewer.

As is discussed in the Parks, Trails and Recreation Plan, below, this plan proposes investigating opportunities to gain additional public access to the bay and lake, such as the formerly proposed Sandbar park. It is also proposed that the Town prepare a revitalization plan for the entire Sandbar area. This should focus on development of the proposed park; increasing public access to the waterfront through development of water dependent and water related uses; maximization of the existing seasonal marine environment, both functionally and visually; improvement of deteriorated housing conditions; provision of adequate utility infrastructure; and ensuring that the rail right-of-way can be utilized as a public walkway along the Lake.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Nine-Mile Point

Nine-Mile Point is the area north of Lake Road at the outlet of Four-Mile Creek. The area has been designated a high priority environmentally sensitive area by the Monroe County Environmental Management Council due to its creek and woodland environment, songbird and mammal habitat and steep slopes along the Bay (*Preservation of Environmentally Sensitive Areas in Monroe County*, 1996). The County's 1990 *Waterfront Recreation Opportunity Study* nominates the Four Mile Creek area as a Critical Environmental Area, and emphasizes its potential to provide shoreline access for fishing.

Existing uses of land in the Nine-Mile Point area include Hedges Restaurant, which borders the creek outlet on its west; a newly developed townhouse area to the west of the restaurant; and a small seasonal cottage area to the east of the outlet. The approximately 90-acre area to the east of the cottages, on both sides of the creek, is heavily wooded and essentially undeveloped. The Town's 1988 *Master Plan* included a sub-area plan for the Nine-Mile Point area, which suggested low density housing for the currently undeveloped area, to preserve the wooded nature of the site and its environmental features. The Town's 1998 *Local Waterfront Revitalization Program* indicates that some portions of the site are suitable for low-medium-density residential development. Both documents discuss the potential for public access to the water including boating access to the Lake from the Four-Mile Creek outlet, limited by low water conditions, siltation, and wave action from Lake Ontario.

An additional discussion of the Nine-Mile Point area can be found in the Environment and Open Space section below, under *Significant Natural Resources*.

Glen Edith

Glen Edith is a former restaurant property on Irondequoit Bay near the Penfield line. The shoreline is near water level, and the property is improved with a breakwall which permits boating access. The site is surrounded by residential uses. This plan proposes that this property be included in the Town's Restricted Waterfront Development district with the proviso that any development include public access to the waterfront, at a minimum in the form of a public walkway and overlook area along the water.

Design of Development

An important part of the character of a town is the manner in which residential and commercial/industrial projects are designed. The three themes of this comprehensive plan can be enhanced by ensuring that design standards for all projects are consistent with the desired vision for the Town of Webster.

The goals and objectives of this comprehensive plan include: a) requiring high standards of design, site planning, and landscaping, b) retaining and enhancing neighborhood character and aesthetic quality of new and existing developments, and c) protecting environmentally sensitive areas in new developments. Some towns have adopted "development design guidelines" that represent the embodiment of the town's development vision. This plan proposes that the Town of Webster develop and adopt a particular set of design guidelines that represent the vision embodied by this comprehensive plan.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Design guidelines for nonresidential development should include guidelines for signage. The Planning board has adopted as an informal design guideline the desire for monument signage. This practice should be codified as part of the sign ordinance.

C. ENVIRONMENTAL RESOURCES AND OPEN SPACE COMMITTEE/PLAN

As is discussed above, preserving environmental resources and open space is one of the major themes of this comprehensive plan. Methods of accomplishing this goal are discussed below, including updating and expanding the use of Environmental Protection Overlay Districts, cluster development and conservation easements, creating an Open Space Committee (discussed below), updating the town's Open Space Inventory, development of a land trust program, working to preserve significant natural resources areas, and protecting agricultural and farmland areas.

Open Space Committee

The Plan proposes that the Town create an Open Space Committee (OSC) to centralize the process of identifying and handling open space preservation issues. It is recommended that the OSC be constituted by representatives from the Planning Board, The Conservation board, The Town Board, Parks and Rec. Advisory Board, as well as citizen volunteers.

The goals of the OSC should include:

1. Preparing an Open Space plan with the assistance of a hired consultant.
2. Assisting the Conservation Board in updating the Town's 1973 Open Space Inventory.
3. Identifying open space sites and making recommendations to the Town Board on issues such as Purchase of Development Rights (PDR), etc.
4. Recommending enhancements to the current Open Space Preservation Program.
5. Meeting with owners of potential open space lands.
6. Making recommendations to the Town board regarding ongoing environmental enforcement issues.
7. Making recommendations to the town board about additional areas deserving "CEA" status under SEQR.

The OSC could also, if deemed feasible by the Town Board, create a registry of candidate parcels which have potential for use as wetlands mitigation areas.

Environmental Protection Overlay Districts

An Environmental Protection Overlay District (EPOD) is a zoning designation that permits the town to identify sensitive environmental features and protect them from adverse development. The Town of Webster Zoning Code currently establishes EPOD's for floodplains, town-wide, and for the steep slope and woodlots along Irondequoit Bay. This plan proposes that the Town's EPOD's be extended to the entire Town and cover all steep slopes, woodlots, watercourses, wetlands and floodplains. The plan also proposes modernization of the timber harvesting language in the EPOD section of the Town code, such as:

1. requiring premarkings by trained forester or licensed arborist
2. establishing "light touch", ecology based, sustainable and uneven aged forest management guidelines, including basal area or stem count minimums
3. prohibiting high grading and clearcutting, especially in watershed areas near Lake Ontario and Irondequoit Bay

TOWN OF WEBSTER COMPREHENSIVE PLAN

Monroe County provides maps of wetlands, floodplains, steep slopes and woodlots, which are reproduced as part of the Inventory of Existing Conditions section of the plan. These maps are not always current, however, and site plan review regulations should include a provision granting discretion to the Planning Board to verify potential environmentally sensitive areas before granting development approval. Developers should be required to provide current mapping and information, e.g., for significant tree cover or wetland areas. The proposed open space inventory (see below) can be used by the Planning Board to identify those areas particularly in need of protection.

Cluster Development

As stated in Section IV B, cluster development is another mechanism for preserving open space, which should be used more fully in Webster. Clustering does not change required density, but permits developers to place residential units on smaller lots, preserving a portion of the subdivision for open space, parks, trails and/or farmland. For example, on a 20-acre piece of property in a one-acre zone, 20 houses could be built as of right. Instead of building each house on a one-acre parcel, a developer could cluster the houses in one area of the property, preserving the remaining acreage as open space. Where several subdivisions are built in an area, perhaps along a steep slope, stream bed or water feature, this allows the creation, over time, of a connected open space system that lends itself to development as a greenway or trail system.

To achieve these goals, the 'cluster' zoning provision should be amended to require that a minimum of one-half (50%) of the total developable land area be protected from development. This percentage is commonly utilized in neighboring communities and is consistent with the theme of this Plan and its recommendations (see, e.g., Section IV B) to allow clustering on 3 acre parcels which are provided with sewers.

Cluster development is permitted by the Town of Webster Subdivision Regulations and currently may be required by the Planning Board in any residential or Waterfront Development District where there are sensitive environmental conditions. This plan proposes that these regulations be expanded to permit the Planning Board further discretion to require clustering for the purpose of strategically preserving open space. Minimum lot width in clustered areas should be reduced to 50-65 feet, from 95 and 75 feet, in order to allow more open space to be preserved (as well as to respond to the perceived market demand for these lots). When the proposed open space inventory is completed, it can be used by the Planning Board to identify those areas particularly suited to open space preservation through clustering.

The Town Board should also explore the use of the updated Open Space Inventory (discussed below) to permit clustering across non-contiguous parcels where permanent preservation of significant environmental parcels is achieved. This would allow, for example, cluster development to more fully develop one parcel while permanently preserving from development open space on another parcel designated as "receiving" in the updated Open Space Inventory because of unique natural resources.

Conservation Easements

Conservation easements are a third technique that can assist in preserving open space. The Town of Webster currently has an Open Space Preservation Ordinance (Chapter 152 of the Town Code), that is very similar to a conservation easement program, providing tax benefits to land owners who agree to not develop their land for at least five years. The program should be expanded to include provision for permanent easements. As an incentive for creating a permanent easement, landowners should be granted greater tax benefits than those available for temporary easements. A penalty should be assessed if land is taken out of the program, as is done currently in the Town of Perinton's very successful Conservation Easement Program. Penalties deter property owners from taking land out of the program, and any monies collected can be used to purchase open space or develop parks and trails. The current Webster program is not widely utilized, and it is proposed that the expanded program be more heavily marketed to Webster residents.

Open Space Inventory

All of the environmental / open space preservation methods discussed above can be facilitated by updating the Town's Open Space Inventory. In 1973, the Webster Environmental Advisory Council prepared a detailed *Open Space Inventory* of over 600 parcels, categorizing them by type of open space, including addresses, acreage and written descriptions of significant environmental features. This inventory is included as Appendix C, even though considerable development and other change has occurred in the ensuing quarter century. This plan proposes that the Town direct the Open Space Committee to assist the Conservation Board in updating the inventory, including a map which could be used by Town staff and Boards in reviewing development proposals, implementing the proposed cluster and EPOD regulations, and identifying parcels particularly valuable for inclusion in the conservation easement or trails programs or for designation as "receiving" properties for non-contiguous clustering (providing permanent preservation from development as discussed above).

The open space inventory should include significant areas of natural scenic beauty, woodlots, streams, wetlands, and other natural features. Known areas of wildlife concentration should also be included.

A number of particularly important natural resource areas have already been identified. Among these are the Irondequoit Bay shoreline, which has particular environmental sensitivities because of its steep slopes and wetlands. This plan proposes designating the bay shore as a "Critical Environmental Area" under NYS Environmental Quality Review regulations. This will provide more extensive SEQR filing procedures when development is proposed in the area. Specific significant natural resource areas, which have been identified in the Town, are discussed below.

Significant Natural Resource Areas - See Figure 18, Parks, Trails and Significant Natural Resource Areas Plan.

The plan identifies six areas of significant natural resources for potential preservation and/or recognition as unique environmental areas worthy of special consideration. These are described below and identified on the accompanying Parks, Trails and Significant Natural Resource Areas

TOWN OF WEBSTER COMPREHENSIVE PLAN

map. Other areas may exist within the Town (such as the wooded drainage tributary corridors and steep valleys) and should be identified and protected through the inventory proposed above. All should be protected through the site plan review process.

Devil's Cove:

Devil's Cove is an Inlet of Irondequoit Bay and is one of many environmentally sensitive sites on the Bay. Coves are areas of significant habitat that provide mixes of ecological communities providing transition between aquatic and terrestrial environments. They are important for fish spawning and as waterfowl feeding, breeding, and resting areas during migration. Devil's Cove is on the east side of the Bay, and its sheltered location protects it from bay and wind currents. Habitat includes emergent marsh, shrub swamp, and upland woods. The draft *Irondequoit Bay Harbor Management Plan* identifies Devil's Cove as an area having critical scenic value within the larger context of the Bay.

Village of Webster Wellfield Area:

The Village of Webster Wellfield is a large parcel on the east side of the Bay north of the Route 104 Expressway. Contiguous to the southern boundary of the Wellfield is another large undeveloped parcel, which has been paper subdivided and has various owners, including the County, the Town and the Village. The two areas contain a large stand of mature hardwood forest special and unique to the area on a steep bluff overlooking the bay. According to the Monroe County Environmental Management Council's 1996 *Preservation of Environmentally Sensitive Areas in Monroe County*, the Wellfield woodlands consist of dense stands of black oaks, some over one-hundred years old. In addition, there is an oak opening within the site which is a rare plant community characteristic of prairies that once covered this region following the last glacial period. The site also contains NYSDEC Class I wetlands on the bay shoreline, and is the location of the ancient Lake Iroquois shoreline. Its bluff provides a viewing distance of greater than five miles to the west. Aside from Webster Park, the Wellfield area is the only remaining large tract of publicly-owned waterfront land on the Bay or Lake within the Town. Aside from the land-banking and open space benefits gained by protecting this area, the wooded slopes serve vital erosion protection functions to stabilize the fragile steep slopes characteristic of the bay shore.

Immediately south of the area discussed above is the former Town landfill. Although this area has been significantly altered by its use, it remains undeveloped, and could potentially be used as parkland associated with areas to its north.

Irondequoit Bay Wetlands:

The shallow emergent wetlands located just south and east of the Sandbar are NYSDEC Class I wetlands and are regulated by both the NYS Department of Environmental Conservation and the US Army Corps of Engineers. These fringe wetlands, typically less than one meter in depth, are characterized by marshes of cattails, rushes, sedges, and other emergent vegetation, and create important habitat for fish spawning, waterfowl resting and nesting, and amphibian reproduction and feeding. The fringe wetlands that occur along the shoreline serve to physically buffer the bases of the erodable steep slopes from wave and wind action.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Vosburg Hollow:

Vosburg Hollow is an approximately five-acre parcel of land located at the southwest side of the intersection of Vosburg Road and Baker Road. It is the site of one of the Town's main sanitary sewer pump stations. The site is bisected by Shipbuilders Creek, and supports a variety of cover types and topography. It currently connects with the Hojack Trail via informal access agreements with private landowners. The Friends of Webster Trails has expressed an interest in preserving and developing nature trails in the remainder of the property.

Pellett Road Woodlot:

The Parks, Trails and Significant Natural Resource Areas map illustrates an area west of Pellett Road that contains wooded, steep stream valleys and is largely undeveloped. The area is significant because, according to the Town's 1973 *Open Space Inventory*, the general area bounded by Baker and Whiting Roads is a remnant of the original type forest of beech and hemlock that once occupied the town. This area was identified (along with the Shipbuilders and Mill Creek drainage corridors) as a high-priority forest by virtue of its existing forest type, variety of vegetation, wildlife habitat, aesthetic value, and several other ecological factors.

Nine-Mile Point:

Nine-Mile Point on Lake Ontario is bordered on the south by Lake Road. Four Mile Creek runs through the center of the parcel and empties into the lake. The topography varies with steeper slopes along the northern section near the lake and more gentle slopes on the other areas of the site. The County's 1990 *Waterfront Recreation Opportunities Study* noted that the severe wave exposure of the site, the lack of an offshore sand sheet or beach, the high bluff shoreline, and the fine-grained nature of the bluff materials limit the potential of the Nine-Mile Point area for water recreation use. One recommended application of the site was the construction of a rubble berm set in front of the toe of the bluff to create a flat area adjacent to the shoreline to provide shoreline access for fishing. The economic feasibility of such an action and resulting recreational benefit should be explored when development plans are proposed for this property. Although at grade access for a small boat launch is not deemed feasible at this time, alternate public access opportunities should be encouraged for any proposed development for this parcel.

Agricultural and Farmland Protection

The loss of farmland in Webster is part of a statewide and regional phenomenon, which is difficult to solve on the local level. The 1999 *Monroe County Agricultural and Farmland Protection Plan* recommends focusing preservation and promotion efforts on Agricultural Districts, which help farmers stay in business by exempting farmland from sewer and water line extension fees, and requiring consistency of local land use regulations and plan with the agricultural district program. Existing agricultural districts in Webster (see Inventory of Existing Conditions for map) are to be renewed in 1999 and the town should encourage farmers to continue their participation in the program.

The County Agricultural and Farmland Protection Plan recommends that municipalities use conservation easements and cluster development as methods of preserving farmland, as is also proposed in this comprehensive plan. The County Plan also recommends creation of an Agricultural Program Manager position at the County level, to assist in implementing the County

TOWN OF WEBSTER COMPREHENSIVE PLAN

Plan. The Town should advocate for this position and work with the incumbent if and when it is created.

Historic Preservation

Most of the historic buildings in the town of Webster are nineteenth century farmhouses located on major roads, including especially Bay, Ridge, Hard, Holt, Salt, Phillips and Basket Roads. If and when development proposals are made for these sites, Planning Board site plan review should include requirements to the developer as to how to preserve the buildings in a historically appropriate manner.

D. PARKS, TRAILS AND RECREATION PLAN - See Figure 18, Parks, Trails and Significant Natural Areas Plan.

Parks and trails provide both open space and recreation opportunities. Webster's proximity to Lake Ontario and Irondequoit Bay and its existing park and trail system combine to provide unique recreational opportunities and visual resources to the Town. Figure 18 shows existing and proposed parks, trails, conservation areas, educational facilities, public access to Lake Ontario, and recreation areas. The primary goals of the proposed system are to provide better visual and recreational access to the Town's waterfront, improve the trail and park system, and link existing and proposed recreation areas, parks and other areas of interest.

The proposed trail and park enhancements and additions also reinforce the plan's future land use concept. The areas of high density residential, in particular, are proposed for nearby trail and park enhancements to serve the larger concentrations of population, and to link these areas with other recreation opportunities within the Town.

To preserve the integrity of the park system, this plan proposes that the Town's zoning law include a provision requiring buffering around parks, in the form of land and/or vegetative screening.

According to the *New York Statewide Comprehensive Outdoor Recreation Plan* (NY SCORP) the Town of Webster is lacking parks that meet the criteria for being a neighborhood park. However, the Town has 4½ times the recommended acreage of district parks, and an adequate acreage of large regional park; Monroe County's Webster Park. A trail system can also serve as a substitute for neighborhood parks when the system is well established and provides access to other parks within the town.

The 1996 Webster *Master Plan for Parks, Recreation, and Community Services* and the 1999 draft *Irondequoit Bay Hiking Trail Plan* provide the guidance needed for expanding, preserving, and planning parks and trails in Webster, and should be consulted as needed. Many of the recommendations that follow are drawn from these plans.

Proposed New Parks

Park with access to the Bay or Lake

One of the important proposals of this plan is the investigation of opportunities to gain additional

TOWN OF WEBSTER COMPREHENSIVE PLAN

public access to the bay and lake, such as the formerly proposed Sandbar park. Two parcels of land flanking Lake Road on the Sandbar and 0.5 acres of County-owned waterfront property create a 6.5 acre property which is the last remaining undeveloped area of significant size along the Lake or Bay within the Town of Webster that provides at-grade access to the water. The Town commissioned a site plan for a park at this location in 1997, including picnicking and fishing areas and a small car-top boat launch on the bay side. The Town unsuccessfully sought funding for the park at that time. Efforts should be renewed to obtain the funding required as it is the last opportunity for the Town to gain additional at-grade public access to the bay.

Gravel Road/Maple Drive

The Town is currently in the process of acquiring approximately 54 acres of land for a new park to be located between Gravel Road and Maple Drive, just north of the Route 104 expressway. This acquisition will help balance the location of parks within the town, fulfilling a deficiency on the west side as recommended in the *Park and Recreation Master Plan*. Trail connections should be made to the Route 104 bikeway to link this park into the Town's overall park and trail network.

Existing Parks: Facility Improvements and Trail Connections

Empire Park

Empire Park is one of the few parks serving the southwest portion of the town. Its more than 60 acres include a wetland and pond, playing fields, picnicking areas, and playgrounds. Enhancements for this park could include expanding the children's play area, and creating a trail at the wetland areas. The natural resource of the wetland, once a walking path is provided, could be used by area schools for educational purposes, in addition to serving an ecological purpose.

Kent Park

Irving Kent Park is located in northeast Webster. A potential north/south connector trail system could be realized from this park north to the Seaway Trail and Lake Ontario utilizing the easement that the Monroe County Water Authority will need to acquire for the installation and maintenance of its proposed chilled water system. Although the exact alignment is not known at this time, the chilled water lines will run from the proposed water treatment plant site on Basket Road northerly to Lake Ontario. Shared use of this easement with a public trail will provide a connection from Kent Park to the Seaway Trail and Lake Ontario. In addition, as the chilled water system is expanded to the south and east, easements acquired for the pipelines can continue to be used to provide trail connections to other parts of Webster or to other regional trail systems.

From Kent Park, a western trail spur could connect to North Ponds Park. A proposed enhancement to Kent Park recommended in the Town's 1996 *Master Plan for Parks, Recreation and Community Services* is a disc golf course. This would provide a unique recreation opportunity for Webster, preserve open space, and be a revenue generator.

Ridge Park

Ridge Park is primarily used for softball and soccer fields. The enhancements proposed in the Park Master Plan include constructing a lighted basketball court, adding a softball field and a multipurpose field and completing playground renovations. Since this park is in close proximity

TOWN OF WEBSTER COMPREHENSIVE PLAN

to the schools, these types of enhancements are most appropriate. In addition, as shown on the map, a potential trail could link Webster High School to Ridge Park, and continue to North Ponds Park. If a trail linking Kent Park with North Ponds Park were also added, then Ridge Park could ultimately be linked to the Seaway Trail.

North Ponds Park

North Ponds Park is Webster's most visible park due to its proximity to Route 104. Centrally located in the Town, North Ponds Park is in a prime location to be the hub of Webster's park and trail system, connecting the other parks within the Town. As described previously, a trail connector from the Seaway Trail/Lake Ontario through Kent Park and continuing to North Ponds Park would provide non-motorized access to the Lake from the heart of Webster. North Ponds Park is currently connected to the Hojack Trail, which terminates just short of the Seaway Trail near the bay. The expansion of this trail system as detailed under the Trails section of this plan would offer off-road connections to the Lake and Bay for the western section of town.

Planting additional trees and installing berms along the southern edge of the park where it abuts Route 104 would enhance aesthetic quality and would reduce the impacts from traffic. The eastern boundary of the park abuts the Village of Webster, and the Town should work with the Village to ensure that any future development that occurs adjacent to the park is sensitive to park resources and park users.

Ridgecrest Park

Since Ridgecrest Park and Community Center is highly utilized by seniors and youths, enhancements should concentrate on services used by these two groups. For youths, the baseball diamond should be lighted, additional fields created, and the playground enhanced, as recommended in the *Parks and Recreation Master Plan*. The Master Plan also recommends that a shuffleboard court and picnic tables should be added near the senior area.

Webster Park

Webster Park is the largest park within the town and is linked to the Seaway Trail (Lake Road). As shown on the map, lands adjacent to Webster Park have been identified for possible park expansion. These are located on the west of the park, along the Seaway Trail, and on the south, potentially linking to Klem Road Elementary School and the Hojack Trail via a new trailway. Webster Park is owned and operated by Monroe County, and the County has no current plans for expansion. Town control of lands adjacent to the park could serve multiple purposes, however. The conservation of large, contiguous tracts of land provide greater opportunity and ecological niches for a wider variety of wildlife; control of lands adjacent to the park will ensure suitable buffer area between park activities and adjacent neighborhoods; passive activities such as trails and picnicking can be easily expanded into these areas; and available lands can be 'banked' today for future park expansion as the population and recreational demands of the Town continue to increase.

Since this park provides the only publicly owned frontage and access to Lake Ontario within the Town, the town should advocate and support County efforts to enhance the visual access to the Lake. While Monroe County has not committed to this expansion, Webster should work with the County to make this a priority project.

Proposed Trail System Improvements

As previously mentioned, the Town's trail system should be supplemented and enhanced to include additional connections and links to parks and recreational facilities within the Town. The existing Hojack and Route 104 trails form a good basis for this network. As shown on the map, both lead to North Ponds Park, which can function as the 'hub' or center of the trail system. Proposals are provided below and on the Parks, Recreations and Significant Natural Resource Areas map for major trail connections. Trail links should also be pursued along stream valleys and other environmental features through site plan review as development proposals are made for parcels in these areas.

A small crescent of state-owned right-of-way adjacent to and northeast of North Ponds should be acquired by the Town for the beginnings of a trail system to the northeast. This trail should be extended with the goal of reaching Irving Kent Park. From Kent Park, the trail should be extended to the north to Lake Ontario and the Seaway Trail. This connection could occur along the easement for the Monroe County Water Authority's chilled water lines. The MCWA also owns lands adjacent to Lake Ontario where the intake facilities will be located. Mutually beneficial plans should be developed jointly by the Water Authority and the Town of Webster to maximize any potential public waterfront access opportunity to Lake Ontario in conjunction with the development of the Lake Water Supply Project.

From Kent Park southerly, a trail link should occur to provide a north-south trail connection in the eastern part of Webster. This link should be planned to connect with trail systems in neighboring Penfield and Wayne County with ultimate links to the Erie Canal Heritage Trail and other regional trail systems.

Smaller intermediate trail links or connections should be made between the public school facilities and the nearest park or trail system. In this way, the Town's recreation network becomes fully integrated with the school system and its facilities, and they become accessible to the entire community by both vehicular and non-motorized modes of transportation.

The Rochester Gas and Electric land ownership of the right-of-way within which the Hojack Trail runs currently terminates at Drumm Road. The trail continues along privately owned portions of the old rail right-of-way to Vosburg Hollow, Town-owned property that houses a sanitary pump station. Shipbuilder's Creek bisects the 5.2 acre parcel, and its varied terrain supports a variety of habitats. The Friends of Webster Trails group has expressed an interest in maintaining Vosburg Hollow as a nature preserve. The Town should pursue formal agreement for access of the privately held land of the former Owasco River Railway right-of-way to extend the Hojack Trail northeasterly to Vosburg Hollow and eventually to the Seaway Trail (Lake Road). Once a trail connection is made from the Hojack Trail to the Seaway Trail via the old railway right-of-way, access can continue along the Sandbar on the north side of Lake Road within the NYS Department of Transportation-owned lands. The NYSDOT is the current landowner of record of the stretch of former rail right-of-way that runs east/west along the sandbar on the north side of Lake Road. By utilizing this right-of-way, off-road, non-motorized access from the lakeshore to the heart of Webster would be realized. The Town should make every effort to realize the full potential of the publicly owned former rail right-of-way to provide public access opportunities to the lakeshore within the sandbar.

TOWN OF WEBSTER COMPREHENSIVE PLAN

In addition, the Town should pursue the trail system and parking and overlook opportunities as identified in the draft *Irondequoit Bay Hiking Trail Plan*, 1999. Specific trail alignments are suggested for a continuous hiking trail around Irondequoit Bay, including strategic parking, overlook, and public access opportunities. The plan provides for connections to the Hojack, Route 104, and Seaway Trails to create a complete network of contiguous trails and non-motorized access opportunities throughout Webster. Some elements of the plan for the Town of Webster portion consist of: maximizing public access opportunities on three specific parcels of land, including the Sandbar area proposed above, the Village of Webster wellfields, and the NYSDOT 104 pull-off (currently closed to the public). Other opportunities may exist on undeveloped lands under private ownership. It is the intent of this plan to identify access opportunities that may be realized as the parcels become developed.

Trail alignments suggested in the *Irondequoit Bay Hiking Trail Plan* are shown on the Parks, Trails and Significant Natural Resource Areas map. Beginning at the Outlet, they generally include:

- NYS DOT-owned former rail right-of-way (with connection at the eastern end with the Seaway Trail)
- Bluffs of Webster property (with connection to the Sundance Trail at Dewitt and Backus Roads)
- Dewitt Road (with spurs to the Village of Webster Wellfield and lands to its south; a spur to the NYS Dot pull-off at the Bay Bridge; a connection to the 104 Bike Trail; and a spur to the potential park/nature center along Bay Road)
- Damascus Temple property
- Willowpoint property

The Town should seek to secure easements or other legal means of access as the opportunity arises through subsequent development of these properties.

There may also be opportunities to link future Webster trails with existing or future trails in the Towns of Ontario and Penfield. The Town of Webster should therefore cooperate and communicate with those towns to develop a regional trail system, also utilizing the resources of the Genesee Transportation Council and the Regional Planning Council.

Trail and Park Map and Signage Program

The park and trail system in Webster is established, and has excellent potential to be enhanced and expanded. For visitors and newcomers to the Town, however, the parks and trails may not be evident or easy to find. This plan proposes that the Town develop a comprehensive map illustrating the trail and park resources available, and undertake a signage program consisting of informational signs or kiosks, and directional signs to identify the location of parks, trails, trail markers, trailhead access points, special features such as overlooks, rest areas, etc. As the potential trail links are created, they should be accompanied by appropriate signage to assist bikers and hikers to the next park/area or trail system.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Fishing Access

North Ponds Park currently offers fishing in the ponds that are the namesake of the park. Webster Park and the State parking area at the western end of the Sandbar provide the only public access to fishing in Lake Ontario in Webster. Proposed locations for additional fishing access include the potential new public access east of Webster Park at the proposed MCWA chilled water intake facility (as shown on the map) and along the Sandbar.

Scenic Overlooks

Public visual access to Lake Ontario and Irondequoit Bay is currently limited to Webster Park and the state-owned parking lot at the western tip of the Sandbar. The trail along the Sandbar will provide excellent views of the Lake and the Bay. Other scenic views to Lake Ontario from Webster are rare but do exist from the road right-of-way of Lake Road (the Seaway Trail) at the intersection of Whiting Road, at the end of Webster Road (or Lakeshore Drive), and just west of the intersection of Lake Road and Salt Road (as shown on the map). Although the property between the road right-of-way and the Lake is private, the Town should strive to preserve visual access to the lake through all available measures such as zoning, SEQRA, the Town's LWRP, site plan approval or other incentives. These efforts will increase public access to the Lake and Bay, and provide greater public contact with one of Webster's most valuable assets, the waterfront.

E. TRANSPORTATION PLAN

NYS Route 104 Expressway

No change is proposed in the NYS Route 104 Expressway, which is the primary east/west travel system in the Town of Webster. It currently operates at an acceptable level of service and carries up to 60,000 cars per day in segments of the expressway. Route 104 provides good access to Webster including access roads in the proposed Core area.

Every effort should be made to preserve the mature wooded buffer on both the north and south sides of Route 104. These woods contribute to the green scenic quality of the Town and also provides substantial buffering to adjacent uses.

Route 404 (Ridge Road)

The *Route 404 Corridor Study*, conducted by the Genesee Transportation Council in 1998, provides recommendations for traffic calming, access management and road improvements that will address congestion, access and traffic flow problems identified along the Route 404 corridor. These recommendations include provisions for improving trails and on-street routes for pedestrians and bicyclists. The recommendations presented in the Corridor Study should be prioritized and worked into future capital improvement programs and Town initiatives. Priority actions to improve overall traffic flow and access for automobiles and pedestrians include:

- Improvement of Jackson and Holt Road - upgrading substandard road across from Jackson to meet local arterial standards, then connecting that road with a proposed east-west frontage

TOWN OF WEBSTER COMPREHENSIVE PLAN

road from Route 250 to Holt Road. This road could connect some of the local village streets, providing better access to both Routes 104 and 404.

- Realignment of Shoecraft and Hard Roads to create a four-way intersection to eliminate offset intersections.
- Improve Five Mile Line Road to include dedicated left turn lanes on the north and south approaches to Route 404.
- Implement overlay districts proposed for addressing minimum spacing standards for driveways, intersections, median breaks and corner clearances. The overlay district would also have standards for sidewalks, landscaping, signage and access.

The Corridor Plan also recommends that Route 404 in Webster become two lanes with a two-way center turn lane. This stretch of 404 is currently two lanes with irregular shoulders. This improvement would reduce accidents, improve traffic flow, and decrease congestion.

Town Streets and Roads

Other than routine maintenance, the Town Public Works Department reports no known problem areas on Town streets and roads. As development continues, regular assessments of local road traffic levels need to be made. This will allow better allocation of funds for widening and resurfacing projects.

To maximize the development potential of lands in the northern portion of the Core area, this plan proposes that Publishers Parkway be extended to Holt Road, designed primarily for access to the Office Park. In addition, the Town should pursue opportunities to establish a North/South route between 104 and 404 between Five Mile Line and Hard Roads to improve traffic flow in the southern core area.

This plan recognizes that the community's road system serves as a component of the local recreation system, and should therefore enhance the opportunities and special amenities for driving pleasure, sightseeing, bicycling, walking, etc. Any roads or roadway segments designated or identified as trailways or trailway connectors for the non-motorized trail system (such as portions of Lake Road, Dewitt Road, Bay Road, etc.) should be improved as funds are available. This can be in the form of expanded rights-of-way, widened sidewalks, widened shoulders, or enhanced pavement markings to accommodate pedestrian and bicycle usage.

There are inevitable conflicts between motorized and non-motorized uses of the road system, especially within residential areas. Neighborhood streets form a complex community setting that serve a variety of functions above and beyond moving traffic and emergency vehicles. These include walking, bicycling, jogging, socializing, and recreation. The Federal Highway Administration, the American Planning Association, and the Institute of Transportation Engineers all have recognized that, on neighborhood streets, conflicts among uses should as much as possible be resolved in favor of non-vehicular users.

The trail system outlined previously forms a part of the Town's pedestrian network. This comprehensive plan recognizes that the hierarchical road network itself is also an important part of the pedestrian network. This plan proposes that the Town establishing appropriate design standards to enhance this facet of the network.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Bus Lines

The Town of Webster is serviced Monday through Friday by routes 30/35/40/45 of the Regional Transit Service (RTS). To support the community 'Core', a bus loop could be developed around the perimeter to provide convenient access from major commercial/retail areas. The bus loop could occur along Ridge Road, Five Mile line Road, Publisher's Parkway, Hard Road (Holt Road if Publisher's Parkway is extended to Holt Road), NYS 104 to Holt Road, and back to Ridge Road.

The Long Range Transportation Plan for the Greater Rochester Area prepared by the Genesee Transportation Council, recommends additional bus service for Webster. In addition to enhancing the existing commuter routes and creating new express routes, the Plan shows a possible suburban circulator route in Webster. The route would travel down Five Mile Line Road, connecting to Route 404, circling around the village, then circling the Xerox complex. The GTC should be encouraged to implement this route. Park and Ride locations and a bus loop should be encouraged in the Core area.

F. INFRASTRUCTURE PLAN

When water and sewer service extensions are being planned, every effort should be made to give preference to areas designated for future commercial/industrial use, as well as to areas designated for high and medium density residential use. As these utility extensions are made, the Town should seek to locate and obtain access easements over the utility corridors for continuation and expansion of the townwide trail system.

Town Sewer System

The Town indicated that the sewer lines and treatment plan are adequate for current needs and the capacity can be increased as warranted by new development. The Townwide Sewer District absorbs any new service areas as they come on line. The proposed relief sewer connection to divert excess flow from the Klem Road interceptor sewer north along Whiting Road to Shoemaker Road should be constructed as soon as financially feasible to assist in the collection process. Otherwise, no additional improvements are proposed at this time.

Town Water Supply

The water supply for the Town of Webster largely came from the Village until recently when the Town of Webster entered into an agreement with the Monroe County Water Authority (MCWA) to serve the entire Town. Portions of the Town have already been switched over to MCWA, while the remainder will take place within the next few years. The Town water lines are reported to have adequate supply capacity and pressure to meet current and projected needs.

Industrial growth in the Webster area may be spurred by the proposed chilled water system. If the MCWA proceeds with this system, it would supply treated Lake Ontario water to industrial customers in Webster and Penfield who can benefit from chilled water for cooling purposes.

TOWN OF WEBSTER COMPREHENSIVE PLAN

G. COMMUNITY SERVICES FACILITIES PLAN

The Town should continue to cooperate with the Webster Central School District to provide recreation facilities in the Town. The recommendations of the study currently being conducted of the fire departments in the Town and Village should be followed, as should the plan currently being conducted by the Library regarding expansion plans.

H. ECONOMIC DEVELOPMENT

The importance of well-balanced commercial and industrial land uses in the Town of Webster cannot be overemphasized. As stated in the Chamber of Commerce report, *A Case for Business*, each residential taxpayer benefits from a mix in the tax base that includes retail, commercial, and industrial taxpayers who do not use school services, and each employer benefits from an educated and available work force.

The CGR study demonstrates that current new residential development in Webster has only a small impact on combined town and school taxes. Therefore, the need for additional commercial and industrial growth is not to offset a severe tax impact, but rather to provide additional balance of land uses. Thus, this plan does not propose "commercial / industrial development at any cost", but rather commercial / industrial development that is sensitive to our theme of "Keep Webster Green".

The Core area and associated zoning designations discussed previously will help provide a base for the continued economic development of the Town of Webster. *A Case for Business* also suggests that the Chamber will continue to provide assistance in marketing the Webster community to potential tenants and property owners. The Town should continue to make use of this partnership.

TOWN OF WEBSTER COMPREHENSIVE PLAN

V. PLAN IMPLEMENTATION

A. INTRODUCTION

Implementation of the Future Land Use and Development Plan is discussed below. At the end of the section is a table which summarizes the proposed implementation plan, including lead agency, support groups and suggested time schedule for each project.

B. IMPLEMENTATION of the FUTURE LAND USE CONCEPT

Zoning Law Revisions

The Comprehensive Plan's future land use concept will be implemented primarily through changes to the Town's zoning law (Chapter 225 of the Town Code). This plan proposes that the Town Board, advised by the Planning Board, interested members from the Comprehensive Plan Committee, the proposed Open Space Committee, and the Zoning Board, undertake a comprehensive revision of the Zoning Law to accomplish this. As detailed in the Future Land Use and Development Plan, proposed zoning changes include:

- Maintain the existing lot size in Large Lot areas of 3 acres. Enhance sewerage clustering options available in these areas. Expand the Large Lot zoning district as shown on the Future Land Use Concept map. The text of the Zoning Law should also be changed to eliminate the provision granting favorable consideration to proposals to rezone LL areas to R1 or R2 areas upon the feasibility of sewers.
- Change minimum Residential lot sizes as described in Section IV B.
- Allow 50-65 foot minimum frontage single-family lots in multi-family districts and in areas where residential clustering is utilized.
- Add a new Mixed-Use zone, to be located south of Route 104 in the proposed Community Core area (see Future Land Use Concept map) and extending to the 1999 easterly R3 zone boundary near Five Mile Line Road. The Mixed-Use zone should permit high density commercial use (retail and office) and hotels (all uses enumerated for the current HC district). Multi-family residential uses will be allowed, but under a special use permit process. Housing for senior citizens should be particularly encouraged. Developers should be encouraged to preserve the commercial character of Ridge Road by locating retail and office uses along the Ridge. The maximum impervious lot coverage in the Mixed-Use zone should be a maximum of 67 percent of land area.
- Add a new Office Park zone, to be located north of Route 104 in the proposed Community Core area (see Future Land Use Concept map). This zone should permit offices, schools, sports complexes, and hotels. There are a number of ancillary uses (restaurants, small retail, etc.) that are appropriate in this zoning district as uses "inside" some other major structure. In order to manage this variety of potential uses and to provide a uniform external look and feel to the district, this plan proposes establishing an "Office Park" Use permit process, similar to the current Industrial

TOWN OF WEBSTER COMPREHENSIVE PLAN

Use permit process. The zoning ordinance rewrite committee should establish the details of the procedure and appropriate percentages for various aspects of this district. Storage and warehousing may be permitted as an ancillary use to other permitted uses, consistent with the character of an office park as established by the Office Park Use permit process. Heavy manufacturing, junk yards, contractors yards and adult entertainment uses will not be permitted even as an ancillary use. The impervious lot coverage in the Office Park zone should be a maximum of 67 percent of land area. The current district buffer should be maintained where the Office Park zone abuts a residential zone. Building height restrictions should be limited to 55 feet in the Core Area and lower in areas closer to residential areas.

- Add a Low-Density Mixed-Use Zone, to replace the current Neighborhood Commercial Zone. The Mixed-Use Zone should be located in West Webster and on the north side of Ridge Road east of the Village (see Future Land Use Concept map), and should permit both medium density residential use and the kind of small commercial uses permitted in the present Neighborhood Commercial Zone.
- In the Industrial zone, require a maximum impervious lot coverage of 70%.
- Add a new Restricted Waterfront Development Zone, to be located on the Sandbar, at Nine-Mile Point, and at Glen Edith (see Future Land Use Concept map). This zone should permit only low-medium density uses, including low-density residential, restaurant, small shops, bed and breakfasts, boat docking, and other water-dependent uses, with a height restriction of two stories and a continuous public walkway along the waterfront.
- Expand the use of Environmental Protection Overlay Districts to cover the entire Town, and to include not only floodplains but also wetlands, watercourses, steep slopes, and woodlots townwide. Also, update the timber harvesting standards in the EPOD section of the Town Code to reflect modern "light touch" forestry practices. Monroe County maps of these conditions should be used as a starting point for information, but site plan review regulations should also include provision for the Planning Board to require developer verification of potential environmentally sensitive areas.
- Provide buffer protection for parks through a general zoning provision requiring a buffer and/or retention of vegetation screening the park.
- Encourage trail development in all zones through the site plan review process. When development is proposed in areas shown on the trail plan, require incorporation of the trail into the development plan.
- Encourage preservation of historic buildings through the site plan review process.
- Create an overlay district along Ridge Road as recommended in the Route 404 Corridor Study. This would provide minimum spacing standards for driveways, intersections and corner clearances, as well as sidewalks, landscaping, on-site circulation, signage, and parking. See Implementation of the Transportation Plan, below, for detail.
- Consider use of incentive zoning, whereby the Town could negotiate with developers for improvements not required in the zoning law, but which would be of benefit to the public. These "public amenities" would be provided by developers in exchange for "zoning incentives," or relaxation's of normal zoning provisions of density, parking, etc. Both amenities and incentives must be defined in the zoning law. Amenities can include permanent preservation of contiguous or non-contiguous

TOWN OF WEBSTER COMPREHENSIVE PLAN

parcels identified in the Open Space Inventory and provisions for the Town's proposed trail system.

- Develop subdivision design guidelines.
- Designate the areas bordering Irondequoit Bay as CEA's under SEQR.
- Many of the area variances that come before the Zoning Board of Appeals relate to fences. The Town should revisit this ordinance to see if the tradeoff table between fence height and property line setback is appropriate.
- Many aspects of the R-2 and R-1 districts need to be revisited. Zone minimums regarding lot size, lot aspect ratio, housing footprint, and setbacks should be reviewed in light of recent subdivision design practice and guidelines. In particular, it is recognized that setbacks for decks could be different than setbacks for the primary structure, potentially eliminating another large source of area variance applications.
- Bed and breakfast inns should be allowed as a permitted use in most areas. This use should be regulated through the special use permit process to ensure compatibility of this use with adjacent uses.
- A letter of credit should be required of all residential and nonresidential projects. Monies identified in this letter of credit should include monies for replacing ground cover in the event of delay or abandonment of the project.
- "Meaningful construction" should be more clearly defined.
- The concept of, and protections for, "critical environmental areas," as defined by the NYS SEQRA regulations, should be codified. The town's Open Space Committee should identify those rare areas in the town that would benefit from this designation.
- Amend design regulations to enhance buffering to roadways.
- All zone boundaries shall be coincident with roadways and lot lines. All opportunities to eliminate dual-zoned lots should be pursued.
- The PDOD regulations shall be changed to reflect the total impervious lot coverage requirements of the underlying zoning district.
- A section regarding rezoning practices should be added. In particular, it should state that, per state town law, all rezoning adopted by the town board shall be consistent with the current Town Comprehensive Plan. In addition, this section should specify the guidelines by which rezoning requests will be considered and require substantial benefit to the Town before rezoning is considered.

Revision to Subdivision Regulations

The Town's regulations concerning Subdivision of Land (Chapter 192 of the Town Code, section 192-27) now permit the Planning Board to require clustering in "Waterfront Development Districts, flood hazard areas, environmentally sensitive areas as designated by the Growth Management plan and map, and in environmental protection overlay districts". The proposed expansion of the Town's EPOD districts will allow additional use of this provision. It is also proposed that the subdivision regulations be amended to give additional reasons for required clustering, such as, but not limited to, preservation of farmland. In addition, the method of calculating allowed units, and the ratio of developed to undeveloped land should be revisited to ensure that the open space being preserved is at least fifty percent (50%) of the total developable land area to comport with the themes of this comprehensive plan. It is suggested that the Planning Board use required clustering more often, as a way of implementing the environmental

TOWN OF WEBSTER COMPREHENSIVE PLAN

and open space provisions of the Comprehensive Plan. It is also proposed that the Town Board explore the use of the updated Open Space Inventory to permit clustering across non-contiguous parcels where permanent preservation of significant environmental parcels is achieved. This would allow, for example, cluster development to more fully develop one parcel while permanently preserving from development open space on another parcel designated as "receiving" in the updated Open Space Inventory because of unique natural resources.

This plan proposes that the subdivision design guidelines be reviewed and modified so that they help codify the vision and goals of this Comprehensive Plan. A comprehensive set of subdivision design guidelines, along with the set of nonresidential design guidelines, would help establish expectations early on in the site development process and avoid last minute changes late in the process. Issues such as setbacks, environmental mitigation, road design standards, subdivision of land into odd-shaped lots, and others should be covered in these guidelines.

Sandbar Plan

The proposed revitalization plan for the Sandbar should be prepared under the guidance of the Town Planning Board, with assistance from the Commissioner of Parks and Recreation regarding park and trail planning. The plan should be prepared as soon possible for a number of reasons, including current development proposals for critical sites, coordination with the Harbor Management Plan for Irondequoit Bay now being conducted by the Irondequoit Bay Coordinating Committee, and the need for utility infrastructure.

The Sandbar plan should include the following:

- Inventory of existing conditions, including land use, environmental conditions, transportation, utilities, public access to the waterfront and design conditions.
- Goals.
- Plan, including land use plan, design theme, public access to the waterfront, transportation plan and utility plan.
- Implementation plan.

Extensive public involvement should be part of the planning process, including particular attention to the needs of existing Sandbar residents and businesses.

C. IMPLEMENTATION of the ENVIRONMENTAL RESOURCES AND OPEN SPACE PLAN

The plan seeks to protect environmental resources and open space through preparation of a detailed Open Space Inventory, use of Environmental Protection Overlay Districts, cluster development, land trust programs, purchase of land and/or development rights, and conservation easements, as well as through changes to the Large Lot zoning district. Implementation of the EPOD, cluster development and Large Lot provisions will be accomplished through changes in land use regulations, discussed above.

The Open Space Committee should be directed to prepare the Open Space Inventory as soon as possible, since it will be useful to the Town in implementing the proposed EPOD, cluster

TOWN OF WEBSTER COMPREHENSIVE PLAN

development, conservation easement, and trail development programs. The Open Space Inventory should also identify wetland areas within the Town suitable for expansion for mitigation purposes when wetlands are destroyed through development. The Inventory, which should be prepared under the guidance of the Town's Conservation Board, should include detailed site information such as topography, wildlife populations, tree and soil types, adjacent natural areas, and other significant environmental data. It is recommended that, in preparing the Inventory, the Conservation Board hire a professional consultant and request the assistance of knowledgeable individuals who have had experience with the Town's open space issues. This inventory should be included in the Town's efforts to develop a town-wide Geographic Information System (GIS) database.

The proposed changes in the town's conservation easement program should be implemented through revisions to the Town's Open Space Ordinance. It is proposed that the Town consult with the Town of Perinton Town Board and Conservation Board, which have extensive experience with a similar program. Use of the easement program for trail development is discussed below.

The proposed preservation measures for historic buildings are discussed in the zoning law revision section above. Utilization of cluster development as a method of preserving farmland is discussed in the subdivision regulations section. The Town should also encourage farmers to renew their participation in the Agricultural Districts program, and advocate for an Agricultural Program Manager position to be created at the County level.

D. IMPLEMENTATION of the PARKS & TRAILS PLAN

The Parks, Trails and Recreation Plan section of the Future Land Use and Development Plan describes the proposed improvements in the Town's parks and trails system. The Parks, Trails and Significant Natural Resource Areas plan should be utilized by the Parks and Recreation Department in planning for parks, as well as by the Planning Board during the site plan review process, to require developers to incorporate the trail system in development projects as they are approved.

Parks

The highest priority of the park plan is the development of a public access to the bay or lake, such as the formerly proposed Sandbar park. It is proposed that planning for this park be begun as soon as possible. Potential sources of funds are listed below.

The proposed improvements in the Town's existing parks should be made over time as funding can be made available. The prioritization process for park improvements, which may most appropriately be headed by the Commissioner of Parks and Recreation, should utilize a ranking system that takes into consideration criteria that may include:

- Proximity to population concentrations
- Proximity to recreation areas, schools, or community facilities
- Proximity to the trail system
- Costs of development

TOWN OF WEBSTER COMPREHENSIVE PLAN

- Preservation of natural features
- Access to waterfront
- Community preference
- Proposed usage
- Unique qualities or services

Potential sources of funds for park improvements are listed below. The first three have particular applicability.

- NYS Environmental Bond Act funding, administered by the NYS Department of Environmental Conservation, which funds projects that focus on improving water quality, increasing public access to rivers, streams, and lakes, and developing enhancements to waterfronts.
- NYS Environmental Protection Fund created under Title 9 the Environmental Protection Act of 1993, administered by the NYS Office of Parks, Recreation and Historic Preservation, which makes 50 percent funding available for acquisition or development of municipal parks.
- NYS Department of State, Coastal Resources Division, implementation funding available in connection with the Local Waterfront Revitalization Program and the on-going Harbor Management Plan for Irondequoit Bay.
- NYS Office of Parks, Recreation, and Historic Preservation, as part of the US Department of the Interior's Land and Water Conservation Fund, which provides up to 50 percent reimbursement for acquisition and or development of public outdoor recreation facilities.

Information on other potential sources of funds can be obtained in the 1999/2000 Grant Guide series: *Recreation, Sports, and Athletics*, or in the *Grant Makers Guide*.

Trails

The Genesee Transportation Council is working with the Town of Webster and Penfield to secure funding for a joint bicycle and pedestrian trail plan through GTC's Unified Planning Work Program. It is hoped that funding will be available for the next fiscal year (April 2000), for a one-year planning process.

Techniques for implementing the Town's trail system include:

- Site plan review - The Planning Board should require developers to incorporate the trail system when development site plans are submitted for approval. Trail improvements and Town easements can be secured as a part of site plan approval. The Town of Perinton has developed much of its trail system in this way.
- Easements - Conservation easements, as discussed earlier, can be granted by landowners in return for tax benefits. The easement would ideally be permanent, to forestall any compromise in the trail system over time as landowners and development pressures change. The Town should request the assistance of the

TOWN OF WEBSTER COMPREHENSIVE PLAN

Friends of Webster Trails in publicizing the easement program and encouraging participation.

- Donation from private land owner - Private land owners can donate land to the town that is required for part of the park or trail system. The Town could promote this form of charitable donation in exchange for naming rights to commemorate an individual, family or business name.
- Incentives - If the Town chooses to enact incentive zoning, incentives can be given to developers to make trails or parks part of their development plan. Incentives may include increased density allowance, reduced setbacks, or other benefits to the developer. Incentives usually are not monetary, but rather relax other regulations that developers can benefit from (see Zoning Law Revisions, above).

Funding for trail acquisition or enhancement is available from the National Recreational Trails Fund, as part of Transportation Equity for the 21st Century (TEA-21), administered by NYS DOT. This and additional sources are described in the 1999 *Irondequoit Bay Hiking Trail Plan*, which is being completed by the Towns of Webster, Irondequoit and Penfield, in conjunction with Monroe County Department of Planning.

It is proposed that the Town continue to work with the Friends of Webster Trails in both trail planning and trail maintenance.

Parks and Trail Map and Signage Program

The proposed parks and trail map and informational signs, directional signs, and trail markers are intended to increase the utilization of the available recreational opportunities in Webster, while safeguarding the rights of abutting property owners. This is a short-term project, although it will require periodic updates as the trail and park system is expanded. The Friends of Webster Trails should be asked to assist the Town in the planning and implementation of the program.

Funding for this project could come from tax revenues or developer fees. A sponsorship program could also be developed to help defray the cost of the signage program. Webster businesses or industries could donate to the signage program in return for having their name on a sign or trail marker.

Monroe County Water Authority Easement

As mentioned in the future land use plan, an easement should be requested from the Monroe County Water Authority along the its planned chilled water lines for trail use. The MCWA also owns lands adjacent to Lake Ontario where the intake facilities will be located which potentially could be used for fishing and other waterfront recreation. Mutually beneficial plans should be developed jointly by the Water Authority and the Town of Webster to maximize any potential public waterfront access opportunity to Lake Ontario in conjunction with the development of the Lake Water Supply Project.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Seaway Trail

Lake and Bay Roads in Webster are part of New York State's Seaway Trail. This state-designated scenic touring route has attained the National Recreational Trail designation. Its purpose is to promote regional economic development through tourism, and to provide a connection between a number of the State's major scenic and tourist resources, including the Niagara River, Lake Erie, Lake Ontario, and the St. Lawrence River. The current condition of Lake and Bay Roads do not safely allow for pedestrian and bicycle touring. The Town should work with the Seaway Trail, Inc. to pursue the incorporation of on-road or off-road trail connections or segments with both the NYSDOT (for the section of Lake Road from the bay outlet to Route 250) and the Monroe County DOT (for the segment from Route 250 east to the Wayne County border and Bay Road from 104 north to Lake Road) as capital improvement projects are developed.

E. IMPLEMENTATION of the TRANSPORTATION PLAN

Route 404

Implementation of the *Route 404 Corridor Study* includes careful planning of land uses and driveway placement to maintain the smooth flow of traffic and reduce the number of accidents. Access improvements can be provided using techniques such as roadway realignment, curb cut definition, frontage roads and internal circulation routes, turn restrictions, channelization of turning movements, and access spacing standards. While many of these require construction, the cost of these improvements, which ultimately can decrease congestion and improve capacity through operation, are far less than adding lanes.

Many of the recommended improvements to intersections, access management, and capacity need to be incorporated into NYSDOT programs for future funding. The Town is already taking steps to acquire the land needed to realign Shoecraft and Hard Roads. Through site plan review and zoning, the Town could implement a number of access management controls that do not involve construction along the right-of-way.

As recommended in the *Route 404 Corridor Study*, one method for decreasing congestion is to create a zoning overlay district along 404 from the southwestern town boundary to the village boundary. The overlay regulations would be part of the site plan review process and would apply to any subdivision, construction, alteration, or change of use that occurs after the date of adoption of the regulations. Included in the overlay district would be minimum spacing standards for driveways, intersections, median breaks and corner clearances. In many cases existing spacing is greater than what is recommended and the overlay district would provide a method for coming into compliance over time.

Additional standards that can be implemented through zoning include standardizing access, sidewalks, landscaping, on-site circulation methods, signage, and parking. Specific standards for these elements are depicted in Table 6-2 of the 404 Corridor Study.

TOWN OF WEBSTER COMPREHENSIVE PLAN

Since Route 404 is a New York State Roadway, funding for access improvements can be gained through NYSDOT, if the project addresses major capacity problems. If a project does meet NYSDOT criteria, then it can be put on the Transportation Improvement Program (TIP) for future funding using federal funding such as STP-Flex, or STP-SAFE funds. In addition, match funding is available through the Monroe County Department of Transportation for the 20 percent local match typically required.

The Ridge Road street tree program proposed by the Comprehensive Plan should be implemented first in the Core area and then extended westward to the Town line. The Town should adopt a list of recommended street tree species and trees should be planted approximately 30 feet apart. Implementation can be through site plan review of development projects, or through direct Town funding for particularly critical areas. The NYS Department of Environmental Conservation provides funding and assistance for municipal street tree programs as part of the Urban Community Forestry Program.

Town Streets and Roads

As discussed in Section III under Transportation, neighborhood roads serve many purposes for both pedestrian and motorized traffic. The various uses change as one moves from interior subdivision roads to town collector roads to major arterial thoroughfares. Road design guidelines should be reflective of these changes in use, and should be reviewed by the Town periodically and revised if necessary.

Residential areas should be designed to discourage high-speed, cut-through traffic. Interior roads should be designed to a standard that reduces traffic speeds and is inclusive of the wide variety of non-motorized activities. Exterior roads, and roads intended to serve through traffic, should be designed to a higher standard. In particular, these roads should have wide, paved, marked shoulders (e.g., those on Klem Road) to permit non-motorized traffic to use these roads safely and effectively.

Roadway Extensions

Extension of Publishers Parkway would likely be a developer funded project, as part of the development of the Office Park area. In addition, the Town should pursue opportunities to establish a North/South route between 104 and 404 between Five Mile Line and Hard Roads to improve traffic flow in the southern core area.

Public Transportation Enhancement

The proposed bus loop servicing the community core can be accomplished by working with the Genesee Transportation Council (GTC) and the Rochester-Genesee Regional Transportation Authority (R-GRTA). Justification for this additional service would be needed, but there would be no direct cost to the Town. Enhancements to existing service will be weighed against other towns looking to increase public transit in their community and may take a few years to be implemented.

TOWN OF WEBSTER COMPREHENSIVE PLAN

F. IMPLEMENTATION of the INFRASTRUCTURE PLAN

The Town of Webster's sewer lines and treatment plant are adequate for current needs, with the capacity to be increased as warranted by new development. Infrastructure improvements and expansions can be costly to the Town and its taxpayers, but, on the other hand, ready infrastructure can also be an incentive for controlled growth where the town desires it. The Town's \$2 million dollar capital improvement project currently underway to enhance operating efficiency should continue to be implemented systematically so the Town will be able to support development as it occurs with the least amount of financial impact to the residents.

Sewer capacity studies should be performed, for example for the segment of sanitary sewer on Hard Road between Publishers' Parkway and Klem Road. This mainline branch receives effluent from portions of the "Core" area, as well as from much of the commercial development south of Ridge Road, including portions of north Penfield. As additional development occurs in Penfield and within the Core area, the capacity of this segment of sewer may be reached. To prevent lost opportunities for desired development within the Core area, the Town should be prepared to upgrade this section of sewer before its capacity is taxed. The Town should seek opportunities to share with developers the cost of sewer system upgrades which support proposed development.

The Town's storm drainage system is considered adequate at present, although as additional development occurs, the increase in impervious surfaces will result in an increased need for stormwater management. This typically occurs on a site-by-site basis as part of a proposed development project.

To aid in the increasing need for stormwater management, the Town should undertake an update of the Townwide Drainage Study originally prepared in 1981. Focus should be placed on specific watershed areas that have the capacity to support future development. Needed detention facilities can be combined with open space, recreational facilities, or trailway development. The Town has indicated that some areas within the Shipbuilders' Creek watershed may be near capacity and may benefit from a regional townwide detention facility.

An additional way to support new development in Webster is to work with the Monroe County Water Authority on the proposed chilled water facility. The Town could assist the MCWA by helping with land acquisition or with the permitting process.

G. IMPLEMENTATION of the ECONOMIC DEVELOPMENT PLAN

Proactive effort is needed to attract new businesses to Webster. The Town should endeavor to provide assistance to the Webster Chamber of Commerce in its work to identify businesses, market Webster to those businesses, and provide early interactions with businesses in the site plan development process.

When commercial and industrial properties remain vacant or underutilized, while at the same time there is continued expansion into new areas, the overall open space of the Town may be reduced unnecessarily. It is proposed that the Town provide incentives for businesses to restore, renovate, or otherwise improve underutilized and vacated commercial and industrial properties.

TOWN OF WEBSTER COMPREHENSIVE PLAN

H. STAFFING ISSUES

To facilitate on-going planning efforts, and particularly to assist the Planning Board in review of development projects, it is recommended that the Town consider incorporating a professional town planner position. This person would assist the Department with on-going planning projects, meeting with prospective developers, and helping to advise the Planning Board in the site plan review process.

For land use applications appearing before the Town, Planning, and Zoning Boards, it is recommended that the Conservation Board provide recommendations to the appropriate boards at least five work days prior to that application being heard by those Boards.

The importance of having a person or set of persons dedicated predominantly to planning and plan review/compliance in a town cannot be overestimated. The sharing of these tasks with other important town operations inevitably results in task prioritization and a reactive, rather than proactive, approach to town planning.

To provide a sharp focus to town planning activities, it is recommended that the Town expedite conversion to a GIS database, consistent with Monroe County GIS system.

As mentioned previously, the architectural/landscape consultant recently engaged by the Planning Board helps in the town planning process. Review costs are the responsibility of the applicant. This funding mechanism could be partially extended to other parts of the review process, helping to offset some of the cost of the new resources. Consistent, early, proactive, and continuous involvement with developers can help generate a better end product for the citizens of Webster and help provide a "no surprises" review process for the developer.

Also, as stated previously, it is proposed that the Town create an Open Space Committee, composed of representatives from the Planning Board, Town Board, Conservation Board, Parks and Recreation Board, as well as interested citizens. The Open Space Committee would foster dialogue on open space issues among the various boards, oversee the preparation and periodic updating of the recommended Open Space Inventory, assist the Town in finding methods to preserve open space parcels and significant natural resource areas identified in the Inventory, and advise the Town on implementation of the Conservation Easement Program.

Monroe County recently announced that the County of Monroe Industrial Development Agency, working with NYS Empire State Development Corporation and RGE, will be launching an effort to help market the Eastman Kodak Elmgrove site and other industrial sites in the County. It is recommended that the Town request that the County include Webster in this effort, assisting the Town and the Webster Chamber of Commerce in marketing sites in the Town for economic development, especially in the industrial and the recommended Office Park areas.

Also, it is recommended that additional staff resources, as deemed appropriate by the Town board, be devoted to environmental protection: specifically, more stringent enforcement is needed regarding tree removal in areas overlooking Lake Ontario and Irondequoit Bay. Further, on-site inspection of construction sites should be performed to ensure that runoff is minimized, trees are

TOWN OF WEBSTER COMPREHENSIVE PLAN

not excessively removed, wetlands are protected and land cleared for construction is covered and/or landscaped as soon as possible.

I. COMPREHENSIVE PLAN ADOPTION AND UPDATING

Following approval by resolution of the proposed plan by the Comprehensive Plan Committee, it will be forwarded to the Town Board. The Town Board will conduct a final public hearing and may adopt the plan by resolution, with changes as deemed appropriate by the Town Board.. The Comprehensive Plan will then become the official policy of the Town, and will serve as justification for project implementation, including zoning revisions and the other projects proposed by the plan.

As discussed in Section V.B., it is proposed that the Town Board, advised by the Planning Board, Zoning Board, Conservation Board, interested members from the Comprehensive Plan Committee, and the proposed Open Space Committee, undertake a comprehensive revision of the Zoning Law to implement the policies and proposals of the Comprehensive Plan.

The Comprehensive Plan should be updated every five years. Updating will involve identification of any changes in the use or density of use on large parcels, discussion of land use and development issues which have arisen since the adoption of the plan, and/or more detailed planning which might be needed in specific areas in response to conditions unanticipated at the time of plan preparation. Any changes in Plan policies or projects occasioned by these events should be addressed in written form and adopted by the Town Board as plan amendments. The Town Board should assign the task of overseeing comprehensive plan issues that occur between plan updates to the proposed planner.

TOWN OF WEBSTER COMPREHENSIVE PLAN

TOWN OF WEBSTER COMPREHENSIVE PLAN PROJECT IMPLEMENTATION

PROJECT	LEAD TOWN AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Zoning Law Revisions	Town Board	Planning Board Zoning Board of Appeals Conservation Board Town Attorney	Short Term
Subdivision Law Revisions	Town Board	Planning Board Zoning Board of Appeals Conservation Board Town Attorney	Short Term
Sandbar Plan	Planning Board	Town Board Commissioner of Parks and Recreation Parks and Recreation Advisory Board Friends of Webster Trails	Short Term
Open Space Inventory	Open Space Committee	Conservation Board Planning Board Commissioner of Parks and Recreation Parks and Recreation Advisory Board Monroe County Environmental Management Council	Short Term

Short Term 1-3 years
Mid Term 3-5 years
Long Term 5-8+ year

TOWN OF WEBSTER COMPREHENSIVE PLAN

TOWN OF WEBSTER COMPREHENSIVE PLAN PROJECT IMPLEMENTATION, continued

PROJECT	LEAD TOWN AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Conservation Easements	Open Space Committee	Conservation Board Planning Board Commissioner of Parks and Recreation Parks and Recreation Advisory Board Town Attorney Town of Perinton	Mid Term
Park Improvement Program	Commissioner of Parks and Recreation	Parks and Recreation Advisory Board Youth Sports Council Friends of Webster Trails	On-going
Trail System Planning and Expansion	Commissioner of Parks and Recreation	Planning Board Genesee Transportation Council Parks and Recreation Advisory Board Friends of Webster Trails	On-going
Trail Maintenance	Commissioner of Parks and Recreation	Friends of Webster Trails	On-going
Trail and Park Map Signage Program	Commissioner of Parks and Recreation	Friends of Webster Trails Local Business Sponsors	Short Term
Monroe County Water Authority Trail Easement	Supervisor and Town Board	Monroe County Water Authority Commissioner of Parks and Recreation Friends of Webster Trails	Mid-Long Term

Short Term 1-3 years
Mid Term 3-5 years
Long Term 5-8+ years

TOWN OF WEBSTER COMPREHENSIVE PLAN

TOWN OF WEBSTER COMPREHENSIVE PLAN PROJECT IMPLEMENTATION, continued

PROJECT	LEAD TOWN AGENCY	SUPPORT GROUPS	TIME SCHEDULE
Seaway Trail	Commissioner of Parks and Recreation	Seaway Trail, Inc. Friends of Webster Trails Monroe County DOT NYS DOT	Mid Term
Implementation of Route 404 Corridor Study Recommendations	Commissioner of Public Works	NYSDOT Planning Board Zoning Board of Appeals	On-going
Ridge Road Street Tree Program	Commissioner of Public Works	Planning Board NYSDOT NYS Department of Environ. Conservation	Mid-Long Term
Enhancement of Public Transportation	Commissioner of Public Works	Rochester-Genesee Regional Transportation Authority Genesee Transportation Council	Mid Term
Publishers Parkway Extension	Commissioner of Public Works	Planning Board Monroe County DOT Local Developers	Mid Term
Relief Sewer Construction	Commissioner of Public Works		On-going
Staffing	Town Board		Short-Mid Term
Establish Open Space Committee	Town Board		Immediate

Short Term 1-3 years
 Mid Term 3-5 years
 Long Term 5-8+ years

TOWN OF WEBSTER COMPREHENSIVE PLAN

APPENDIX A

TOWN OF WEBSTER HISTORIC PROPERTIES

The following list of historic properties in the Town of Webster was provided by the Town Historian. Sources of information are as follows:

- LMS '76 refers to the Landmark Society survey of architecturally important buildings and sights. Note that many properties have both.
- ED '71 refers to Esther Dunn's history of Webster published in 1971. These listings indicate the historical significance of each property.
- WHS refers to designation by members of the Webster Historical Society. There are two 200 page scrap books of reference information containing supporting materials.

Basket Road

296 - E.D. '71 p. 362; L.M.S. '76
525 - E.D. '71 p. 362
235 - Baker Homestead 1840 - 1850
336 School House District #8 - Hist.

Bay Road

566 - E.D. '71 p. 336+; L.M.S. '76 Pierce
Homestead 1830 - 1840
580 - L.M.S. '76 Brick
610 - Backus ~1 house - Hist. local importance
617 - Old Bay Rd. School - Holy Cross Anglican
Church since '69
1101 - E.D. '71 p. 366; L.M.S. '76 1840+
797 - L.M.S. '76 - arch.

Burnett Road

251 - E.D. '71 p. 361; L.M.S. '76 - native brick

DeWitt Road

607 - E.D. '71 p. 365-6, 367; L.M.S. '76
687 - E.D. '71 p. 366

Dickinson Road

268 - E.D. '71 p. 366

Drumm Road

555 - '79 survey by owner

Empire Boulevard

2121

Five Mile Line Road

709 - E.D. '71 p. 365
782 - E.D. '71 p. 365; L.M.S. '76
959 - E.D. '71 p. 365; L.M.S. '76
1020 - E.D. '71 p. 365; L.M.S. '76 (1852)
Historical
1109 - L.M.S. '76 (arch)

Forest Lawn Area - E.D. '71 p. 28 1-3; including 50+

former cottages on Forest Lawn Drive and 5 on
Shipbuilders Creek - should be classified as a Historic
District

Gravel Road

941 - L.M.S. '76
1011 - E.D. '71; L.M.S. '76 (too many
alterations - remove from list)

Hard Road

734 - L.M.S. '76 - local brick
797 - L.M.S. '76 - local brick
834 - L.M.S. '76 - local brick

Harris Road

Cemetery - E.D. '71 p. 29(1826)

Herman Road

790 - L.M.S. '76 - Rochester Times Union
9/19/75

Holt Road

351 - L.M.S. '76 - Hist. Arch.
362 - L.M.S. '76
409 - L.M.S. '76 local brick
451 - L.M.S. '76
564 - L.M.S. '76
725 - E.D. '71 p. 367; L.M.S. '76
767 - E.D. '71 p. 367; L.M.S. '76 - Hist. Arch.
(1829)
822 - L.M.S. '76 Hist Arch.
546 - built 1872 Hist. Arch.

Klem Road

490 - L.M.S. '76
624 - L.M.S. '76
694 - L.M.S. '76
865 - E.D. '71 p. 367; L.M.S. '76 (1830) local
brick
554 - Local survey '79

TOWN OF WEBSTER COMPREHENSIVE PLAN

Town of Webster Historic Properties, Continued

Lake Road

833 L.M.S. '76 native brick
885
839 L.M.S. '76
1100 (White house) Webster Park E.D. '71 p.
361-2; L.M.S. '76
1212 L.M.S. '76 School House
1221 E.D. '71 p. 284 & 361; L.M.S. '76 (1812)
1290 Hedges Nine-Mile Point; E.D. '71 p. 283
1301 E.D. '71 p. 361; L.M.S. '76
1668-L.M.S. '76
1771- E.D. '71 p. 362
1826-E.D.'71p.338
1890 L.M.S. '76; E.D. '71 p. 362
1302 Strowger/H. Wright/E. Smith House
1840-E.D. '71 p. 286-88

Lapham Park

13

Main Street East: 31,58, 99, 103, 110, 118, 183, 199

Main Street West: 3,5, 19, 20, 31, 87, 93, 109, 131

Phillips Road

394- L.M.S. '76 (1861) local brick
397 E.D. '71 p. 370; L.M.S. '76 local brick

Ridge Road East

1468 (Holy Trinity) E.D. '71 p. 83-87; L.M.S.
'76
1494 E.D. '71 p. 362; L.M.S. '76
1629 E.D. '71 p. 362; L.M.S. '76- wrong photo
1648-E.D.'71p.362
1756- E.D. '71 p. 362; L.M.S. '76
1763-E.D.'71p.362

Ridge Road West

474 Old Ridge Carpeting
514-L.M.S. '76
533 L.M.S. '76
551 L.M.S. '76
558 L.M.S. '76
560 L.M.S. '76
539 District School L.M.S. '76; W. H. 5. '79;
E.D. '71 p. 303
602 Jade palace E.D. '71 p. 301; W. H. 5. '80's
603 Old West Webster Fireball
605 1st West Webster Post Office
611 L.M.S. '76
617 L.M.S. '76
620 L.M.S. '76
622 L.M.S. '76
618-E.D.'71p.3
632 L.M.S. '76

Ridge Road West, Continued

650 E.D. '71 p. 365+ 45; L.M.S. '76
973 E.D. '71 p. 365; L.M.S. '76 house moved to
Shoecraft
618 E.D. '71 p. 365; L.M.S. '76
981 E.D. '71 p. 364-5; L.M.S. '76
1062 E.D. '71 p. 364; L.M.S. '76 demolished
'98
1080 E.D. '71 p. 173 demolished '99
1082 E.D. '71 p. 362; L.M.S. '76 scheduled
for demolition

Salt Road

920 E.D. '71 p. 362; L.M.S. '76 (highest rating)
990 L.M.S. '76 house and barn

Schlegel Road

1352 Cobblestone school house #7 E.D. '71 p.
118; L.M.S. '76 (highest rating)

Shoecraft Road

1137-L.M.S. '76

Shoemaker Road

980- E.D. '71 p. 368; L.M.S. '76 (1810)
1024- E.D. '71 p.368; L.M.S. '76 (1870)

State Road

1298
1659 W.H.S. 80's map
1804 W.H.S. 80's map
1866- W.H.S. 80's map

Vosburg Road

499 W.H.S. 80's

Webster Road

410 L.M.S. '76 local brick
500- E.D. '71 p. 369; L.M.S. '76 (1868) high
rating
511 -E.D. '71 p. 369; L.M.S. '76
524- E.D. '71 p. 369; L.M.S. '76 (1850)
780 E.D. '71 p. 3 68+; L.M.S. '76

Whiting Road

570 L.M.S. '76

TOWN OF WEBSTER COMPREHENSIVE PLAN

APPENDIX B: Town of Webster Open Space Preservation Program

Tax Id Number	Property Address	Property Owner	Open Space Acreage	Year of Expiration
064.02-1-12	Shoemaker Road	DeBrine, Donald & James	76.80	2001
064.01-1-21	Shoemaker Road	Short, Jean B.	7.20	2001
064.02-1-16	1048 Shoemaker Road	DeBrine, Donald	0.55	2001
079.19-1-05.100	1065 Shoecraft Road	Semmler, Mary Jane	31.00	2002
096.01-1-01.111	Town Line Road	Stumpf, Anthony Jr. & Doris	29.46	2002
051.01-1-48.110	1780 Woodard Road	Bischoping, Anthony & Wife	42.95	2003
063.07-2-44	540 Wahlmont Drive	Wahl, Robert A.	15.50	2003
095.01-2-01.100	State Road	Evans, Robert & Patricia	31.47	2004
049.03-1-02.130	Pellett Road	Ciardi, Donna	3.28	2004
036.04-1-24	Lake Road	Halstead, David & Jessie	4.20	2005
037.03-1-35	Lake Road	Little, Seelye E.	3.80	2006
064.14-2-09	908 Klem Road	Lazzar, Ted B.	10.06	2008
080.02-2-26	1561 Ridge Road	Wilbert, G. Peter & Ellyn M.	23.13	2008
081.03-1-23.100	1659 State Road	Bechtold, Robert M.	73.47	2008
051.01-1-47.200	247 Basket Road	Poliszuk, Orest & Jean Ferrari	10.35	2008
050.01-1-27.200	Webster Road	Wright, Lois R. & Stephen H.	11.02	2008
049.03-1-40	458 Whiting Road	Kirsohenbaum, Howard & Mary Rapp	5.25	2008
081.03-1-25.110	Salt Road	Wilbert, Peter & Ronald	25.75	2008
050.01-1-28.100	303 Webster Road	Wright, Lois R. & Stephen H.	8.28	2008
037.03-1-36	Lake Road	Harris, Cornelia, Edward T., Stephan C. & Jonathan F.	21.80	2009
037.03-1-39	Lake Road	Harris, Cornelia, Edward T., Stephan C. & Jonathan F.	7.60	2009
037.03-1-40	Lake Road	Harris, Cornelia, Edward T., Stephan C. & Jonathan F.	7.70	2009
037.03-1-38	Lake Road	Harris, Cornelia, Edward T., Stephan C. & Jonathan F.	7.00	2009
079.09-1-37.100	959 Five Mile Line Road	Kunz, James R.	17.16	2011
081.03-1-05	1714 State Road	Bechtold, Robert M.	74.30	2012
049.03-1-02.120	Pellett Road	DeBrine, Michael & Donna Ciardi	5.90	2014
050.03-1-02	1220 Woodhull Road	Brennan, Guy & Sharon	2.65	2018
051.03-1-44	469 Town Line Road	Borton, Rita M. & Asher B.	1.68	2018
051.01-1-45	237 Basket Road	Stuart, James C.	3.34	2018
066.01-1-64	549 Town Line Road	Gross, Antonio & Rosemarie	21.06	2018
037.03-1-34	1820 Lake Road	Little, Seelye E.	2.10	2018
066.01-1-48	479 Town Line Road	Petraglia, Karla & David	18.956	2019
064.01-1-19.110	810 Shoemaker Road	Happ, Ronald V. & Sandra A.	9.30	2020
064.02-1-11.100	101 Midnight Trail	Midnight, Gene & Jeanne	32.61	2022
Total			646.676	

APPENDIX C

WEBSTER

Open Space

Inventory

1973

2

TOWN OF WEBSTER COMPREHENSIVE PLAN

This report
prepared and compiled by
THE WEBSTER ENVIRONMENTAL ADVISORY COUNCIL

Mrs. David Bills
Mr. Henry Catalino
Mr. Edward Currier
Mrs. Thomas Gosnell
Mr. Stanley Hoffman
Mrs. Robert Wahi
Mrs. William Sykes, Chairman

TOWN OF WEBSTER COMPREHENSIVE PLAN

VOLUNTEERS

(and Sections Covered)

Mrs. George Beyer 674 Lake Road Webster, New York 14580	Sections 13, 9 Village of Webster
Mrs. C. Benn Forsyth 570 Shipbuilders Creek Webster, New York 14580	Paperwork for Sections 1, 2, 11
Mrs. Kirke A. Howland 52.6 Forest Lawn Webster, New York 14580	Paperwork for Sections 1, 2, 11
Mrs. J. Marvin Seemann 287 Burnet Webster, New York 14580	Section 10 Paperwork for Section 6
Mrs. Robert Thompson 214 Basket Road Webster, New York 14580	Section 7
Mrs. Frank Shumway, Jr. 1688 Lake Road Webster, New York 14580	Section 4
Mrs. Richard Burns 408 Woodland Lane Webster, New York 14580	Sections 5, 8
Mr. Henry Brown 209 Dickinson Road Webster, New York 14580	Observing for Section 1,2
Mr. Henry Catalino 514 Adams West Webster, New York 14580	Observing for Section 11
Mr. Edward Currier 1074 Sharon Court Webster, New York 14580	Observing for Section 6
Mrs. Thomas Gosnell 774 Lake Road Webster, New York 14580	Sections 12, 8

TOWN OF WEBSTER COMPREHENSIVE PLAN

COLOR KEY

Webster Open Space Inventory

Purple	0	Golf course, ski area
Green	FN	Forests
Blue	ai	Inactive agricultural land
Light Blue	W	Ponds, streams
Light Green	FC	Brushland
Yellow	E	Gravel pit, stone quarry
Pale Pink	Ay	Specialty farm, pheasant or game farm
Orange	ATC	Pasture
Red	Aovh	Active agricultural land
Brown	R	Residential
Gray	P	Public Land (parks, school)
Black	C	Commercial
Black Stripes		Industrial
Brown Stripes		Condominiums

For a more detailed explanation of Land Use Codes, please refer to the LAND USE AND NATURAL RESOURCE INVENTORY OF NEW YORK STATE which appears at the end of this report.

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #1

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2375	775 Bay Road W/S	Kuhn, Dennis	.95	R
2377	695 Bay Road W/S	Web. Cent. Sch.	26.99	P
2378	665 Bay Road W/S	Kujawa, Jos. ,Jr.	53.99	FN, Aovh
2381	581 Bay Road W/S	Paycoff, Vasil	2.30	R
2398	Bay Road, E/S	Pierce, Louis	28.79	FN
2399-100	609 DeWitt, W/S	Jameson, Lloyd	23.71	FN
2400	615 DeWitt, W/S	Quinby, Kenneth	10.00	FC
2403	639 DeWitt, W/S	Loria, Sam	1.94	R
2404-800	675 DeWitt, W/S	DeWitt, Russell	1.18	R
2405	679 DeWitt, W/S	Paluczynski, Bert	1.17	R
2405-900	687 DeWitt, W/S	Russell, Annetta	2.65	R
2408-300	752 Val Vw Pky W/S	Schwarz, Theresa	3.5	R
2408-600	788 Val Vw Pky W/S	Beikirch, Norman	1.42	R
2408-800	788 Val Vw Pky W/S	Beikirch, Norman	1.41	R
2413	308 Dickinson N/S	DeWitt, Melvin	5.0	FC
2414	268 Dickinson N/S	DeWitt, Mabel	50.00	Ai, FN, FC, E
2665	124 Dickinson N/S	Carstens, Edward	1.59	R
3496-300	420 Lake Rd/Lkfrnt N/S	Kaptein, John	1.50	Ft
3498-350	416 Lake Road N/S	Elder, Winsor	1.00	R
3649-800	DeWitt Road N/S	Web. Vg. Wtr. Wks.	40.82	P

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #2

Account No.	Address	Name	Acreage	Designation
2716-600	after 524 Adams	Wahl, Robert	8.10	FN
2718	540 Wahlmont	Wahl, Robert	23.70	FN
2770	62 Drumm Road	Demunck, Alphonse	48.00	FN,FC,Ai,
2770-500	57~ Drumm Road	Andrews,Herbert	11.49	FN,Ai,R
2770-600	561 Drumm Road	Parks, Loris	5.00	FN,R
2771	555 Drumm Road	Nosco, Louis	14.78	FN,R
2771-500	515 Drumm Road	Goodman, Irwin	7.44	FN
2772	604 Drumm Road	Dunn, G.	19.80	ATC,R
2772-700	582 Drumm Road	Schleuter, Frank	13.20	FN,R
2772-800	566 Drumm Road	Palmer, Thompson	25.00	FN,R
2773	569 Drumm Road	Beachner, George	16.62	FN
2773-900	490 Drumm Road	Yost, Lawrence	7.50	FN,R
2774-200	649 Vosburg Road	Ferge, Everett	5.00	ATC,Ai.
	Btwn.			
2775	649-595 Vosburg	Schenk, John	6.50	FN
2776	595 Vosburg	Gent, Winifred	5.00	FN,R
2781	473 Vosburg	Butson, Herbert	5.95	R
2782	479 Baker Road	Young, Vera	6.66	Ai,FC
2782-500	530 Vosburg.	Stingle, Thais Mrs.	10.00	FN,R
2783	524 Vosburg	Ciaglia, Richard	5.00	FN
2783-500	514 Vosburg	Crosby, William	6.00	FN,R
2784	504 Vosburg	Burkunas, Antanas	7.00	FN,R
2784-800	476 Vosburg	Horwath, Joseph	7.53	FN,R
2785	492 Drumm Road	Kellett, Edward	19.50	FN,R
2787-500	Btwn 756-790 Herman	Wood, Gary	28.73	FN
2788	790 Herman Road	Krum, Jack	5.00	FN
2788-582	715 Herman Road	Ackerman, Geo	7.22	FC,FN,
2789	735 Herman Road	Crane, James	10.98	FC,FN,
2791-100	Btwn577-S89VanAlstyne	Schnepe, Wm.K Est.	19.80	FC,FN
2793	Btwn 344-424 Pellett Rd.	Hale, Ezra	56.10	FN
2793-300	430 Pellett Road	Hosenfeld, Lawrence	5.16	R,FN
2793-600	Btwn 430-460 Pellett Rd.	Yurgealitis, Alex.	6.20	Ai, FN
2794-700	760 Shangri-La Lane	Kiwanis Clb. of Web	20.52	FN
2795	484 Pellett Road	Keck, Edward	16.00	FN,R
2795-500	488 Pellett Road	Bodderly, Richard	6.00	FN,R
2795-600	490 Pellett Road	Wiley, James	5.00	RN,R
2796	445 Pellett Road	Surwillo, K.	12.00	FN,R
2796-800	485 Pellett Road	Metzler, A.	7.5	FN,R
2841	860 Shoemaker Rd.	Kröhn, Sidney	25.33	Ai,FC
2841-100	560 Shoemaker Rd.	Happ, Earl	20.00	FC,FN
2841-400	840 Shoemaker Road	Colby, William	9.19	FC
2841-800	aft. 807ShoemakerRoad	Short, Irving (No.Sd)	7.38	FC
2847	515 Whiting	Ezra Hale - Gosnell	137.25	A1,FC,

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #2 - - continued

Account No.	Address	Name	Acreage	Designation
2848	403 Whiting	Hale & Gosnell Tr.	18.50	Ai, FC, F
2849	Aft. 403 Whiting to end	Ezra Hale Trustees	64.55	Ai, FC, F
2926-100	570 Klem Road	United Chch of Christ	7.53	P
2926-10 1	Behind 570 Klem	United Chch of Christ	7.83	P
2926-290	544 Klem Road	Damia, Alfred	7.00	FN
2927	Klem Rd. SS/NS	Barth, Earl	8.28	FN
3323-500	833 Lake Road	Shoemaker, D.	61.56	AOVH,R
3324	Btw. 83 3-679 Lake Road	Hale, E. & Gosnell	60.99	FN
3325	Btwn 833-6 79 Lake Road	O'Brien, Smith	5.94	FN
3326	679 Lake Road	Weitz, Edmund W.	72.00	Ai, FN, R
3334	579 Lake Road	Martin, H. W. Est.	4.99	R
3389	45~ Lake Road	Cripps, Elmer	7.0	Ai, FN
3488	800 Lake Road	Saunders, Wilbour	5.38	R
3489	774 Lake Road	Gosnell, Thomas	5.20	R
3489-500		E. G. Saunders & K. L. Trahey	3.94	R
3490	744 Lake Road	Trahey, Kate Louise	10.75	R
3491	726 Lake Road	O'Brien, Smith	5.0	R
3491-500	690 Lake Road	Carlson, Robert L.	2.45	R
3492-150	630 Lake Road	Shale, Joseph	7.05	R
3492-500	Lake Road N/S	Newmark, Bernard	11.16	FC
3496-050	436 Locust El. Dr.N/S	Avery, Marjorie	5.0	FC,FN,F
3496-100	430 Lake Rd. N/S	Willsea, Norma J.	5.5	FC, FN, F

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #3

Account No.	Address	Name	Acreage	Designation
2844-800	454 Whiting Rd.	Gantert, Coletta	10.00	R, Fn
2844-900	450 Whiting Rd.	Cnty of Monroe	10.00	P (Ai, FN
2844-940	446 Whiting Rd.	Burden, Peter	7.00	R, FN
2844-960	410 Whiting Rd.	LaSalle, Arthur	7.00	R, FN
2845	400 Whiting Rd.	Minwell, Ernest	8.00	R, Ai
2845-750	394 Whiting Rd.	Knapp, Arthur	5.00	ATC
2845-800	370 Whiting Rd.	Welke, Elmer	15.00	Ai, W(pond)
2846	350 Whiting Rd.	Palmer, Robert	4.55	R, Ai
289	251 Burnett Rd.	Tashett, Morris	27.00	FN (young trees)
2898	264 Burnett Rd.	Sims, James	15.64	W (pond, A)
2898-400	Cmr Woodhull/Burnett	Brown, Richard	20.10	Ai
2989-500	1240 Woodhull	Lindner, Wilfred	10.00	R
2900	Woodhull Road	Taillie, John	5.93	FN
2948-100	12 Woodhull Road	Eckler, Ronald	13.52	FC, Ai
2948-900	330 Holt Road	Gibson, Sherman	3.97	W, FN
2962	409 Holt Road	Ohstrom, Eric	28.17	FN, FC
2962-500	361 Holt Road	Lang, Frederick	19.42	FN, FC
2970-600	Webster Road	Taylor, Harry	24.09	Ai
2971	Webster Road	Hills, Fred (RLTR)	9.25	FN, Ai
2972	Webster Road	Hills, Fred (RLTR)	5.00	FN
2973	Webster Road	Hills, Fred (RLTR)	3.59	FC
2973-100	283 Webster Road	Whipple, Robert	7.00	Aovh (or & Ai)
2974	301 Webster Road	Byers, Clarence	22.56	FN, Ai
2974-200	315 Webster Road	Brown, Glenn	16.79	R, Ai
2976	345 Webster Road	Union Cemetery	17.50	P(1/3)
2977	375 Webster Road	Walters, Edward	55.37	Aovh, F
2996	Webster Road	Dayton, Floyd	8.83	Ai, FC
2996-905	254 Webster Road	Sudore, Philip	4.96	R, FC
2997	300 Webster Road	Haidle, G.	16.17	Ai
2997-900	330 Webster Road	Cornwall, George	36.75	Aovh
2998-900	Webster Road	Web. Cent. Sch.	40.55	P(brush now.
2999	410 Webster Road	Fry, Ovid	4.77	R, Aovh
3164	397 Phillips Road	Baker, Sallie	20.54	Ai
3164-500	377 Phillips Road	Porter, Charles	4.56	R, Ai
3165	341 Phillips Road	Verstraedt, John	21.91	Aovh
3166	325 Phillips Road	Brucker, Carl	20.52	Aovh
3166-500	301 Phillips Road	Williams, Clifford	12.11	R, Ai
3167	281 Phillips Road	Kistner, Rudolph	6.49	FN (aban. nursery)
3167-600	271 Phillips Road	Harrison, William	15.06	FN, R
3167-700	Phillips Road	Johnston, Raymond	15.30	FN, Ai

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #3 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3169	Phillips Road	Brucker, Carl	18.00	Aovh
3170	Cmnr. Lake/Phillips	Wright, Hazel	12.08	Aovh, Ai (orchard)
3307	Lake Road	Smith, Erva	23.50	Aovh(cor (rented)
3308	1333 Lake Road	Hirsch, Martin	20.32	Aovh (wh (rented)
3309	Lake Road	Dengler, Charles	41. 95	FN, FC
3314	1267 Lake Road	Taylor, Harry	8.41	Ai
3315	1221 Lake Road	Wright, Walter	17.20	R, Aovh (vineyard)
3317	1045 Lake Road	Maciejewski, C.	15.00	Ai
3320	927 Lake Road	Trahey, Kate Louise	18.00	Ai
3321	Corn Lake/Whiting	Hale-Gosnell Trust	22.00	Ai
3409	Lake Road	Monroe Land Corp	37.04	Ai
3410	Lake Road	Monroe Land Corp	47.00	A
3414	1302 Lake Road	Smith, Elmer	31.26	Ai,R (cottage c
3415	1290 Lake Road	Nowrocki, 5.	12.60	C,Ai (ho restaur
3424	1248 Lake Road	Hole, J/Wright,J	11.00	FC

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #4

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3147	316 Phillips Rd. E/S	H. K. T. Corp.	54.00	Ai
3148	280 Phillips Rd. E/S	Brucker, Carl	54.00	ATC
3149	256 Phillips Rd. E/S	Struck, Frederick	49.00	ATC
3150	Phillips Rd.	Mon. Cty. Corp.	8.00	FN
3150-100	Phillips Rd. E/S	Town of Webster	38.28	P
3151-100	Phillips Rd. E/S	Hilficker, Charles	12.88	Ai
3152	178 Phillips Rd. E/S	H. S. H. Ventures	56.26	Aovh
3153	Phillips Rd.	Wright	10.00	FN
3154	Phillips Rd. E/S	Monroe Land Corp.	10.24	Aovh
3174-150	1660 Woodard Rd. N/S	Chulick, Michael	5.53	Ai
3174-760	Woodard Rd. N/S	Kasper, Margaret	11.22	Ai
3176	1870 Woodard	Verkest(was sold)	50.00	Aovh
3180	152 Salt Road	Stadt	29.00	FN
3181	200 Salt Road	Morley	29.00	Aovh
3181-900	Salt Road	Marber Dev. Co.	31.00	Aovh
3198	201 Salt Road	Yaeger	40.00	Aovh
3199	235 Salt Road	Morley	80.00	Aovh
3200	Salt Rd.	Woodard Manor	85.00	R
3226	Basket Road	Linn	19.00	FN
3235	1780 Woodard Rd.	Bischoping	45.00	ATC
3236	296 Basket Road	Thayer	21.44	FN
3236-200	250 Basket Road	Bossart	8.00	FN
3236-280	220 Basket Road	Teamerson	7.00	FN
3236-510	214 Basket Road	Thompson	6.00	FN
3236-570	200 Basket Road	Huther	9.00	FN
3246	235 Basket Road	Webster	8.54	FN
3246-100	Basket Road	Yervasi, Rocco	30.43	FN
3247	177 Basket Road	Frawley	29.00	FN
3247-300	161 Basket Road	Cooper	6.00	ATC
3248	151 Basket Road	Martin	49.00	Ai
3249	115 Basket Road	Copenhagen	11.00	FC
3250	205 Town Line Rd.	Coene	131.00	FN,Aovh
3251-200	231 Town Line Rd.	Schneider	61.00	FN,Ai
3251-420	293 Town Line Rd.	Todisco	17.00	Ai,FN
3300-800	Lake Road	Peet	13.00	Ai
3301	1771 Lake Road	Bachier	22.00	FN
3302-500	Lake Road	Martin	14.00	ATC
3303	1671 Lake Road	Burnett	31.00	ATC
3304	Lake Road S/S	Eckler, Ronald	45.44	FN
3304-500	Lake Road S/S	Rogers, Lois	11.25	FN
3306	Lake Road S/S	Monroe Land Corp.	46.25	FN
3390	1890 Lake Road	Atkinson, James	26.74	Ai

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #4 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3390-500	Lake Road N/S	Web. Ont. Farms	11.41	Ai
3390-6 00	Lake Road N/S	Little, James	5.06	R
3390-700	Lake Road N/S	Web. Ont. Farms	19.00	Ai
3391-100	1798 Lake Road	Phelan, William	6.39	R
3392	1826 Lake Road	Calabrese, Richard	19.82	Ai
3392-200	1792 Lake Road	Bodon, George	14.33	Ai
3393	1786 Lake Road	Bodon, George	21.05	Aovh
3394	1776 Lake Road	Von Kessel, Fred	9.00	FN
3395-200	1764 Lake Road	Giannoccaro, G.	7.36	W, FC
3397	Lake Road	Mon. Cty. Water	29.86	FC
3398-100	1688 Lake Road	Shumway, Frank, Jr.	10.28	Ai,R
3398-400			4.41	
3398-500	1668 Lake Road	Hanna, Thomas	.75	Ai,R
3399			40.88	
3400	1664 Lake Road	Halstead, Raymond	7.35	Ai,R
3401	1660 Lake Road	Abraham, Joseph	10.00	Ai
3402	1640 Lake Road	Walker, W. F.	7.50	R
3403	1624 Lake Road	Balsiger, Karl	10.00	Ai,R
3404	1616 Lake Road	Campagno, Eugene	10.00	Ai
3404-100	1608 Lake Road	Rinauto, Joseph	7.02	R
3405	1584 Lake Road	Xerox Corp	14.22	Ai
3405-180	Lake Road S/S	Miller, Herman	5.00	FC
3405-200	1578 Lake Road	Pundt, Harold	4.75	R
3406	1560 Lake Road	Roby, Joseph, Jr.	12.90	Aovh
3406-300	1516 Lake Road	Rogers, Lois	19.51	Ai,FN
3406-600	1512 Lake Road	Rogers, Lois	10.02	Ai
3407-500	Lake Road N/S	Silverman, Lew	30.86	FN
3409	Lake Road N/S	Mon. Land Corp.	37.04	Ai
3410	Lake Road N/S	Mon. Land Corp.	47.00	Ai

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #5

Account No.	Address	Name	Acreage	Designation
2389	824 Bay Road	Kujawa, Franklin	28.50	Aovh,AT (Ao, At)
2389-500	Bay Road	Fredericks, A & Sons	29.52	FN
2390	770 Bay Road	Kujawa, Franklin	33.31	ATC(At)
2391	714 Bay Road	Fenicchia, M. O.	30.01	FC(pond)
2392	696 Bay Road	Holtz, Granger	23.24	FC, FN
2735	820 Maple Drive	Foti, Anthony	8.00	Ai
2735-500	Maple Drive	Bernunzio, Sam	5.50	FC
		685 Gravel Rd.		
2736	780 Maple Drive	Yaeger, Carol	20.50	AC, FC
2737	Maple Drive	Becker, Rita	8.50	FC
2738	758 Maple Drive	Becker, Rita	29.00	FC
2739	744 Maple Drive	Weinle, Win. J.	9.00	ATC (Ap)
2740	724 Maple Drive	Hill, Harvey J.	37.87	ATC, FC (At)
2764	799 Maple Drive	Weinle Bros	53.18	Aovh, AC (Av)
		744 Maple		
2765	753 Maple Drive	Mengel, Mmmnett	13.90	FC
2767	737 Maple Drive	Fronier, Walter	15.00	ATC (At)
2768	Maple Drive	Arbor, Raymond	12.91	ATC, FC
2769-150	Maple Drive	Orioli, Hubert	29.21	FN
		444 1/2 Lake Road		
2791-400	589 VanAlstyne W/S	Bartusek, Louis		AI, FC, FN
2791-505	VanAlstyne W/S	Scully, John, Norris and Charles (14 acres adjoining on Klem)	2.85	FC
2791-900	590 Van Alstyne W/S	Mahuson, Earl	5.00	Ai
2805	690 Gravel Road	Wright, Wesley	7.37	Aovh(Av,
2805-070	734 Gravel Road	Basso, Anthony	5.85	FN
2813-500	Gravel Road	Wagenhals, Otto	4.78	Aovh(Ah)
2813-600	723 Gravel Road	Wagenhals, Otto	4.32	Aovh (Ah)
2813-650	Gravel Road	Wagenhals, Otto	.46	Aovh(Ah)
2814-500	Gravel Road	CMF Enterprises	20.56	Ai, FN
		1408 Creek St.		
2815	751 Gravel Road	Henley, George	12.15	ATC(At)
2816	755 Grave Road	Dobbelaere, John	14.21	FC
2818	841 Gravel Road	Preston, Houston	45.80	FC, ATC(
2841-733	835 Shoemaker Road	Marcello, Carl	6.76	Ai, FN
2841-745	827 Shoemaker Road	Marcello, Carl	4.74	Ai
2842-950	Whiting Road W/S	Antes, Elmer	40.80	Ai
2861	782 Five Mile Line	Stumpf, Anthony	5.50	R(Rs)
2861-100	Five Mile Line	Lancaster Homes Inc.	46.02	R (RI)
2867	779 Five Mile Line	Elliott, Geraldine	57.87	FC, FN

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #5 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2868-250	741 Five Mile Line	Herman, Donald	54.12	ATC(At)
2868-999	Five Mile Line	Hegedorn, Bruce	22.98	Aovh(Av)
2870	693 Five Mile Line	Frank, George	12.00	ATC(At)
2912	865 Klem Road	Close, Mamie	28.93	Ai
2912-500	859 Klem Road	Gallagher, Win.	20.01	Aovh(Ah)
2915-925	Klem Road	Hegedorn, Bruce	10.19	FC
		635 Timothy Lane		
2919-200	655 Whiting W/S	Lazzar, Joseph	28.33	ATC(At)
2919-500	830 Klem Road	Lazzaro, Valentine	15.37	ATC(At)
2920-600	Klem Road N/S	Kleinheinz & Bircher	14.35	Ai
		248 Inspiration Pt. Rd.		
2922	Klem Road	Scully, JohnJ. and	14.00	FC
		Norris, C. O.		
2923	694 Klem Road	Hembrook, Gordon F.	19.91	ATC,FN

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Survey #6

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2838-875	Shoemaker	DeBrine, J.D.	69.62	FN,Ai,F(
2838-930	Shoemaker	Herman, G.	2.98	R,Ai,FC
2839	Whiting	Midnight	42.22	FN,FC,A
2839-600	Shoemaker	Schwarz	24.55	FN,FC,A
2839-700	Shoemaker	Attridge	7.00	Ai, FC
2842-600	Whiting	McNance	15.92	Ai,FC
2843	Whiting	Statsky, P.	15.37	AI,ATC,
2844	Whiting	Bonenblust	20.00	FN
2901-500	1164 Wall	Aman, P.	11.81	FN,FC
2902-010	1194 Wall	Burns, J.	4.74	FN,FC,R
2902-070	Wall	Anderson, Ft.	6.08	FN,FC,R
2902-440	1175 Wall	Gurnett, J.	5.21	FN,FC
2902-500	Wall	Frank, G.	11.90	FN,FC
2903-005	1269 Wall	Bernard, S.	5.48	FN
2904	1310 Wall	Knope, I.	6.90	FC,Ai
2918	910 Klem	Lazyar, J.	13.90	ATC,Aovh
2935-100	Holt	Schantz Const.	18.82	FN
2936-100	Holt	Schantz Const.	34.69	FN,FC
2937-300	Holt	Muens, H.	47.49	FN,FC
2938	632 Holt	Clifford, R.	5.00	FN
2938-500	628 Holt	Benjamin, A.	9.19	FC
2940	590 Holt	Riedel, C.	3.77	FC
2940-170	Holt	Kennedy, M.	4.70	FC
2941-100	Holt	Garnham, H.	28.74	Ai,Fn
2942-500	Holt	Garnham,-H.	21.17	Ai,Fn
2944	Holt	Candle, H.	19.28	Ai,FC
2945	466 Holt	Muens, H.	36.25	Ai,FC
2958	623 Holt	Maier	40.00	FN,FC,
2959	Holt	Muens, A.A.	48.94	R, FN
2960-500	Holt	Maier, W.	38.37	FN,FC
2961	Holt	Muens, A.A.	54.53	FN,Ai
2978	415 Webster	Costich, R.	47.58	FN,FC,
2978-900	450 Webster	Costich, O.	19.14	FN,FC,
2980-600	531 Webster	Miller, R.	31.00	Ai,FN
2982	Wall	Krautwurst	13.02	FN,FC
2983	623 Webster	Hockenburger	23.00	Ai,FN,F
2985	649 Webster	Krautwurst	44.31	Ai,FC
2986-005	Milcreek Run	unknown	5.48	FN
3000	450 Webster	Costich	73. 93	FC,Ai,A
3001-500	Webster	Gabrielli Bros	22.26	FN,Ai
3002-500	Webster	Presbyt. Church	11.50	P,Ai
3002-900	Webster	Farash, M.	42.00	FC,Ai

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #6 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3003	570 Webster	Kasper,, G.	4.92	Ai,R
3006-500	600 Webster	Chait, H.	10.50	Ai,FC
3007	616 Webster	Tierson, W.	20.00	Ai,FC
3009	640 Webster	Henrichs, W.	12.15	Ai,FC,FN
3010	650 Webster	Pieters, M.	15.75	Ai,FC
3011	654 Webster	Drake, W.	14.43	Ai,FC,FN
3142	490 Phillips	Schreiner, M.	46. 76	ATC
3157	Webster	Xerox	unknown	AI,FC,FN
3158	695 Phillips	Feldbauer	13.02	Ai
3159	639 Phillips	Zukoski, L.	10.00	ATC
3160	607 Phillips	Freundschuh, A.	17.00	ATC
3160-500	Phillips	FarashDev.	13.69	Ai,FC
3161-900	Phillips	Farash, M.	6.50	Ai
3162-500	Phillips	Mathis, B.	1.61	FN,ATC
3163	445 Phillips	Maier, J.	31.00	Ai,FN,A

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #7

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3138	Phillips Road	Xerox	47.92	ATC(Ac), FN(Fp)
3141	500 Phillips Road	Dorfner, Frank	5.23	R
3142	490 Phillips Road	Schreiner	46.76	ATC(Ac)
3143	474 Phillips Road	Maier, Joseph	39.00	ATC(Ac)
3144	474 Phillips Road	Maier, Joseph	69.00	ATC(Ac)
3144-500	Phillips Road	Grundman	94.89	ATC(Ac), FN(Fp)
3145	394 Phillips Road	Milne, Malcolm	12.11	C,Aovh(Ah)
3145-100	384 Phillips Road	Wright, Charles	10.00	FN,FC
3146-500	Phillips Road	H. K. T. Corp.	73.43	Ai, FN
3157	Phillips Road	Xerox	502.91	Ai
3170-400	1695 Woodard Road	Marber Dev. Corp.	18.54	FN,Ai
3172-500	Woodard Road	Maggio, Charles	14.13	Ai
3172-900	1823 Woodard Rd.	Plante, Edward	29.42	Aovh(Ao)
3173-500	1835 Woodard Rd.	Plante, Edward	14.00	Aovh(Ao), FC
3174	1849 Woodard Road	Ouwenga, John	3.11	ATC(Ac),A
3174-200	Town Line Rd.	Woodline Dev. Corp.	41.44	Ai
3183	350 Salt Road	Rieflin, Oscar	35.40	O-golf-cou
3184	440 Salt Road	Rieflin, Oscar	60.24	O-golf Cou
3185	Salt Road	Rieflin, Oscar	34.82	O-golf cou
3186	530 Salt Road	Sippel, Eustace	32.49	ATC(Ac)
3187	Salt Road	Herbst, Michael	23.00	Ai
3187-500	560 Salt Road	Krasucki, Richard	24.00	Ai
3188	590 Salt Road	Kugel, Milton	33.47	Ai
3201	Salt Road	Rieflin, Oscar	17.63	0-golf cou
3202	415 Salt Road	Rieflin, Oscar	5.52	0-golf cou
302-100	Salt Road	Rieflin, Oscar	82.21	0-golf cou
3219-990	Schlegel Road	Dostman, Charles	14.05	R
3222	Schlegel Road	Maier, Joseph	14.99	ATC(Ac)
3222-375	Schlegel Road	Web. School Dist.	21.47	P
3222-800	Schlegel Road	Gayla Dev. Corp.	16.09	Ai
3223-400	1830 Schlegel Road	Ford, Richard	6.00	Ai,FN,F
3225	610 Basket Road	Linn, Edward	10.00	FN,FC, (Ac)
3226	Basket Road	Linn, Edward	19.82	FN,FC
3228	520 Basket Road	Reitz, Harold	35.04	FN,FC
3230	464 Basket Road	Longrod, Wilbur	31.00	R,Ai,FN
3231	440 Basket Road	TruWil Corp.	63.00	Ai,FN,F ATC(A
3239	633 Basket Road	Sidler, Lawrence	38.00	FN,FC
3240	Basket Road	Longrod, Nellie	35.82	Ai, FN

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #7 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3240-500	593 Basket Road	M. J. French Rlty	9.18	FN,FC
3241	525 Basket Road	Berkowitz, Win.	42.00	Ai,FN,F
3243	459 Basket Road	Longrod, Wilbur	6.60	R
3243-500	Basket Road	Town of Webster	84.51	O(park), Ai,FN,F(
3244-600	Basket Road	Marber Dev. Corp.	17.03	FN,FC,
3255	425 Town Line Rd.	Clement, Loren	12.59	ATC(Ac)
3256	Town Line Road	Clement, Loren	5.50	ATC(Ac),
3257	Town Line Road	Woodline Dev. Corp.	19.90	Ai, FN, F
3259	549 Town Line Rd.	Dostman, Charles	25.25	Ai, FN
3260	581 Town Line Rd.	Milke, Frederick	29.23	Ai,FN
3261	591 Town Line Rd.	Milke, Frederick	24.00	Ai,FC

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #8

Account No.	Address	Name	Acreage	Designation
2130-500	Ridge Road	Web. Cent. Sch.	38.06	P
2136	471 Ridge Road	Elson Cont., Inc.	8.00	FC(Ui)
2299	1010 Maple Drive	St. Rita's Church	20.64	P
2288-50	540 Ridge Road	Monroe Co. Subdivs.	15.10	FC(Ui)
2303	Ridge Road	W. Web. Cemetery	4.50	P
2317-200	1130 Bay Road	Stupp, Edward	10.29	FC
232	1145 Bay Road	Klem, Bruno & Schaechter, J. (doctor's office)	7.45	R(Rs), FN
2324-200	1143 Bay Road	Klem, Bruno V.	1.00	R
2325	1141 Bay Road	Turney, Stewart	8.50	R(Rs), FN
2326	1121 Bay Road	Eleven 21 Bay Rd. Cp	28.29	FN(Ui)
2326-500	1130 Bay Road	" "	.25	FN(Ui)
2326-900	Bay Front	" "	.46	FC(Ui)
2327	1109 Bay Road	" "	.75	FC(Ui)
2327- 100	Bay Road	" "	9.35	FC(Ui)
2328	Bay Road	" "	4.40	FC(Ui)
2328-600	Bay Road	McEwen, Thomas	4.10	R(Rs), FN
2328-940	1101 Bay Road	McEwen, Thomas	10.00	R(Rs), FN
2329	Bay Road	Web. Land Plan. Inc. 383 Edgemere Drive	11.19	FN
2329-500	Bay Road	Orlen, Anthony D. (pumping station)	3.13	P
2331	Glen Edythe	Eleven 21 Bay Rd.	.15	W(shoreline
2332	1120 Bay Road	Eleven 21 Bay Rd.	.40	W(shorel
2333	1118 Bay Road	" "	.30	W(shorel
2334-200	1084 Glen Edythe	Orlen, Anthony	6.24	FN
2335	1078 Glen Edythe	Orlen, Anthony	1.70	C
2357	980 Bay Rd.(Bay Front)	Crane, Edward	5.21	FN
2357-500	Glen Edythe (Bay Front)	Kriske, Arthur 25 Lake Lea Rd.	5.21	FN
2358	Glen Edythe(Bay Front)	Orlen, Anthony (restaurant)	8.00	FN
2364	Insp. Pt. Rd. (Bay Front) No. of Exp. parking	Martin, H. L. c/o L. Martin 103 Marsh Dr., DeWitt NY	4.16	FC
2365	Bay Road	Kujawa, Henry 1010 Bay Road	52.50	FC, FN(U
2366	985 Bay Road	VanZandt, Hugh	39.10	FN, Ai
2368	967 Bay Road	Miller, Irving	9.08	FN
2382	1010 Bay Road	Steinorth, Walter	15.82	Aovh(Ah)

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #8 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2382-500	Bay Road	Steinorth, Henry 453 Ridge Rd.	16.62	FN
2412	DeWitt W/S(Insp. Pt.)	Kleinheinz & Bircher Town Landfill	28.05	P(P _s)
2412-200	249 Insp. Pt. Rd.	Van Horn, Eliz.	12.00	R(R _s),FN
2412-300	243 Insp. Pt. Rd.	Marquardt, Alfred	5.59	FN,R
2412-650	211 Insp. Pt. Rd.	Brush, Edna	5.13	FN,R
2722-10	Maple Drive	Zalyski, L. & Schaefer, B. 481 & 485 Betlor Dr.	6.20	FN
2723	974 Maple Drive	Rogalski, C.	12.00	AC, FN
2725	940 Maple Drive	Lipowitz, John	14.00	FC
2725-900	Maple Drive	Beresnevicius, A.	8.47	FC
2727	912 Maple Drive	Tessnow, John	5.00	FC
2728	906 Maple Drive	Serafine Homes Inc 904 Maple Drive	7.46	FC,FN
2730	876 Maple Drive	Bishop, Mary	7.00	FC
2731	870 Maple Drive	Alward, Patrick	13.70	FC
2732-100	Maple Drive	Web. Builders, Inc. 707 Herman Rd. (Enderlin, Donald)	23.54	FC
2734	Maple Drive	Finch, Alton 585 Alcap Drive	9.25	FC
2745	951 Maple Drive	Buchanan, Seth	8.10	FN
2747	Maple Drive	Crecco, Nunzio & Fasino 185 Simpson Dr.	14.50	FC
2758-500	530 Maple Drive	Merkel, Edward	5.30	FN
2759	871 Maple Drive	Worboys, Margaret	6.78	FC,FN
2760	865 Maple Drive	Kohlmeier, V.	11.63	FO
2762	851 Maple Drive	Guerin, Donald	19.00	FN
2763	837 Maple Drive	Hansen, A. Eagan	10.00	FC

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #9

Account No.	Address	Name	Acreage	Designation
2084	925 Ridge Road	Napolitano, D.	4.32	FC
2085	913 Ridge Road	Napolitano, D.	2.87	FC
2085-600	875 Ridge Road	Web. Cent. School	41.50	P
2091	819 Ridge Road	Mobil Oil	1.00	C
2093-100	771 Ridge Road	Heinkel, Albert	10.30	FC,(Fp)
2098	711 Ridge Road	Walters, Gordon	28.6	Ai
2099	671 Ridge Road	Ketcham, W. B. & Clarence	13.0	Ai
2110	603 Ridge Road	West Webster Fire Assoc.	7.7	P
2121	565 Ridge Road	Beck, William	17.00	Ai,Ao
2130-500	875 Ridge Road	Web. School Dist.	38.06	P
2229	964 Ridge Road	Hegedom Holding	17.59	C
2232-100	922 Ridge Road	Hegedom Holding	58.51	FC,C
2233-100	896 Ridge Road	Sunset Vly Mobile Pk	6.58	C
2233-500	888 Ridge Road	Ridge Rd. Dev. Co.	15.27	FC,FN,C
2234-500	888 Ridge Road	Ridge Rd. Dev. Co.	5.25	C
2235	888 Ridge Road	Ridge Rd. Dev. Co.	11.77	FC,FN,C
2237	856 Ridge Road	Miracle, T.	5.10	FC,C
2242-300	804 Ridge Road	Murch, J.	3.15	C
2249	764 Ridge Road	Wenzel, Elizabeth	4.5	C
2250	758 Ridge Road	Sanfilippo, Ralph	5.37	FC
2250-100	Ridge Road	Mar-Gra Corp.	13.28	FC
2251	748 Ridge Rd.	Klem Bros. Realty	5.4	FC,C
2252	740 Ridge Road	Klem Bros. Realty	24.00	FC, C
2254-750	Ridge Road	Swartz, Robert W./ Damico, T. M.	18.82	FC.C
2255	710 Ridge Road	Meli, Nicholas R/ Micciche, L.	10.00	FC(apart. starter
2256	700 Ridge Road	Harris, W & Charles	9.20	FC, C
2257-100	680 Ridge Road	DiPasquale, Philip	7.25	FC,C
2268	622 Ridge Road	Olmstead, J. H.	18.00	R, FN
2284	574 Ridge Road	Forster, Robert	10.08	R, FC, FN
2285	572 Ridge Road	Lass, Louis	6.77	R, FC
2288	550 Ridge Road	Ryan, Robert	11.00	R, FN
2800-500	Hatch Road E/S	Walter, G. & Walters, Freeman	28.72	Ai,FC
2807	Gravel Rd. (back of)	Pezzino, M and Son	12.5	FC,FN
2808-505	968-1008 Gravel Rd. E/S	Gutberlet, J.V.	30.04	FC
2812	2400 Empire Blvd.	Empire Lanes	9.64	C
2812-300	2190 Empire Blvd.	Simmons, H./ Spencer, G.	16.00	C
2812-820	2180 Empire Blvd.	Naum Bros.	7.38	C

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #9 - - continued

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2813	Empire Boulevard	Town of Webster	63.63	P
2819	893 Gravel Road	Finn, Elbert E.	36.01	Aovh, FN
2819-500	921 Gravel Road	Baker, G. H.	5.49	R
2820	Gravel Road	Gallina, Angelo	27.06	FN
2822	941 Gravel Road	Easton, Ft. C.	7.15	R
2822-500	Gravel Road	Wilb, William	7.85	R, FN
2823	965 Gravel Road	Welch, Gary	1.00	Ai
2823-500	Gravel Road	Gordon, Stanley	19.00	FN
2824	981 Gravel Road	Schlegel, Daniel	7.00	Ai
2825	1003 Gravel Road	Chiappone, A.	7.00	FC
2833	1077 Gravel Road	Maier, Joseph	3.25	FC
2834	1085 Gravel Road	Sudore, Rose	8.22	FN
2836-050	Empire Boulevard	LaDonna, Richard	30.42	FC, FN
2837-100	Empire Boulevard	Catalfo, A./ Patterson, L.	4.09	C
2859-500	Five Mile Line Rd.	Hegedorn, Bruce	22.78	FC
2860-400	Publishers Parkway	Lawyers Co-op	159.56	C
2860-500	Publishers Parkway	Web. Cent. School	41.56	P
2863	Five Mile Line Rd.	Pass Rowe Bldrs.	19.41	Ai
1864	1003 Five Mile Line	Long Branch Realty	9.69	FC
2864-300	778 Winnifred Dr.	Koopmans, J.	11.77	R, FC
2865	959 Five Mile Line	Kuntz, F.	31.27	FC, R
2889	1037 Shoecraft Rd.	Fisher, Edward	24.05	ATC
2891	1065 Shoecraft Rd.	Semmler, G.	45.69	Aovh
2892	1137 Shoecraft	Dibble, Glenn	49.00	Aovh
2893	1151 Shoecraft	Stephen, V.	11.00	FN, Ai

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #10

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
2201	1176 Ridge Road	Tebor, Leonard	48.41	W(ww),F
	1070 Ridge Road			
2225	1062 Ridge Road	Psatz Corp. & Etano	115.69	Aovh(Ah), R(R-1)
2228	1030 Ridge Road	Wright, Charles	11.00	Ai,R(R-1)
222 8-450	Ridge and Hard Rd.	Town of Webster	39.57	O(Or-9), (WW,FC)
2228-600	Webster Plaza	"	"	C(CC)
2871-100	Hard Road	Serafine, Phillip	20.87	FC
2872	840 Hard Road	Axelrod, Milton	14.23	FC
2874~100	Hard Road	Carhart Photo	14.20	FC,Ai
2874-110	Hard Road	Panepinto & Team-erson	4.00	FN
2875-550	Hard/Picture Pkwy	Carhart Photo	11.41	FC,P(P-Industrial)
2875-555	Hard/Picture Pkwy	Town of Webster	20.03	FN,P(P-
2875-600	Hard Road	Pilato Const.	8.51	FC,Ai
2876-500	Hard Road	Ten 22 Land Dev.	42.26	FC,Ai
2877	696 Hard Road	Stasaitas, K.	4.43	R(R-1)
2882	Hard Road	Kamienski, 5.	2.09	R(R-1)
2882-400	783 Hard Road	St. Pauls Church	13.25	R(R-1), P
2882-450	Hard/Copper Kettle	Schantz Homes	34.87	R(R-1),F
2883	753 Hard Road	Lochner, Valentine	9.50	R(R-1),F Ai
2884	741 Hard Road	Inguaggiato, D.	15.71	R(R-1),F Ai
2885	733 Hard Road	Zimmer, Ella	11.00	R(R-1),A
2886	715 Hard Road	Cavalier, John	29.27	R(R-1),A
2887	695 Hard Road	Petz, Emma	5.00	R(R-1)
2906	1055 Klem Road	Farr, Albert	1.50	R(R-1),A
2906-800	1047 Klem Road	Frelrier, John (Ah)	2.66	R(R-1),A
2909	1015+ 1025 Klem	Webster Schools	24.89	P(P-1),
2909-300	1007 Klem Road	Spies, Herbert	15.99	R(R-1), Ai, Aovh(
2911	905 Klem Road	Lochner, William	10.64	R(R-1),
2927-900	Holt Road	Reulen Dev.	33.01	FC,Ai
2928	856 Holt Road	Rellew Realty	23.00	R(R-1), W(WW)
2929	822 Holt Road	Heckler, Eliz	19.50	R(R-1),A W(WW)
2932	770 Holt Road	Gerber, Walter	32.70	FN(Fp)
2933	750 Holt Road	Heyenck, Henry	12.48	FN(Fp)

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #10 – continued

Account No.	Address	Name	Acreage	Designation
2951	873 Holt Road	Miscavage, C.	10.66	FC,Ai
2951-500	865 Holt Road	McAlpin-Derleth Tool &Die	3.34	R(R-1),A (Ap)
2952	847 Holt Road	Ruffle, Lloyd	7.42	R, P(P-5 FC
295 2-300	841 Holt Road	Wood, H. Glen	2.58	Industrial (II)
2952-500	Holt Road	Brodie, Pearl	28.10	R(R-1), FC
2952-700	799 Holt Road	Webster Lumber	36.90	Ai,FC
2953	767 Holt Road	Sweets Farm	17.53	C(Cs),Ai,
2956-800	Holt Road	Madge, Stanley	4.92	R(R-1),A (Ap)
2956-850	675 Holt Road	Web. Bible Church	7.45	P(P-2)
2988	735 Webster Road	Borglum, Marg.	46.00	FN(Evergr
2989-500	Webster Road	Norgro Dev.	57.06	FN,Ai
2991	805 Webster Road	Miles, Richard	4.25	R(R-1)
3016	754 Webster Road	Kehrig, Henry	5.02	R(R-1),Ay (Ay-2 -- g farm)
3017	760 Webster Road	Koshney, John	5.00	R(R-1), AT (Ac)
3021	774 Webster Road	Kittelberger, E.	5.25	R(R-1),AT (Ac)
3027-100	Webster Road	Fuchs, William	6.44	Ai
3038	Orchard Park	White, Helen	6.20	Ai
3038-500	Orchard Park	Kordzikowski, M.	4.80	Ai
3041	Orchard Park	Gnage, John	18.09	R(R-1),W(FC,ATC(A
3157	Orchard-Webster- Phillips	Xerox Corporation	502.91	Industrial (II)

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #11

Account No.	Address	Name	Acreage	Designation
2007	1863 Ridge Road	Klem, C.	61.98	ATC
2008	1861 Ridge Road	Klem, C.	70.00	ATC
2013	1813 Ridge Road	Braman, H.	78.74	Ai,FC
2013-500	1803 Ridge Road	Braman, J.	10.76	ATC(Ac), C(Cs)
2014	1763 Ridge Road	Turrill, M.	42.00	ATC
2016	1717 Ridge Road	Schreiber, A.	50.25	ATC
2017	1707 Ridge Road	Moretti, F.	51.80	ATC
2019	1629 Ridge Road	Pinckney, C.	66.00	ATC
2023- 150	1561 Ridge Road	Central School	23.13	FC/Ai
2027	1529 Ridge Road	Palermo, M.	43.20	ATC (Ac)
2033	1472-1463 Ridge Rd.	Smith, F.	22.68	FC
2157-900	Rt. 104 Ridge Rd.	Beh, G.	80. 99	ATC, FC (.
2161-200	1770 Ridge Road	Tebor, L.	33.40	ATC(Ac),
2163	1756 Ridge Road	Lloyd, Frank	5.80	R,FC
2164	1724 Ridge Road	Schroeber, F.	139.00	ATC(Ac),
2165	1698 Ridge Road	DeVoldre, J.	6.00	FN(Fp)
2166	1676 Ridge Road	Bilger, E.	7.00	ATC
2168	1606 Ridge Rd. N/S	Schrieber, D.	3.53	Aovh
2169-300	1576 Ridge Road	Morganstern, F.	13.00	Ai
2170	1570 Ridge Road	Kass, J.	22.45	Ai,FC
2172	1536 Ridge Rd.	Livato, A.	17. 90	FC
2174	1496 Ridge Road	Livato, A.	17.18	FC
2174-200	1494 Ridge Road	Enders, F.	14.21	FC/Ai
2176	1480 Ridge Road	Klem, A.	16. 36	ATO
2177-2182	1464 Ridge Road	Holy Trinity	12.84	P(P-1,P
3114	882 Phillips Rd.	Humphrey, M.	4.55	ATC(Ac)
3117-500	868 Phillips Road	Holy Trinity	6.46	P(P-1,P
3124	844 Phillips Road	Musclow, F.	7.00	Ai,FC
3138	566-520 Phillips Rd.	Xerox	47.92	ATC(Ac)
3141	500 Phillips Road	Dorfner, F.	5.23	ATC(Ac)
3142	490 Phillips Road	Schreiner, M.	46.76	Ai, FC
3157	737 Phillips Road	Xerox	502.91	Industrial (Ih)
3158	696 Phillips Road	Feldbauer, E.	13.20	Ai
3160	607 Phillips Road	Freundschuh	17.00	ATC(Ac)
3188-500	640 Salt Road	Wauters, V.	60.63	Ai
3190	704 Salt Road	Carofas, K.	23.00	Ai
3191	734 Salt Road	Becker, L.	10.10	Ai
3192	753 Salt Road	DelMonte, E.	20.88	Ai
3192-225	780 Salt Road	DelMonte, E.	5.12	Industrial (Ih)

TOWN OF WEBSTER COMPREHENSIVE PLAN

Open Space Inventory - Map Section #11 - - continued

Account No.	Address	Name	Acreage	Designation
3192-250	800 Salt Road	DelMonte, E.	5.00	Industrial (Ih)
3193	Salt Road E/S	Schrieber, Eliz.	39.00	Aovh
3193-500	920 Salt Road E/S	Palmer, Howard	8.60	Aovh
3195	639 Phillips Road	Zukoski, L.	10.00	Ai
3210-100	State of New York	Farash, Max	1.68	FC
3211-400	887-889 Salt Rd.	Pinkney, C.	7.42	ATC
3212	891 Salt Road	Miller, A.	5.00	FC
3213	915 Salt Road	Ftosenbauer, M.	9.40	ATC
3214	921 Salt Road	VanApeldorn, S.	23.49	FC,Ai
3223-900	Corn. Ridge/Basket No. of RR	Elmendorf, C.	31.12	Ai,C
3224	Basket Rd. No. of RR	Beh, G.	35.09	Ai,FC
3224-100	770 Basket Road	Xerox	5.00	C
3238	647 Basket Road	Pitts, A.	22.93	ATC
3239	633 Basket Road	Sidler, L.	38.00	ATC(Ac),
3262-100	6 35-649 Town Line Rd.	Burmeister, A.	9.88	Ai, FC
3263	649-685 Town Line Rd.	Reitz, H.	12.00	Ai,FC
3265	685 Town Line Rd.	Elk, Edwin	13.50	Ai
3266-500	Town Line Rd.	Beh, G.	8.38	Ai
3268-100	751-759 Town Line Rd.	Union Hill Fire Dpt	6.00	O(Or-8)

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #12

Account No.	Address	Name	Acreage	Designation
310-9	1116 Webster Rd. E/S	Miller, Alfred	2.00	Ai
310 -10	1130 Webster Rd.	Episcopal Church	5.80	P(P-2)
310-75		Village Water Wks	2.88	P(P-7)
310-920	South Avenue	Village of-Webster	15.89	P
311	119 South Ave. W/S	School #1	29.16	P(P-1)
2049-200	1213 Ridge Road	Fire Dept.	23.97	P
2054-500	1191 Ridge Road	School	35.91	P (P-1)
2065	1143 Ridge Road S/S	Sillmes, Mary	42.11	Aovh,FC
2067	Ridge Rd. S/S	Cemetery	16.00	P(P-6)
2067-500	1067 Ridge	Pitts, John, Inc.	9.36	C(Car Sa
2069	1049 Ridge Rd. S/S	Elenenis Ridgeway	59.50	FC
2070-050	Ridge Road W/S	Spink, Claude	54.00	Ai
2076	991 Ridge Road S/S	Quinby, Ralph	32.36	Ai
2894	1048 Shoecraft	Smith, Narbert	6.07	Ai
2894-100	Shoecraft Rd.	Waverly Wood Vg.	44.32	Z - apart
2895-500	Shoecraft Road	Shoecraft Realty	74.00	ATC
2896	1144 Shoecraft	Shoecraft Realty	26.30	Z Apart
2964	Jackson Rd. W/S	Lubell, Jack	39.54	Ai
2965	1105 Jackson Rd W/S	Lubell, Jack	110.00	FN
2967	Jackson Rd. E/S	Bartell, Narman	23.68	FC
2968	Jackson Rd. E/S	Schoolmasters	9.84	P(P-1)
		Nursery		
3286-500	1401 State S/S	Webster School	20.36	P
3287	1349 State S/S	Silberman, Enos	30.43	ATC
3289	1233 State Rd. S/S	Ardco Dev. Corp.	8.57	FC
3296-50	1346 State Rd.	Christian Ref. Brds.	4.56	P
		of Home Mission		
3299	1216 State Rd. N/S	Cape, DeWitt	59.29	Aovh, FN

TOWN OF WEBSTER COMPREHENSIVE PLAN

OPEN SPACE INVENTORY

Map Section #13

<u>Account No.</u>	<u>Address</u>	<u>Name</u>	<u>Acreage</u>	<u>Designation</u>
3194	990 Salt Road	Krenzer, Louis	116.00	AC,FN
3195	1064 Salt Road	Sutorius, Charles	45.50	FC,FN
3215	1019 Salt Road	Amsler, Fred	63.00	Ai
3277	Town Line Rd.	Stumpf, Anthony	49.82	Aovh
3279	1845 State Road	Wagner, Claude E.	47.44	Aovh
3280	1755 State Road	Kubrich, James	144.32	Aovh
3281	1659 State Road	Haber, H.	110.56	Aovh, FN
3282~500	State Road	Gertrude Nichelson and Co.	69.32	Ai
3283	549 State Road	Hilficker, Arthur	50.00	Aovh
3284	1515 State Road	Renelem Inc. and Lubelle, J.	45.85	Aovh, Ai
3285	1441 State Road	Imm, Henry	72.82	Aovh, Ai
3286	1425 State Road	Hardy, Estelle	37.12	Aovh, Ai
3286-500	1401 State Road	Web. Sch. Dist.	20.36	P
3287	S. of State	Siberman, Enes Estate	30.43	Ai
3290	1866 State Street	Lamberts, R.	5.00	R
3290-500	1866 State St.	Bradstret, Willard	95.86	FC
3291	1804 State Street	Tyler, Peter	13.70	R
3292	1714 State Road	Pinkney, Charles	89.36	Aovh,FC
3293	1534 State Road	Renelem, Inc. and Luhelle, J.	120.00	FN,FC
3294	1484 State Road	Durand, Emma	79.00	FN,FC
3295	1432 State Road	Wisnies, J.	13.87	Ai
3296-050	1346 State Road	Christian Reform Boards of Home Missions	4.56	p

TOWN OF WEBSTER COMPREHENSIVE PLAN

A

A Case for Business · 5
ADOPTION · 73
Agricultural · 7, 12
Agricultural and Farmland · 52
Air Service · 29
Archaeological Significance · 22

B

Bicycle & Pedestrian Routes and Trails · 33
Bridge Inventory · 4, 25
Bridges · 25
Bus Lines · 60

C

Cable · 31
Capital Programs · 28
chilled water intake facility · 58
Cluster Development · 49
Commercial · 7, 9
Commercial Land Use · 45
Community Services · 38
COMMUNITY SERVICES · 34
COMPREHENSIVE PLAN PROJECT
IMPLEMENTATION · 74, 75, 76
Conservation Easements · 50
Core · 5, 10, 42, 44
Corridor Study · 28, 58, 63, 69

D

DEMOGRAPHY · 13
Design of Development · 36, 47
Development Plan · 62
DEVELOPMENT PLAN · 39
DEVELOPMENT VISION · 36
Devil's Cove · 51
Drainage Study · 71

E

Economic Development · 38
ECONOMIC DEVELOPMENT · 61
ECONOMY · 16
Electricity · 31
Empire Park · 54
Environment · 37
ENVIRONMENTAL ADVISORY COUNCIL · 81

Environmental Protection Overlay Districts · 48
ENVIRONMENTAL RESOURCES · 18, 48, 65
EXECUTIVE SUMMARY · 5
EXISTING CONDITIONS · 7

F

FACILITIES PLAN · 61
Fishing Access · 58
Flood Plains · 18
Floodplains · 4
funding · 23, 30, 38, 54, 66, 67, 69, 70
Funding · 68
funds for park improvements · 67
FUTURE LAND USE · 39, 62
FUTURE LAND USE CONCEPT · 40

G

Glen Edith · 47
GOALS AND OBJECTIVES · 36
Golf Courses · 7
Gravel Road/Maple Drive · 54

H

high-density land use · 5
Historic Preservation · 53
HISTORIC PROPERTIES · 77
Historic Sites · 4, 21
Households · 13
HOUSING · 16
Housing Affordability · 17

I

IMPLEMENTATION · 62, 65, 66, 69, 71
Improvements · 56
Industrial · 7, 11
Industrial Land Use · 45
INFRASTRUCTURE PLAN · 60
Irondequoit Bay Wetlands · 51

K

Kent Park · 54

L

Land Use · 4, 7, 36
LAND USE · 7

TOWN OF WEBSTER COMPREHENSIVE PLAN

Low-Density Mixed Use · 45
Low-Density Mixed-Use · 63
LWRP · 58

M

Map and Signage Program · 57
MCWA · 58
Mixed Use Area · 42
Mixed-Use · 62
Multi-Family Residential · 7, 9

N

Natural Gas · 31
Natural Resource · 50
natural resources · 5, 39
Nine Mile Point · 52
Nine-Mile Point · 47
Noise · 22
North of Route 104 · 8
North Ponds Park · 55
NYS DEC · 18
NYS SEQRA · 64
NYSDEC · 51
NYSDOT · 28

O

Office Park · 62
Office Park Area · 44
open space · 5, 39
Open Space · 20, 37, 50
OPEN SPACE · 18, 48
Open Space Inventory · 83, 86, 88, 90, 92, 94, 98, 100, 104
OPEN SPACE INVENTORY · 84, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105
OPEN SPACE PLAN · 65

P

Parks · 7, 12, 53, 54, 66
PARKS · 32, 66
Parks and Recreation · 37
PDOD · 64
Pellett Road Woodlot · 52
Pollution Sites · 22
Population · 15
POPULATION · 13
Prime/Unique Soils · 19
public access · 5, 39
Public Transit · 27
Public Transportation Enhancement · 70
Public/Institutional · 7, 11

R

Rail Service · 29
RECREATION · 32
Recreational · 7, 12
Residential Land Use · 40
Ridge Park · 54
Ridgecrest Park · 55
Roadway Extensions · 70
Roadway Network · 22

S

Sandbar · 46, 58, 65
Sanitary Sewer · 4
Scenic Overlooks · 58
Scenic Resources · 20
School District · 4
Seaway Trail · 68
SEQRA · 58
Sewer System · 60
Signage Program · 68
Single-Family Residential · 7, 8
Soil Types · 19
sources of funds · 67
South of Route 104 · 9
STAFFING · 71
Steep Slopes · 4, 19
Stormwater System · 31
Streets and Roads · 59
Subdivision Regulations · 64

T

Town Streets and Roads · 70
Traffic Volumes · 4, 23, 24
Trail · 54
Trail and Park · 57
Trail System · 56
Trails · 33, 67
TRAILS · 66
Transportation · 37
TRANSPORTATION · 22
Transportation Improvement Program · 69
TRANSPORTATION PLAN · 58
Transportation Planning Studies · 28

U

Undeveloped · 7, 12
Unknown · 7
UPDATING · 73
Utility Infrastructure · 38
UTILITY INFRASTRUCTURE · 30

TOWN OF WEBSTER COMPREHENSIVE PLAN

V

Vacant · 12
Vegetation and Natural Habitats · 19
VISION AND GOALS · 36
VOLUNTEERS · 82
Vosburg Hollow · 52

waterfront · 5, 39
Waterfront · 46
Waterfront Development · 63
Watersheds · 4, 18
Webster Park · 55
Wellfield · 51
Wetlands · 18
Wooded Areas · 4

W

Wastewater System · 30
Water Authority Easement · 68
Water Supply · 4, 30, 60
Watercourses · 18

Z

Zoning · 4
ZONING · 35
Zoning Law · 62

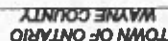
TOWN OF WEBSTER COMPREHENSIVE PLAN

Figure 1

Legend

- Village of Webster
 Existing Land Use
 AGRICULTURAL
 COMMERCIAL
 INDUSTRIAL
 PUBLIC/INSTITUTIONAL
 SINGLE FAMILY RESIDENTIAL
 MULTIFAMILY RESIDENTIAL
 PARKS, RECREATION, GOLF COURSES
 UNDEVELOPED
 No Data

Note: This table has been modified using data information provided by James Conley. Postal amounts in a preliminary version released by Monroe County Dept. of Planning & Development for this project. The final version has not been released. County worked for this preliminary version has not been completed and is not being presented.

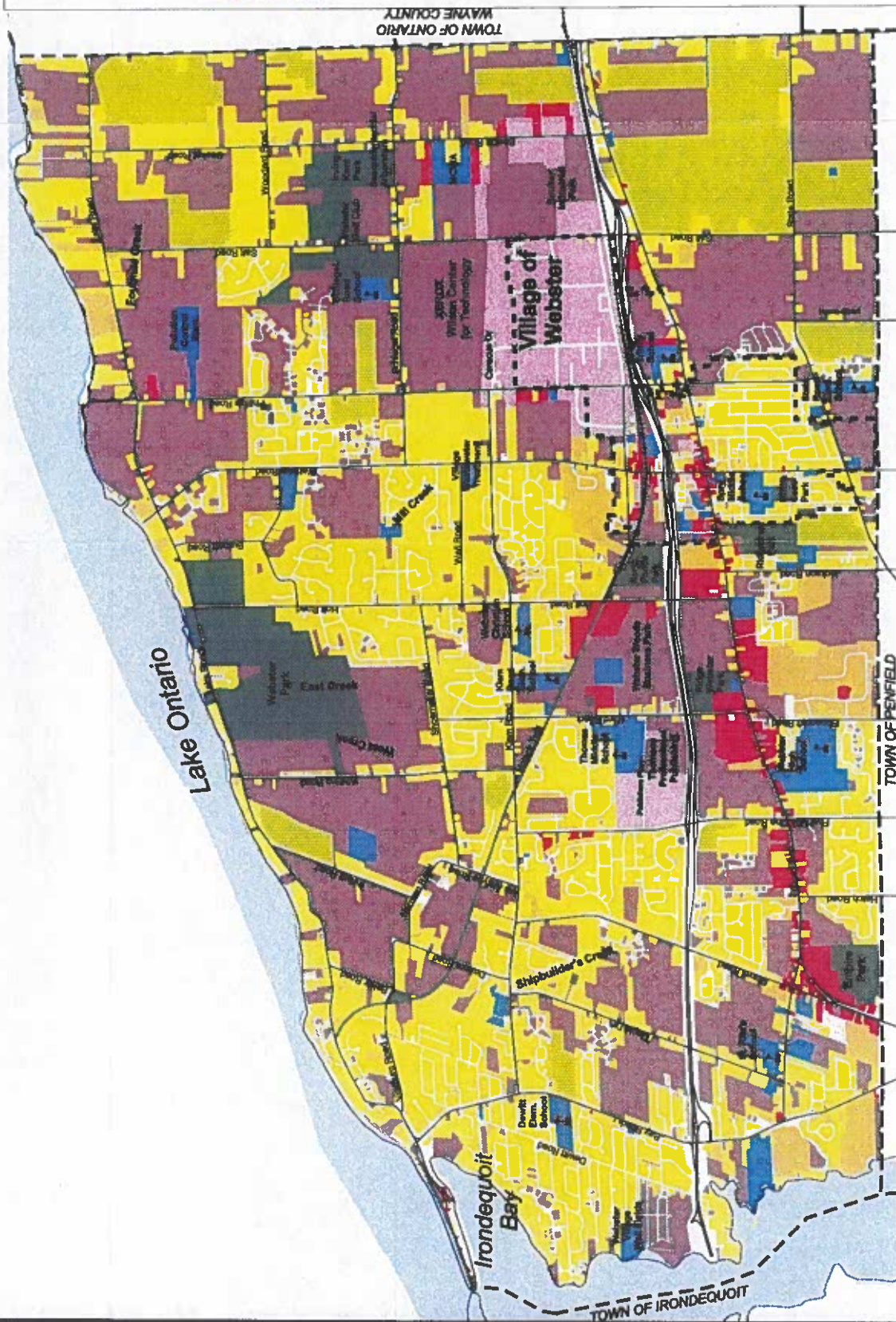


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TOWN OF WEBSTER

Watersheds

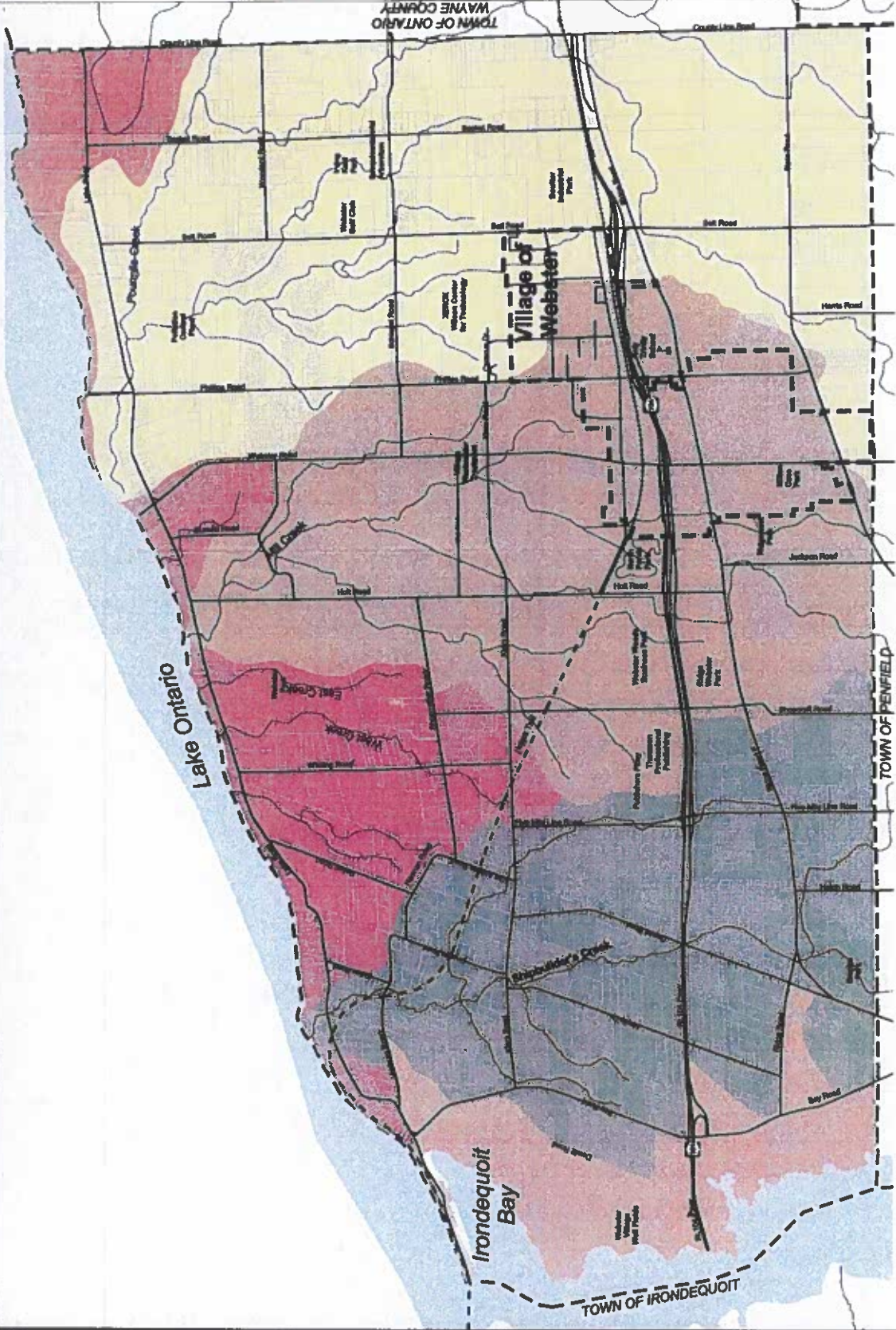
Figure 2

Legend

- - - Abandoned Railroad
- Village of Webster
- Watersheds
- Fourmile Creek Watershed
- Irondequoit Bay Watershed
- Mill Creek Watershed
- Shoupkillers Creek Watershed
- Webster Watershed

NOTE: This map has been prepared using the information provided by the Town of Webster. It is a preliminary map and should not be used for any legal or official purposes. The Town of Webster is not responsible for any errors or omissions on this map.

NOTE: This map has been prepared using the information provided by the Town of Webster. It is a preliminary map and should not be used for any legal or official purposes. The Town of Webster is not responsible for any errors or omissions on this map.



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TOWN OF WEBSTER

Environmental Constraints #1 Floodplains & Wetlands

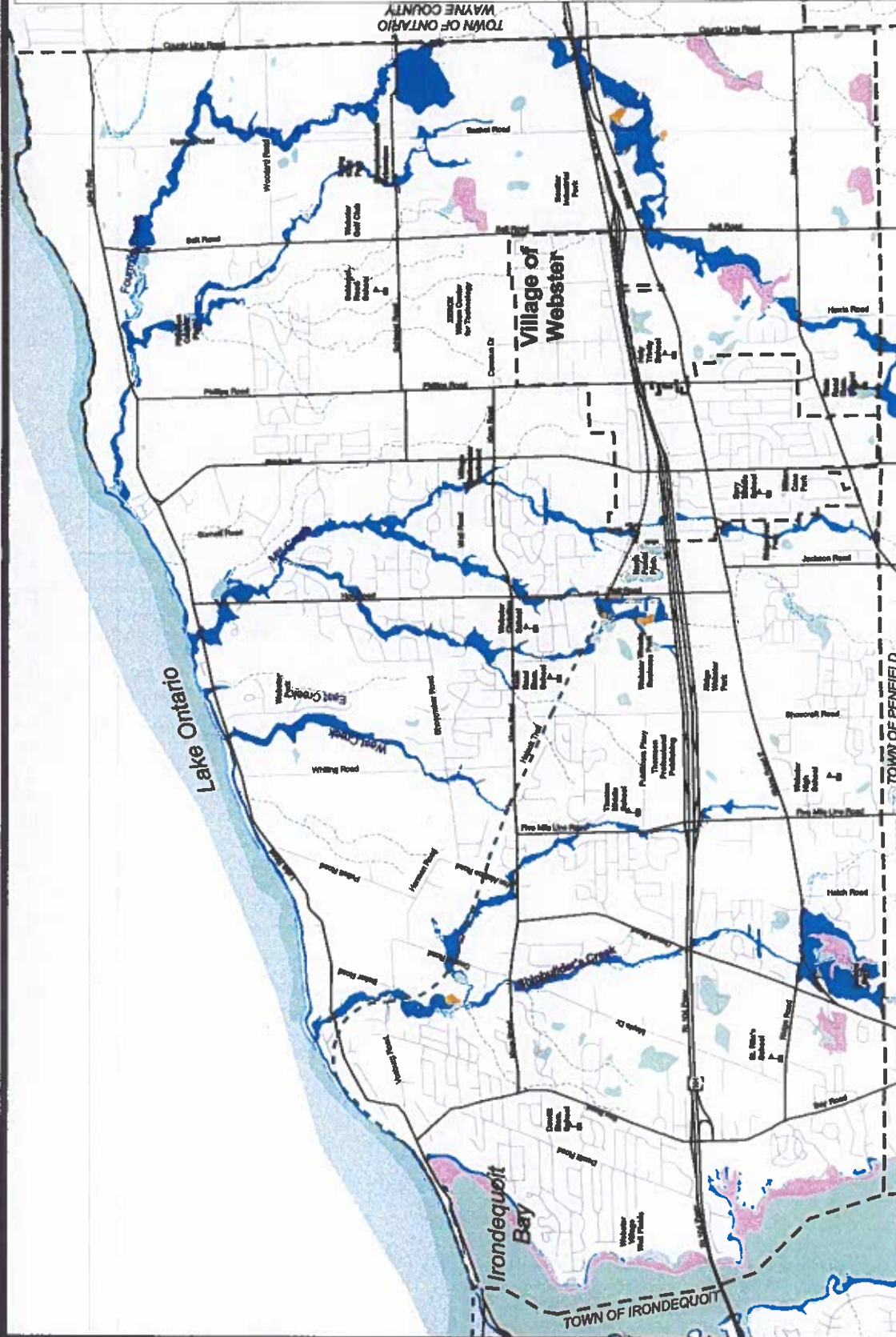
Figure 3

- Legend**
- Abandoned Railroad
 - Federal-Aid Roads
 - Local Roads
 - Hydrography
 - NYS Freshwater Wetlands
 - NWI Wetlands
- Floodplains**
- 100 Year Floodplains
 - 500 Year Floodplains
- NYS: All boundaries shown are the County of Hamilton's jurisdiction. The County of Hamilton is not responsible for the accuracy of the information provided by the County of Hamilton. The County of Hamilton is not responsible for the accuracy of the information provided by the County of Hamilton. The County of Hamilton is not responsible for the accuracy of the information provided by the County of Hamilton.



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TOWN OF WEBSTER

Environmental
Constraints #2
Steep Slopes, Wooded
Areas &
Prime/Unique Soils

Figure 4

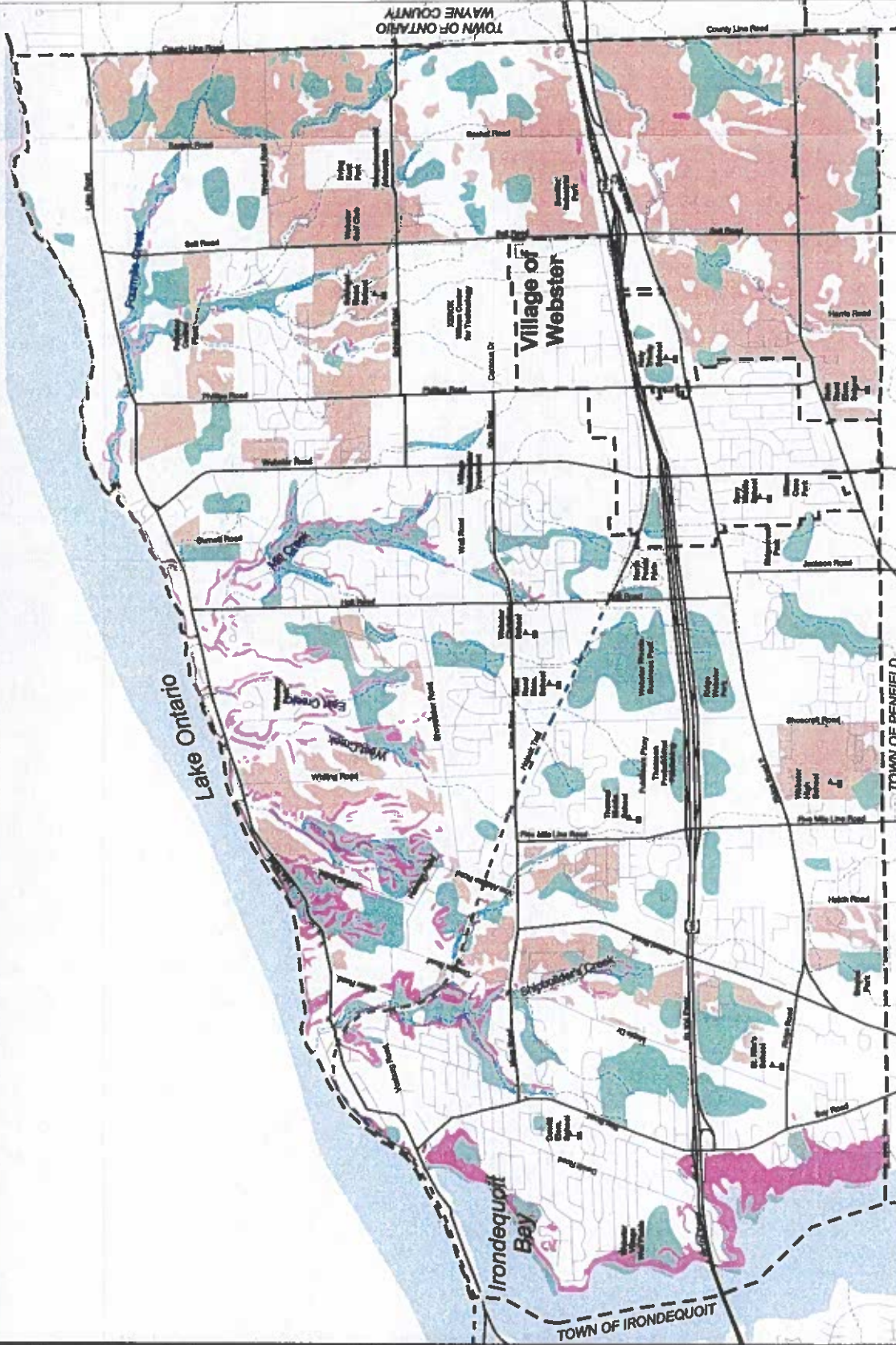
Legend

- Abandoned Railroad
- Local Road
- Hydrography
- Steep Slopes (Slopes 15% or Greater)
- Wooded Areas
- Prime/Unique Soils

NOTE: All lands shown on this map are either owned by the Town of Webster, or are subject to a restrictive covenant. The map is not intended to be used for any purpose other than to show the location of the lands shown on this map.



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TOWN OF WEBSTER

Historic Sites

Figure 6

Legend

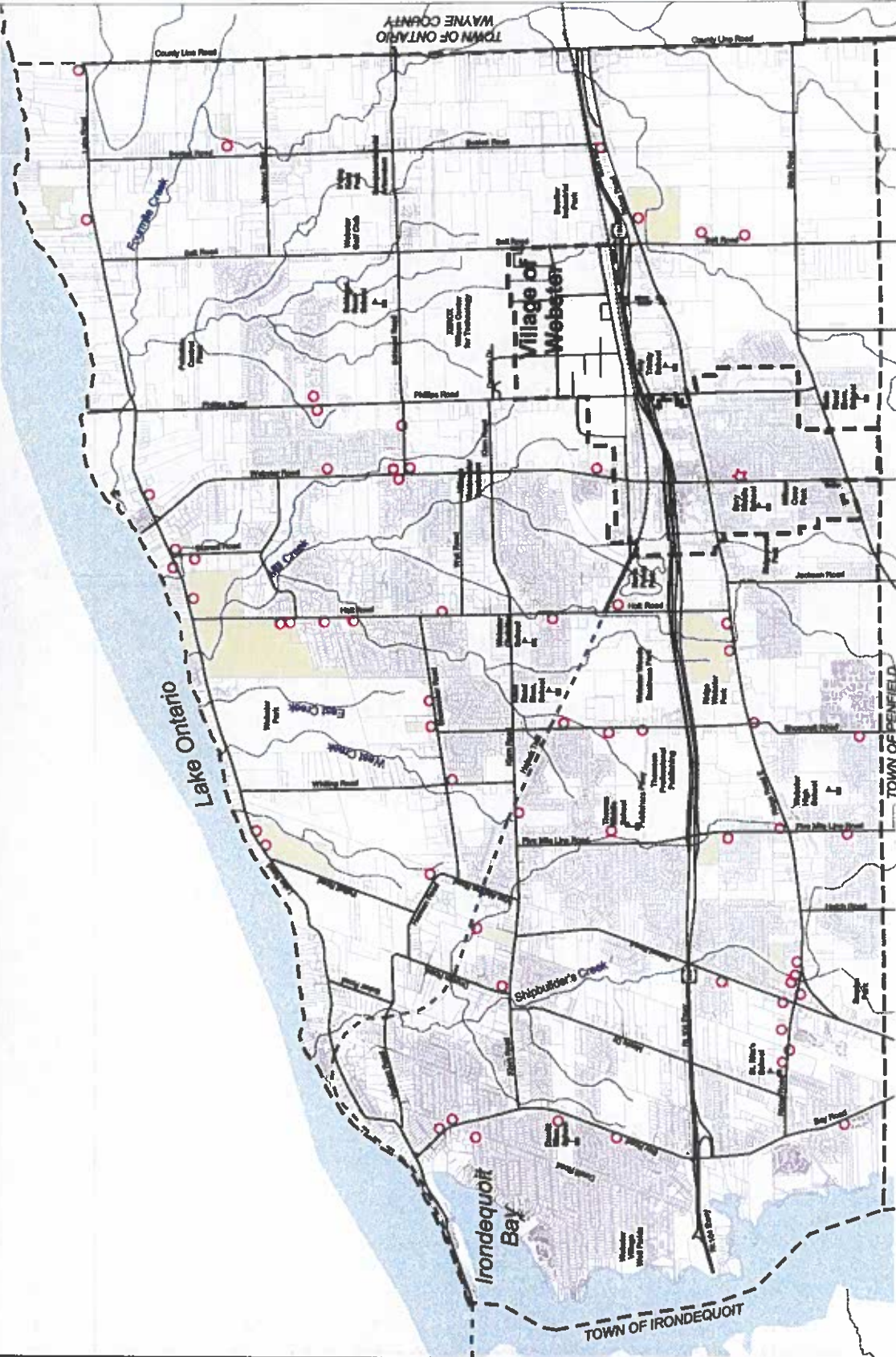
- ☆ National Register Site
(Webster Baptist Church)
- Historic Sites
- Village of Webster
- ▨ Parcels with Historic Buildings

Note: This map was prepared using base information provided by Irondequoit County. Parcel boundaries are shown in black. The map was prepared for the purpose of identifying historic sites and is not intended to be used for any other purpose. The map was prepared by Nutter Associates and Bergmann Associates.



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DECEMBER 1, 1998



TOWN OF WEBSTER

Agricultural Districts Figure 7

Legend

- Village of Webster
- Agricultural Districts

Note: This map has been updated with the information from the 2000 Census of Agriculture. The information is presented in a simplified manner for the purpose of planning and is not intended to be used for legal purposes. The information is presented for the purpose of planning and is not intended to be used for legal purposes. The information is presented for the purpose of planning and is not intended to be used for legal purposes.

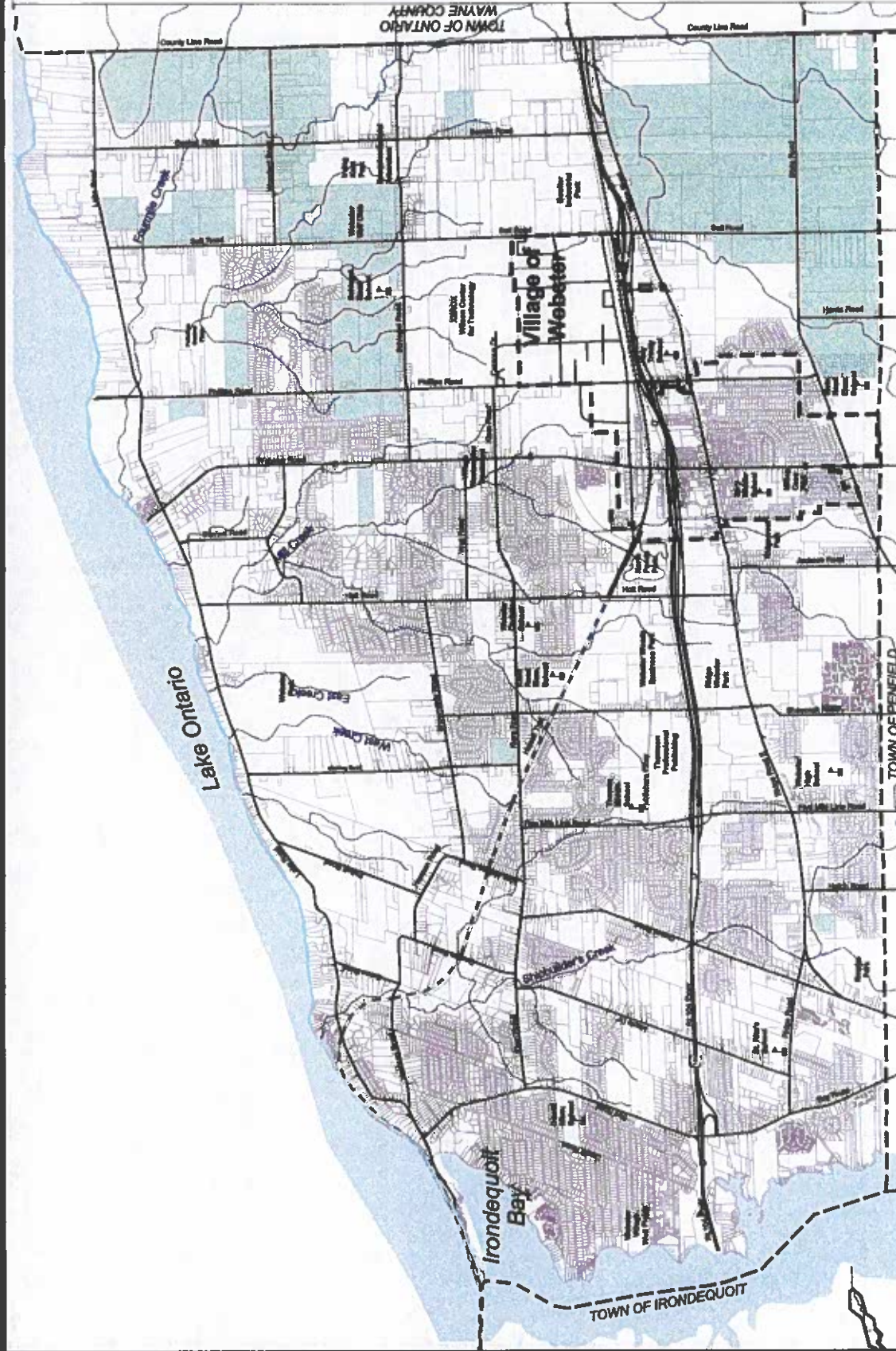
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TOWN OF WEBSTER

Road Network Functional Classification

Figure 8

Legend

- Functional Classification
- Urban Principal Arterial Street
- Urban Principal Arterial Expressway
- Urban Minor Arterial
- Urban Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Collector
- Local Road
- Abandoned Roadway
- Waterway
- Hydrography

NOTE: All segments are shown as the Center Line of the Roadway.



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TOWN OF WEBSTER

Road Network Jurisdiction

Figure 9

Legend

- Jurisdiction**
- Monroe County
 - New York State
 - Wayne County
 - Town of Webster
 - Village Roads
 - Abandoned Railroad
 - Hydrography

NOTE: All boundaries are as per the County of Webster's Topographic Chart

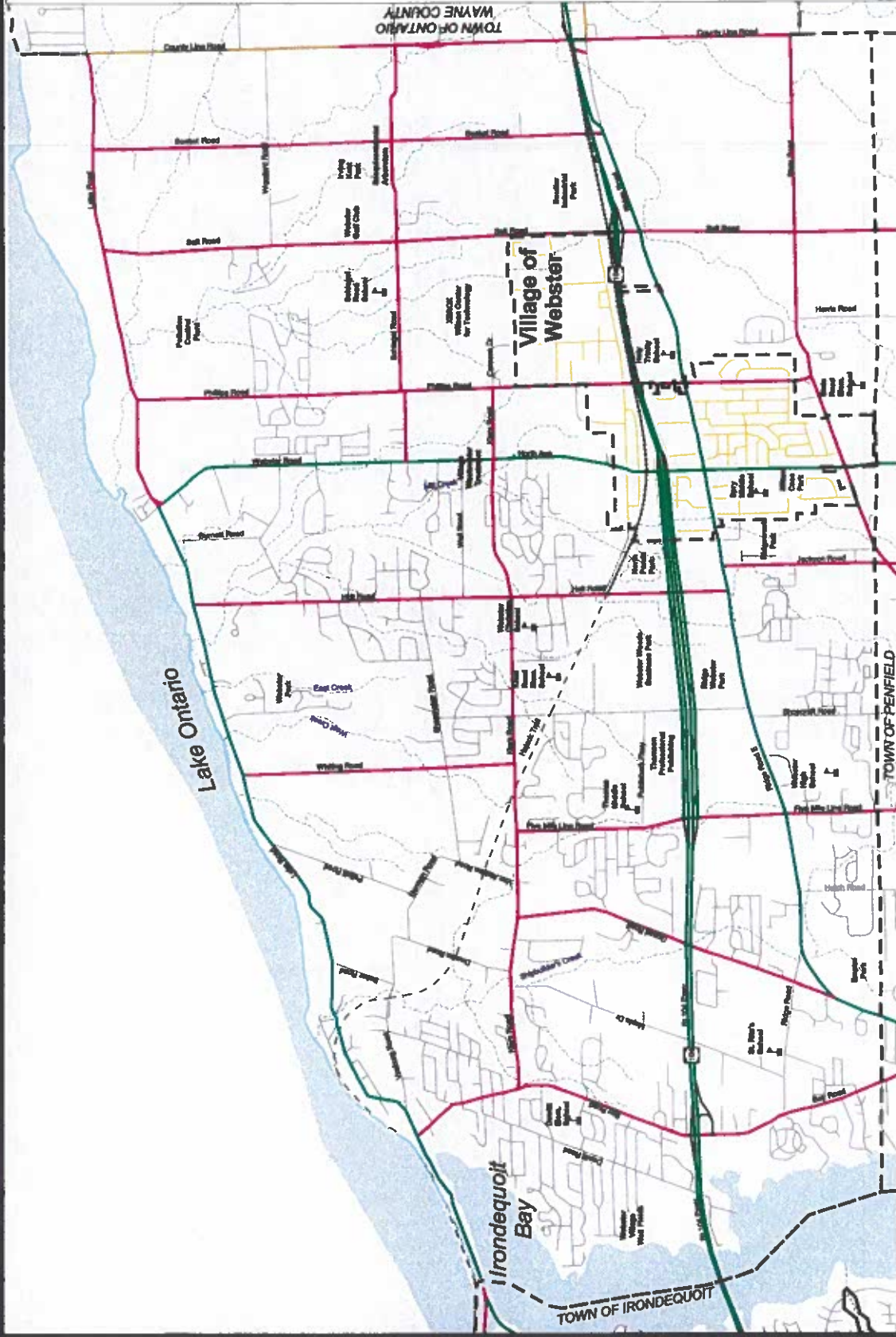


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TOWN OF WEBSTER

School Districts

Figure 10

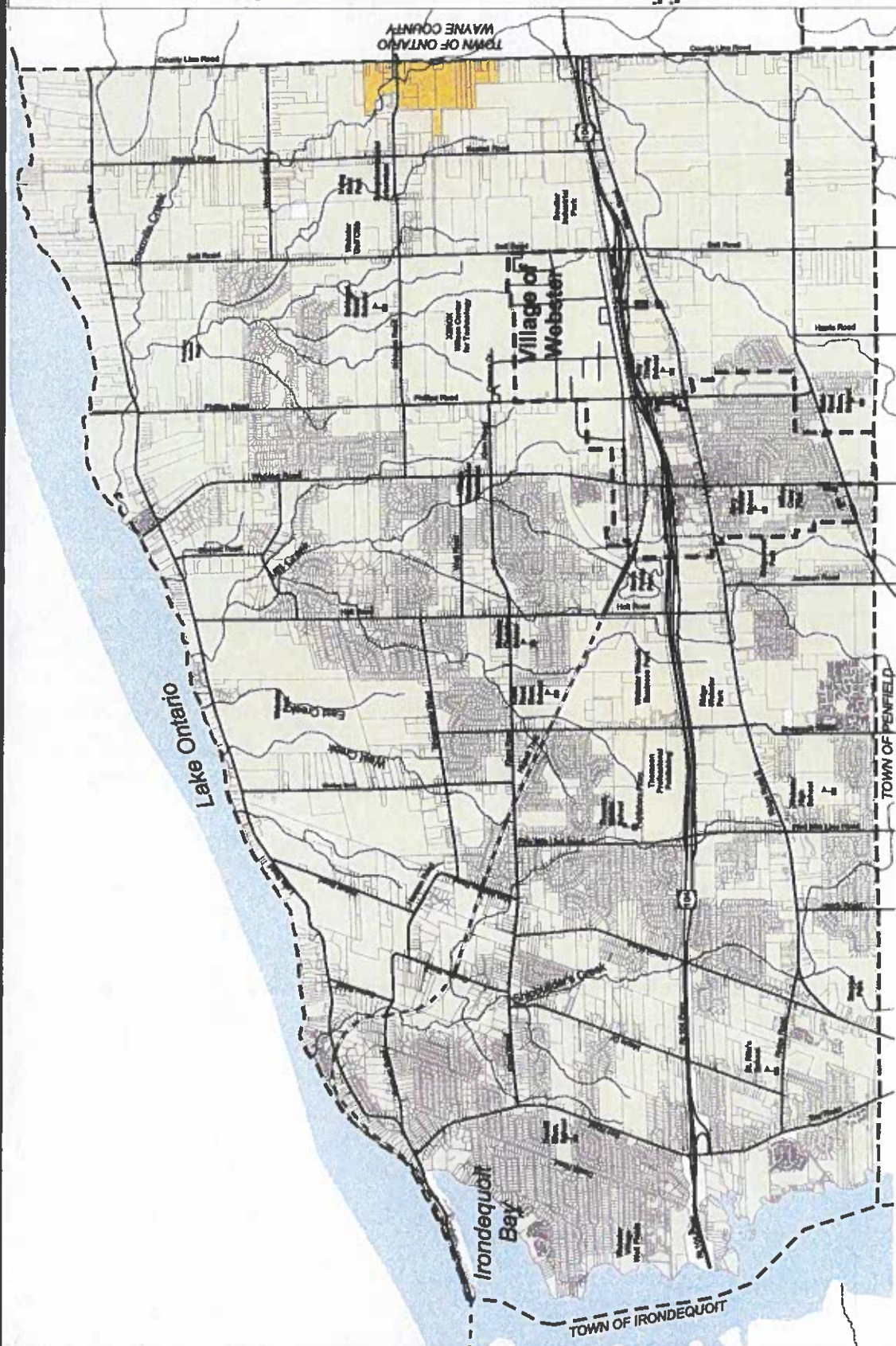
Legend

- Village of Webster
- School Districts
- Wayne District
- Webster District

Note: This map has been updated with new information provided by the County of Wayne. The County of Wayne is responsible for the accuracy of the information shown on this map. The map is not intended to be used for legal purposes. The map is not a warranty, representation, or statement of fact.



1:400000



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DECEMBER 1, 1989

Bridge Inventory

Figure 11

Legend

- **BTN Locations**
 -- **Abandoned Railroad**
 — **Federal-Aid Roads**
 ... **Local Roads**
 ... **Hydrography**

As proposed OMB requires additional information to be submitted to the Department of Justice, including:

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DEC 23 1994



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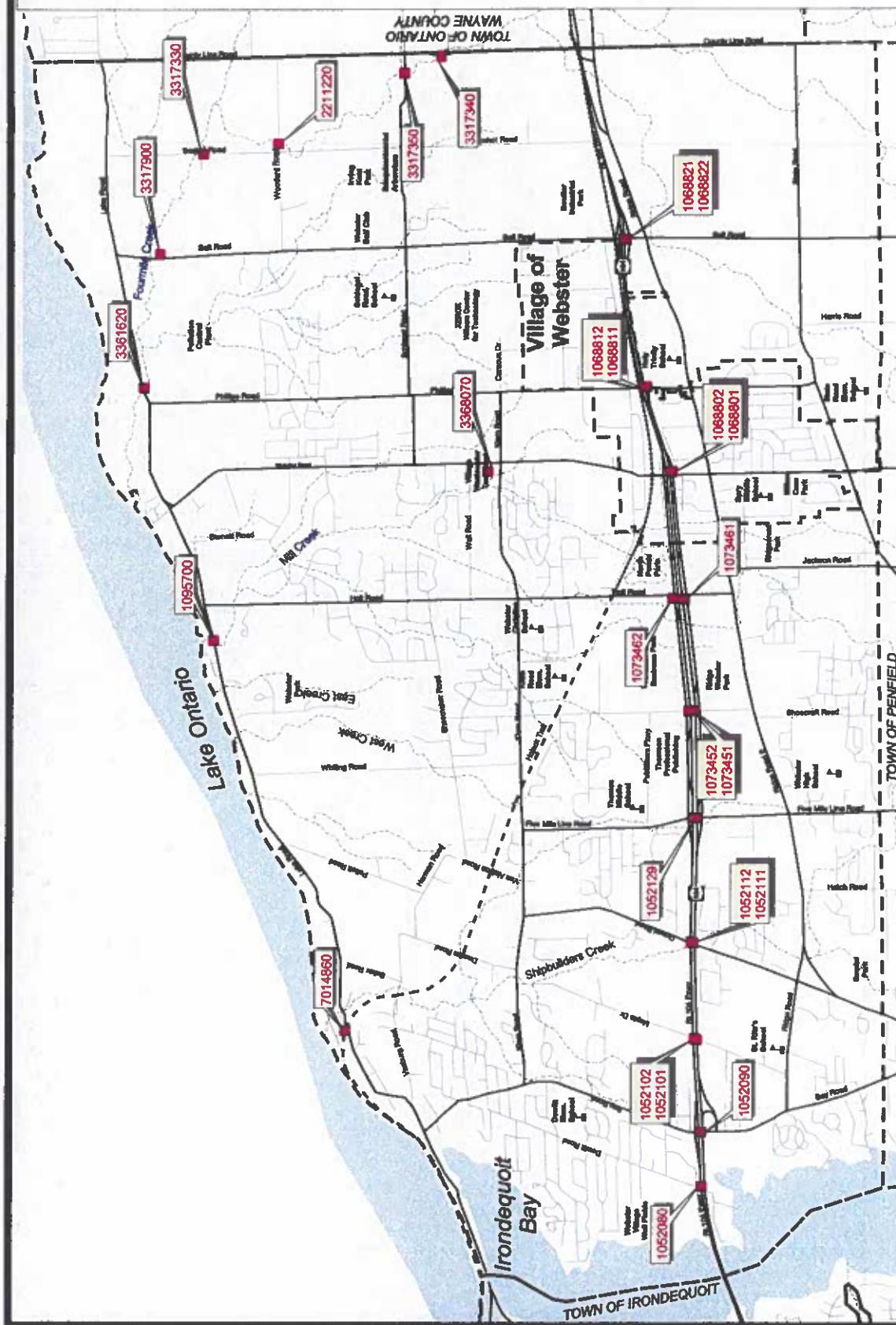


Figure 12

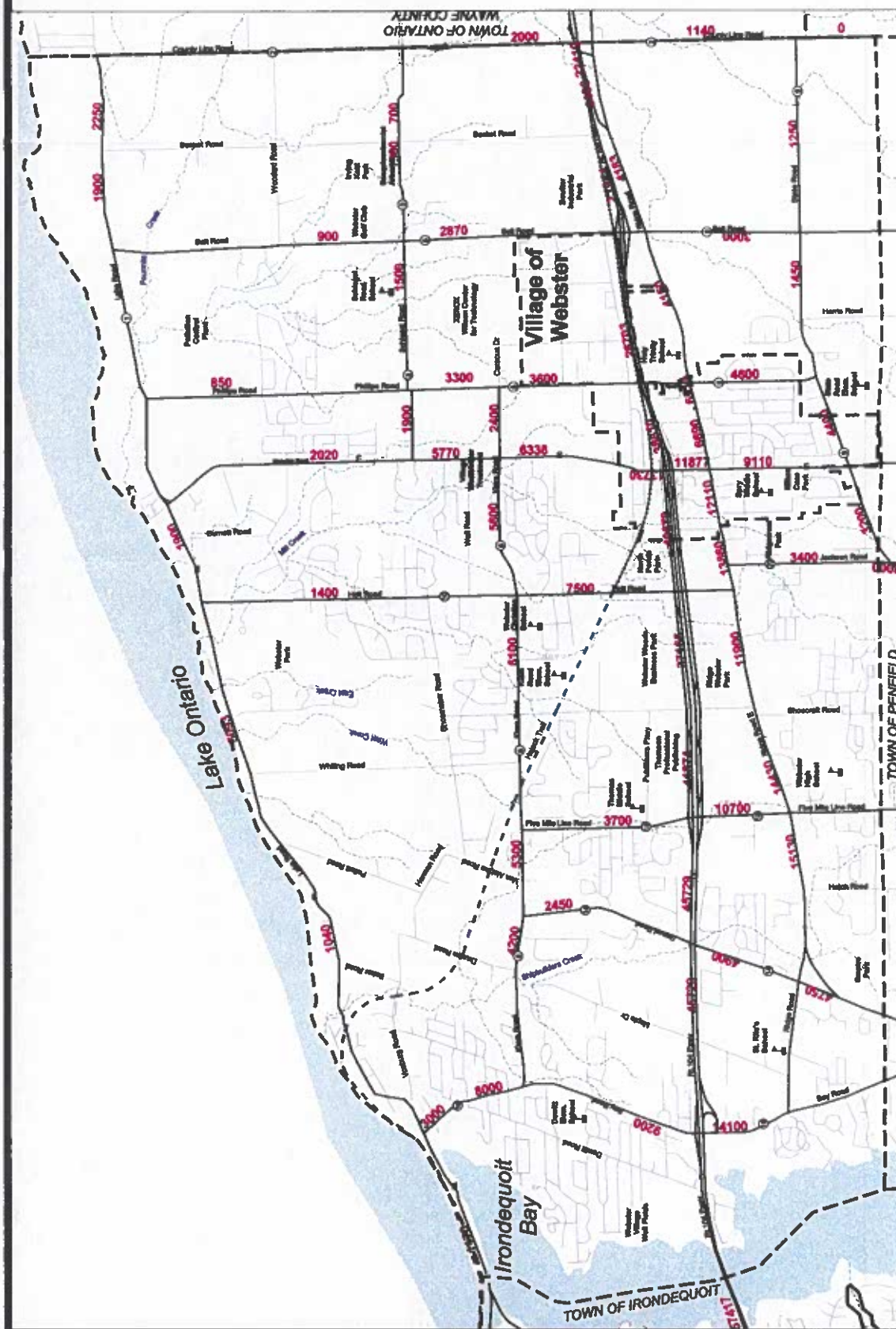
Legend

- 2500 Average Daily Traffic
 — Abandoned Railroad
 — Federal-Aid Roads
 — Local Roads
 — Hydrography

NOTE: Our Insurance Rates are from the Casualty & Surety Company of America, Inc., provided by the National Temperature Control Association. Daily Traffic Volume provided by the National Temperature Control Association. Daily Traffic Volume provided by the National Temperature Control Association. Daily Traffic Volume provided by the National Temperature Control Association.

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Water Service

Figure 13

Legend

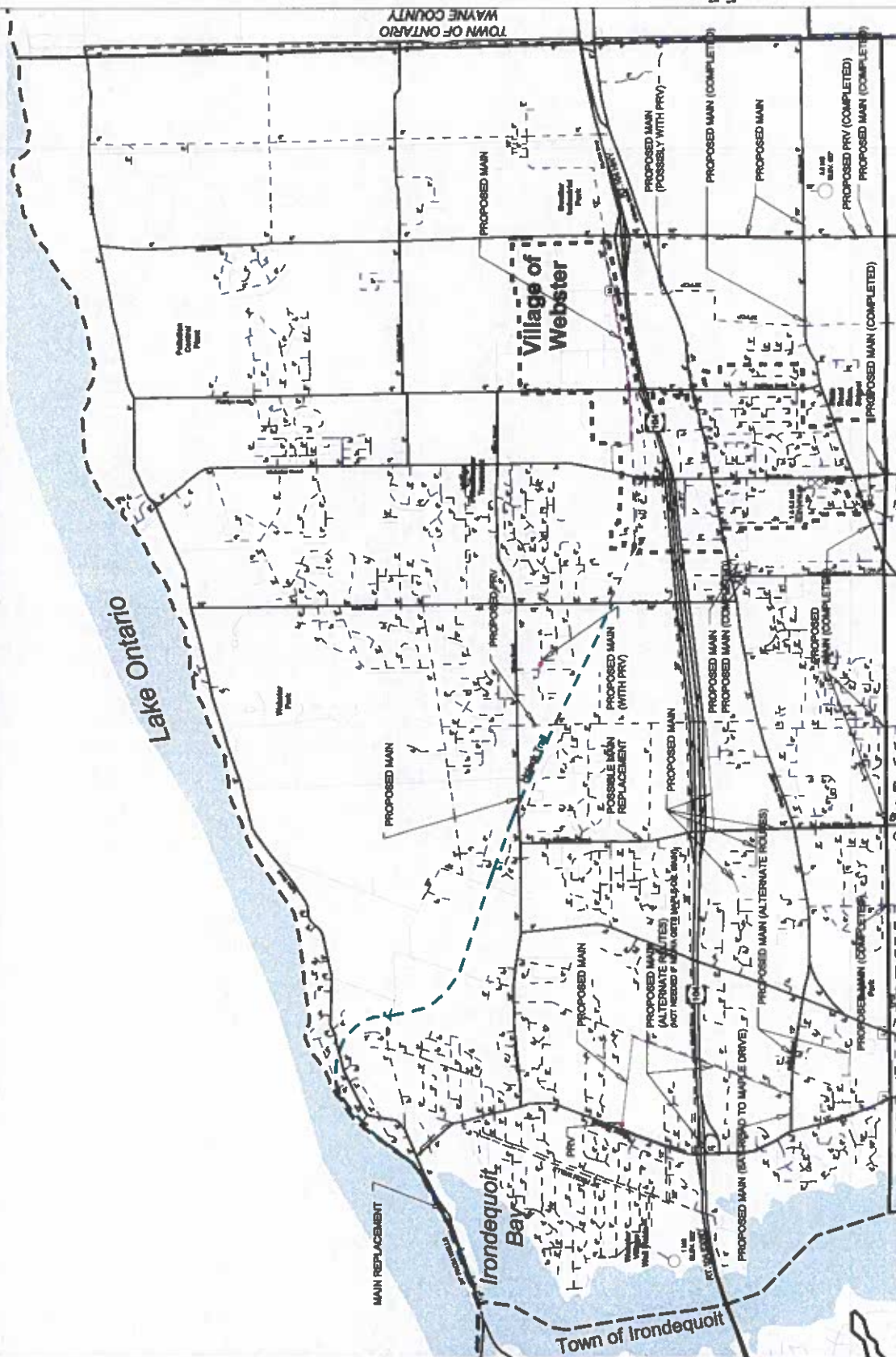
Water Meter

Note: This map has been updated using data information provided by Monroe County. Please recognize that a preliminary version released by Monroe County Dept. of Planning & Development for this project. The final version has not been released. Quality control for this preliminary version has not been completed and is not guaranteed.



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DECEMBER 1988



TOWN OF WEBSTER

Sanitary Sewer System

Figure 14

Legend

- Sanitary Sewer Service
- Municipal Force Main Sewer
- Municipal Gravity Trunk Sewer
- Village of Webster

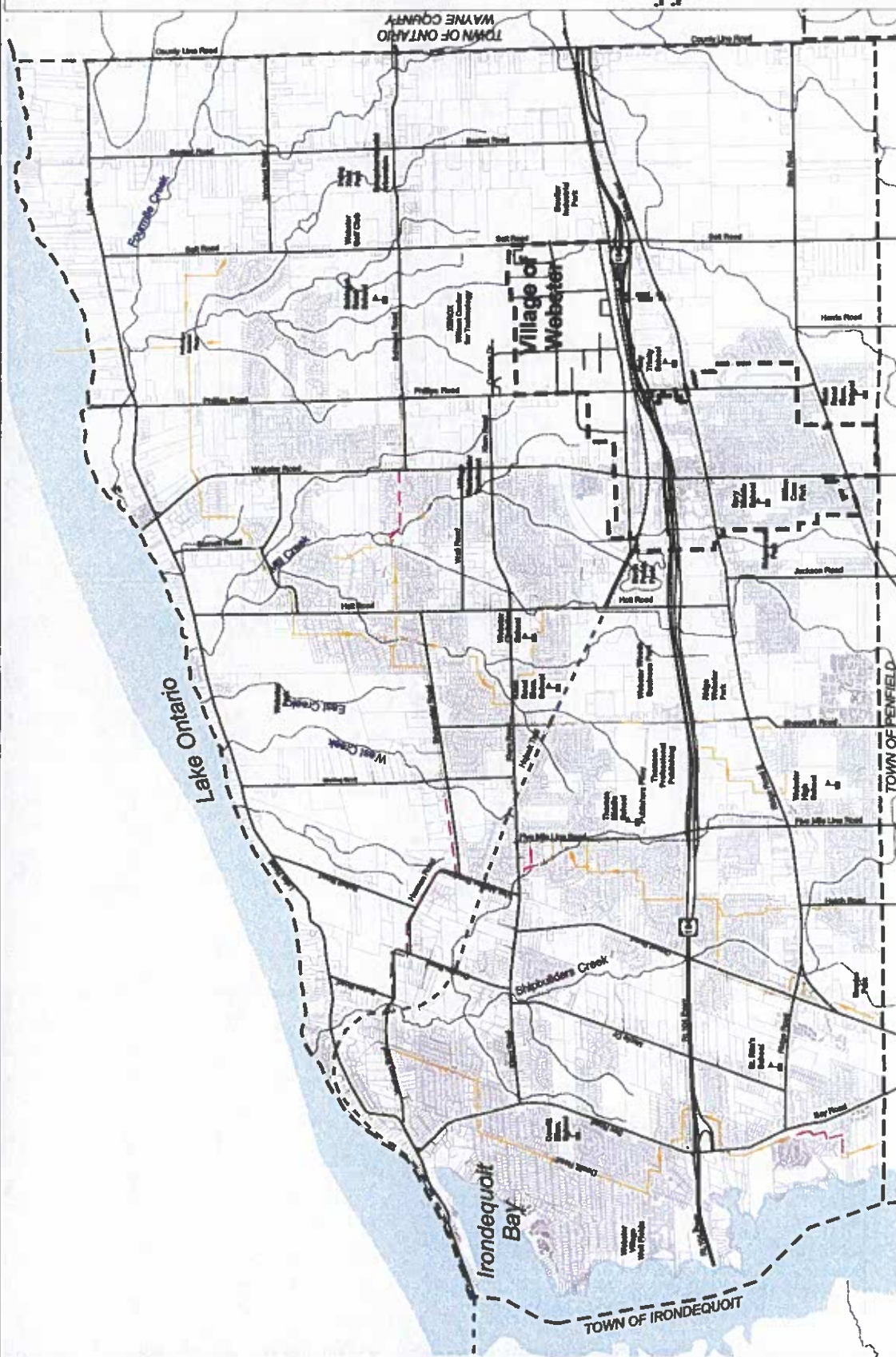
Note: This map has been updated with the latest information available from the Town of Webster, the Village of Webster, and the County of Wayne. It is intended to provide a general overview of the sanitary sewer system and is not intended to be used for engineering or construction purposes. For more detailed information, please contact the Town of Webster or the Village of Webster.

Scale: 1 inch = 1 mile
1:100,000



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**TOWN OF
WEBSTER**
*Existing Land Use
and Zoning*

Figure 15

Legend

- 24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **00** **01** **02** **03** **04** **05** **06** **07** **08** **09** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **00** **01** **02** **03** **04** **05** **06** **07** **08** **09** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **00** **01** **02** **03** **04** **05** **06** **07** **08** **09** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **00** **01** **02** **03** **04** **05** **06** **07** **08** **09** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **00** **01** **02** **03** **04** **05** **06** **07** **08** **09** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35**

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BERGMANN ASSOCIATES

**Core Area
Existing Conditions**

Figure 18

Legend

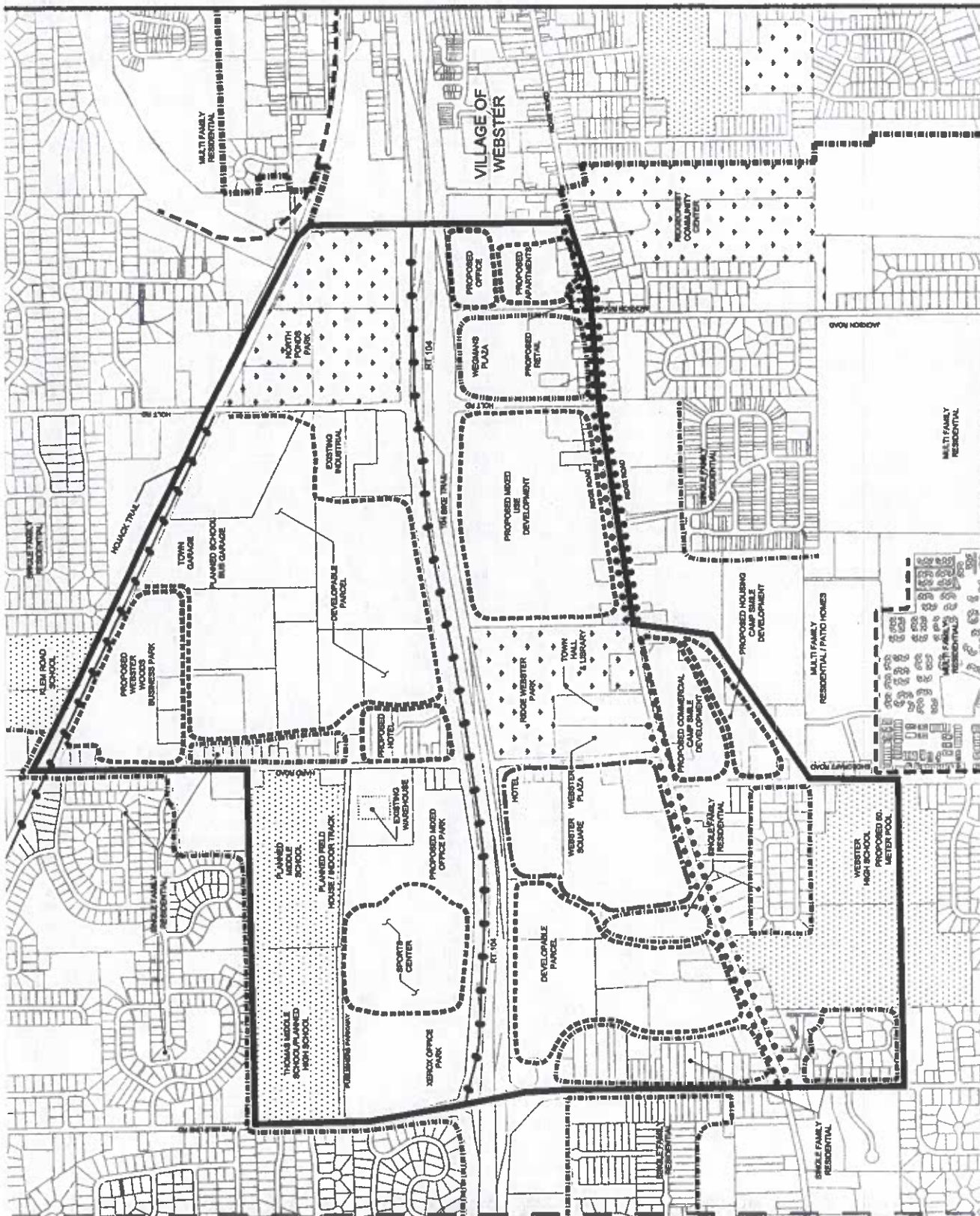
-  CORE BOUNDARY
 DEVELOPABLE PARCEL
 ROAD REALIGNMENT
 TRAIL
 VILLAGE BOUNDARY
 EXISTING PARKS
 PUBLIC INSTITUTIONS



NOT TO SCALE

**NUTTER ASSOCIATES
BERGMANN ASSOCIATES**

DECEMBER 1, 1980



TOWN OF WEBSTER

Core Area
Future Land Use Concept
Figure 17

Legend

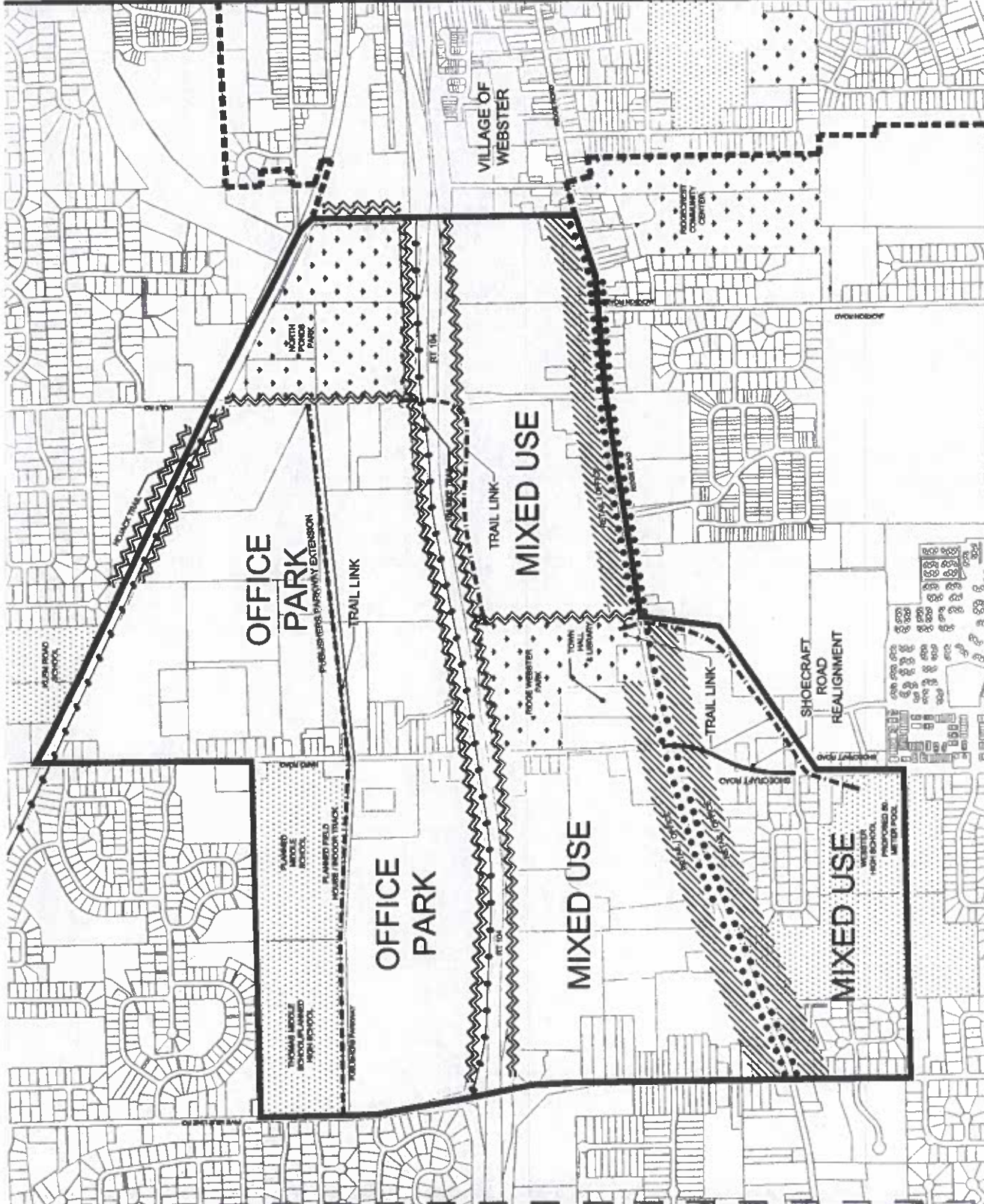
- CORE BOUNDARY
- ROAD REALIGNMENT
- STREETSCAPE DISTRICT
- VEGETATIVE BUFFER
- TRAIL
- TRAIL LINK
- VILLAGE BOUNDARY
- EXISTING PARKS
- PUBLIC INSTITUTIONS



NOT TO SCALE

NUTTER ASSOCIATES
BERGMANN ASSOCIATES

DECEMBER 1, 1999



TOWN OF WEBSTER

Parks, Trails and Significant Natural Resource Areas Plan

Figure 18

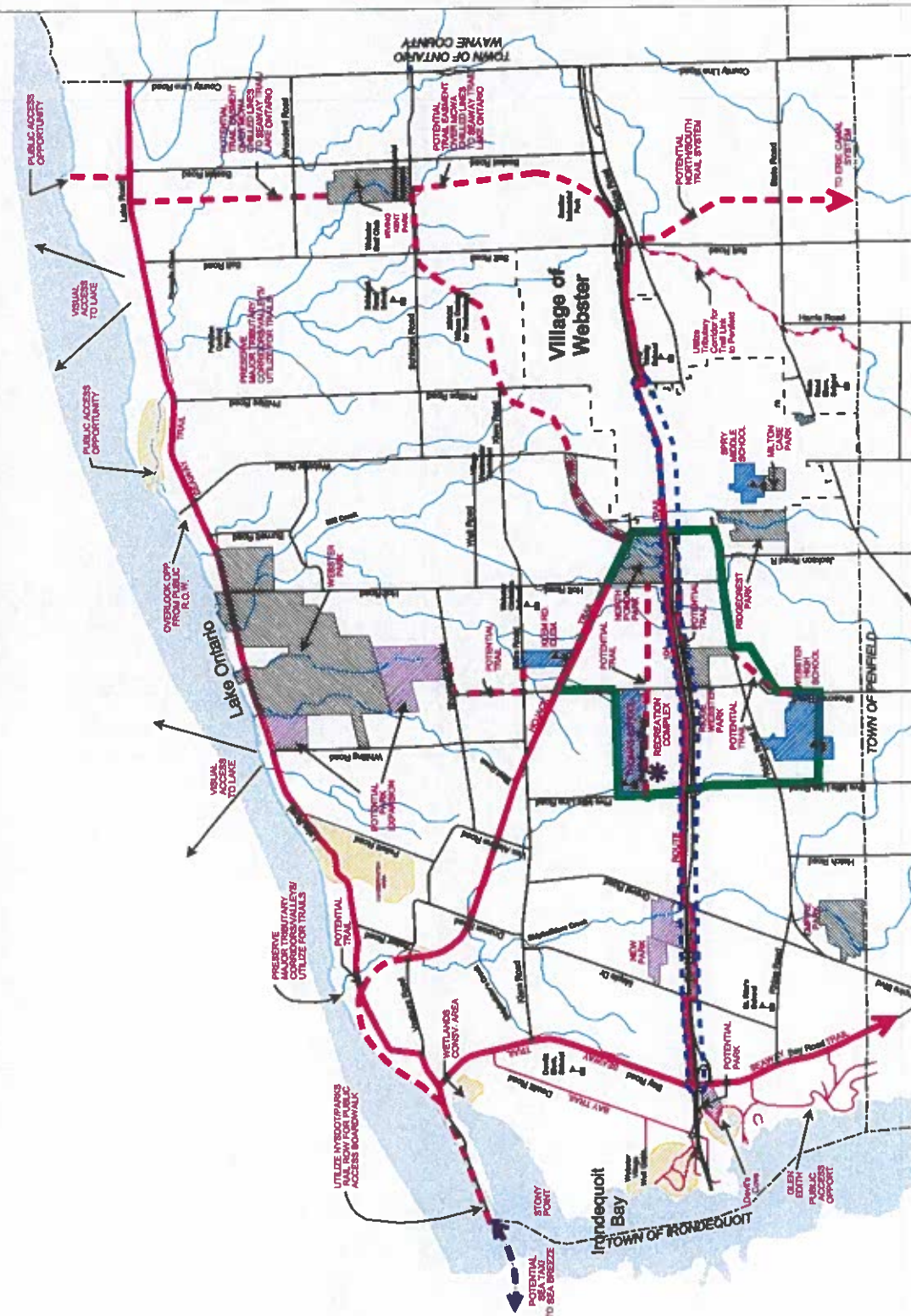
Legend

- Schools
- Existing Trails
- Proposed Trails
- Proposed Bay Trail
- Core Boundary
- Route 104 Buffer
- Village of Webster
- Existing Parks
- Proposed Parks
- Significant Natural Resource Areas



NUTTER ASSOCIATES
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DECEMBER 1, 1999



TOWN OF WEBSTER

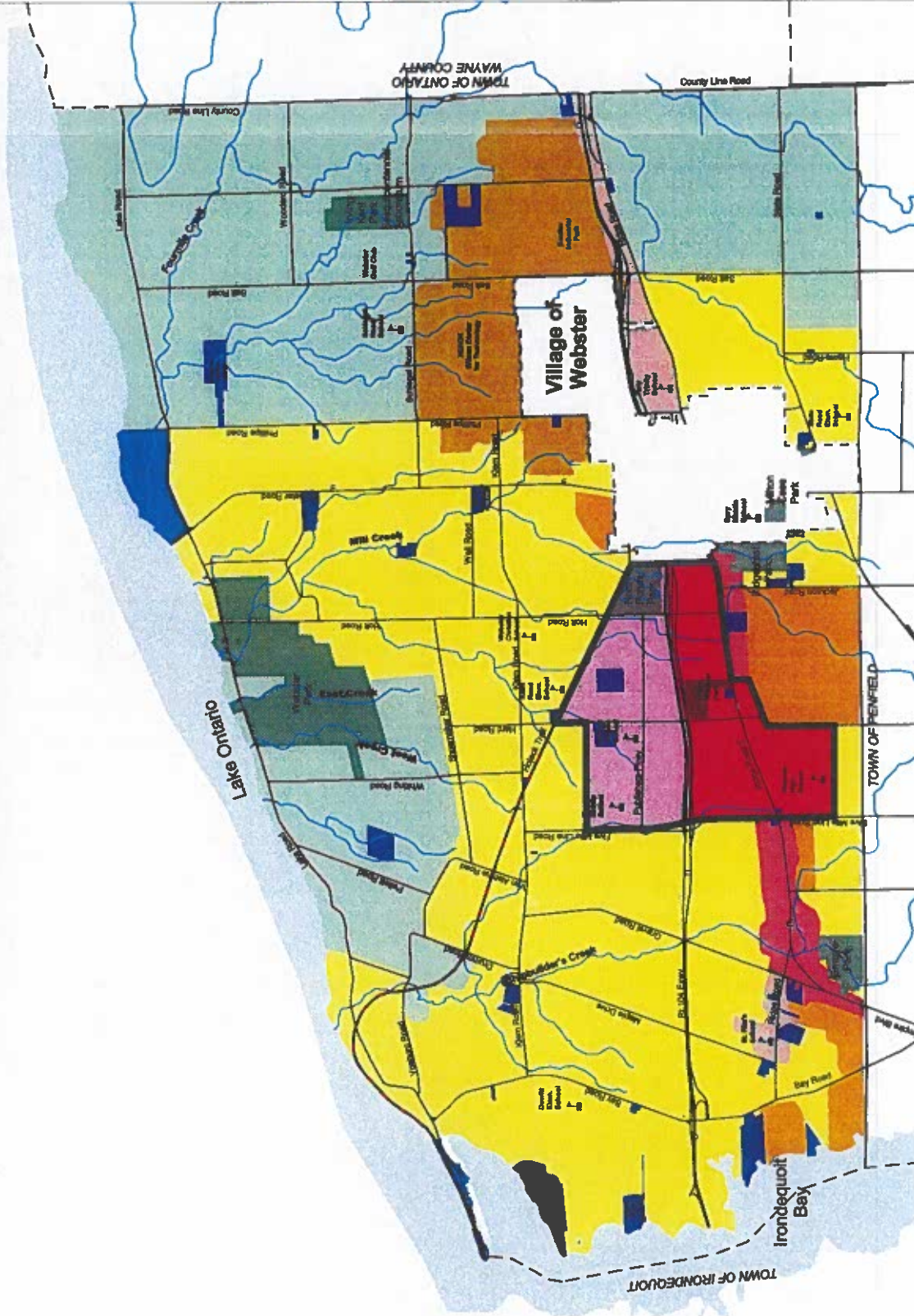
Future Land Use Concept

Figure 19

Legend

- Core Boundary
- Village of Webster
- Public/Institutional Land
- Future Land Use
- Large Lot Residential
- Residential
- Multi Family
- Commercial
- Low Density Mixed Use
- Mixed Use
- Industrial
- Office Park
- Waterfront Development
- Restricted Waterfront Development
- Existing Parks

Note: This map has been updated using new information provided by Nutter Associates.



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DECEMBER 1, 1999

EXHIBIT C

Fiscal Impact of Land Use Alternatives





*Research to drive informed decisions.
Expertise to create effective solutions.*

FISCAL IMPACT OF LAND USE ALTERNATIVES

TOWN OF WEBSTER, MONROE COUNTY

Prepared for:
Town of Webster
Comprehensive Plan Committee

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August, 2000

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FISCAL IMPACT OF LAND USE ALTERNATIVES

TOWN OF WEBSTER, MONROE COUNTY

August, 2000

SUMMARY OF CGR APPROACH AND FINDINGS

The Town of Webster, just east of the city of Rochester and adjacent to Lake Ontario, is a rapidly growing suburban town with an estimated 1998 population of 33,645 (U.S. Department of Commerce, Bureau of the Census). Given its rapid growth, Webster is planning for the future by updating its Comprehensive Plan. Part of this process includes exploring how changes in land use envisioned in the Comprehensive Plan will affect the fiscal stability of the Town over time.

CGR Fiscal Impact Model

CGR's task has been to develop a model that enables the community to assess the fiscal impact of the Town of Webster's development alternatives. Using a series of explicit assumptions as its foundation, the CGR model estimates incremental costs and benefits for different development alternatives.

The modeling effort is *not* an attempt to forecast future tax rates. Tax rates—particularly for public education—are driven by a wide range of different factors. School taxes are strongly influenced by changes in state and federal policy, for example. The NYS Regents' recent modifications of requirements for teacher certification are likely to spur a modest increase in overall teacher salaries; parents' interest in smaller class sizes could lead to an increase in the number of classrooms, increasing the number of teachers hired. The CGR model is intended to test the impact of alternative land use policies, *all other things remaining the same*. The only changes that are modeled here are costs that are directly influenced by growth.

In total, nine development scenarios were modeled by CGR. These include a baseline scenario run with both moderate and conservative assumptions, the Town's future land use plan run under two sets of assumptions, a very low density zoning scenario, an accelerated development scenario, a model with only residential development and no commercial or industrial, a model that assumes demand for housing remains constant regardless of increases in price, and a model with an assumption of a very high influx of school-aged children.

The results presented in this fiscal impact report should be interpreted as if this future residential and commercial/industrial development were to occur tomorrow – the cost structure facing the school districts and the Town is assumed to be constant. The model does not make any forecasts of changes in per unit costs of public services nor about the relationship between service cost inflation and real estate price inflation. The prices and cost conditions of the year 2000 are assumed to be constant so that the effect of increasing development can be studied separately from other factors affecting the cost of local government.

Case for Business Contributes to Process

The Webster community has invested a great deal of time and effort into assessing the best approach to development in the Town. In addition to the work of the Comprehensive Plan Committee, the Webster Chamber of Commerce has been active. In a 1999 study entitled "A Case For Business," the Chamber describes its perspective on how best to improve the economic health of the Town. The bulk of the recommendations of the Chamber appear to have been incorporated into the Committee's final draft.

The Chamber report emphasizes the importance of a diverse development strategy that embraces retail, commercial, and industrial uses in addition to residential. The report details a variety of current projects. Recommendations include more flexible/mixed use zoning, additional traffic studies, and the design of new aesthetic standards for new development. Alternative scenarios run by CGR reinforce the importance of commercial and industrial growth, confirming the priorities expressed by the Chamber.

Findings

The fiscal model focuses on changes in property tax rates over a significant period of time. Land use policy influences the fiscal condition of a community over a very long period of time. Webster currently includes almost 12,000 tax parcels. An average of about 240 housing units have been built each year over the previous five. The tax base of a town changes very slowly when only a small fraction of properties are changing in any significant way in any given year.

Over a 20-year period, the model finds that alternative scenarios stimulate tax rate changes ranging from a decrease in aggregate tax rate of about 15% percent to an increase in the aggregate tax rate of nearly 50%. The more extreme values are only observed with extreme (and highly unlikely) assumptions. Nonetheless, the model confirms the following essential truths:

- ❖ As noted above, variations in land use policy are unlikely to cause rapid and substantial changes in tax rates
- ❖ A diverse development plan that encourages high quality residential development along with high quality commercial and industrial development is best for tax base stability.
- ❖ School taxes are a large proportion of the fiscal burden of local taxpayers. Land use policies that influence the number of new schoolchildren will have a disproportionate impact on tax rates, relative to other policy decisions. The cost per child of elementary and secondary education also has a substantial impact on local taxation.

The Town of Webster should consider the data presented in this report, the Town's goals, the desires of the residents, and other relevant information when making decisions about future development. Land use policy, as embodied in the Town Comprehensive Plan and incorporated into its zoning ordinance, contributes broadly to the pace and character of Town growth, thus the quality of life for its residents and the cost of living of its taxpayers.

Contributing Staff

Sarah Boyce Fasick, MSPH
Senior Research Analyst

TABLE OF CONTENTS

| | |
|---|------------|
| <u>Summary of CGR Approach and Findings</u> | i |
| CGR Fiscal Impact Model..... | i |
| <i>Case for Business</i> Contributes to Process..... | ii |
| Findings | iii |
| <u>Table of Contents</u> | v |
| <u>Acknowledgments</u> | vii |
| <u>Introduction</u> | 1 |
| <u>CGR's Fiscal Model of Webster Land Use Alternatives</u> | 1 |
| The Incremental Impact of Development | 1 |
| Assumptions in the Model..... | 2 |
| Community Characteristics | 2 |
| Town of Webster..... | 2 |
| Webster Central School District | 3 |
| Fiscal Assumptions..... | 3 |
| Town of Webster..... | 3 |
| Webster Central School District | 4 |
| Development Characteristics..... | 6 |
| Recent Development Experience..... | 6 |
| Property Values | 7 |
| Greenspace Requirements for Commercial & Industrial Development..... | 8 |
| <u>Fiscal Impact Model Results</u> | 9 |
| Baseline | 9 |
| Proposed Land Use As Described in the Draft Comprehensive Plan ("New Zoning") | |
| [Alternative 1] | 11 |
| Very Low-Density Zoning [Alternative 2] | 12 |
| Accelerated Development [Alternative 3]..... | 12 |
| No Industrial or Commercial Development [Alternative 4]..... | 12 |

| | |
|--|-----------|
| Other Scenarios | 12 |
| The "Break Even" Home | 13 |
| Conclusion..... | 13 |
| Appendix | 15 |
| Table 1: Town of Webster Fiscal and Demographic Characteristics..... | 15 |
| Table 2: Webster Central School District Fiscal and Demographic Characteristics | 16 |
| Table 3: Town of Webster Budget Assumptions | 17 |
| Table 4: Webster Central School District Budget, 1999-2000 | 18 |
| Table 5: Median Value of Town of Webster Homes by Residential Category..... | 19 |
| Table 6: Selected Existing Industrial and Commercial Structures in Town of Webster:
Percent of Parcel with Structure (Coverage) | 20 |
| Table 7: New Commercial Structures in Town of Webster: | 21 |
| Percent of Parcel with Structure (Coverage); 1990-1999 | 21 |
| Table 8: Scenario Summary | 22 |

ACKNOWLEDGMENTS

We would like to thank a number of individuals who provided data and advice to us over the course of this project. We deeply appreciate the help of all members of the Webster Comprehensive Plan Committee. Bob Herloski, in particular, was a diligent and helpful participant. Thanks also to town staff, including Supervisor Thomas, the Town Assessor, Debra Duminuco, the Town Deputy Commissioner of Public Works, Donald Hauza, and the Webster Central School District Business Manager, James Fichera.

INTRODUCTION

The Town of Webster Comprehensive Plan update process began in 1998, and after more than two years of work, is ready for public release at the time of this report. As part of the update process, the Comprehensive Plan committee engaged CGR to provide a fiscal impact analysis of the committee's land use recommendations.

The major themes of the Town's Comprehensive Plan update are to "keep Webster green by protecting natural resources and maintaining and enhancing open space," to "increase public access to the waterfront," and "to concentrate high density land uses in the "Core" area of Town. (Town of Webster Comprehensive Plan, 2000)"

CGR collected data on the town's development history and costs, the public school district, and other relevant factors. After consultation with the Comprehensive Plan committee, CGR conducted a fiscal analysis of Webster's land use alternatives.

CGR'S FISCAL MODEL OF WEBSTER LAND USE ALTERNATIVES

CGR's fiscal impact model estimates costs and benefits for different development patterns in the community. The model is based largely on data from residential and commercial development, local government expenditures, and school district costs.

The Incremental Impact of Development

The model estimates the effect of exchanging vacant (or otherwise undeveloped) land for some alternative form of land use—residential, industrial, office, or retail. Residential development is measured in terms of additional housing units constructed on unused land. Impacts from residential development are captured by estimating effects on the Town of Webster and the Webster Central School District budgets that are likely to result from an increase in housing units, population, and school enrollment.

Commercial and industrial development is measured in terms of additional square footage constructed. Like residential development, commercial and industrial development also has a fiscal impact in terms of Townwide assessment.

Assumptions in the Model

This fiscal impact model is designed to estimate how service costs and town revenues are likely to change as the community grows. This is different from saying that the model predicts the future. The model is a tool that asks the question, "If all else remained the same, what would be the impact on tax rates from exchanging X acres of undeveloped land for a certain number of homes plus a specified square footage of business property." The model does not, for example, predict how the average cost of public education may change in the future. In recent decades the cost per child has been rising steadily, outstripping the general increase in prices. Reasons for this are numerous—changes in state and federal regulations concerning children with special needs, declining class sizes, etc. are often cited. Whether or not this trend continues into the future is not the concern of this study. The fiscal impact model assumes that the real cost of education stays the same—the only question the model addresses is the tax impact of changes in the number of schoolchildren and how land use decisions drive this figure.

Information from the past and from other communities—plus the professional judgment of CGR and the Town of Webster staff and comprehensive plan committee members—was used to develop a set of assumptions about the effect of changes in land use on revenue and cost. These parameters provide the basis on which the model predicts fiscal impacts on the Town from pursuing one development strategy over another. The validity of these assumptions is tested by exploring the importance and impact of each to the conclusions of the analysis.

Community Characteristics

Assumptions for the fiscal and demographic characteristics of the Town of Webster and the Webster Central School District are detailed in the Appendix (Tables 1 and 2)

Town of Webster

Population data for the Town of Webster is drawn from 1998 population estimates for minor civil divisions as developed jointly by the federal Census Bureau and the New York State Data Center. The number of housing units is based on tax parcel

records as reported in the Town of Webster Assessor's office. Information on assessed values comes from the Assessor's office, and equalization information comes from the Monroe County Office of Real Property Tax Services.

Webster Central School
District

School district fiscal information is based on the 1999-2000 annual budgets for Webster. WCSD reports an operating budget of \$77,770,939, of which \$2,669,156 is for debt service. The district presently enrolls 8,122 students. Roughly 13.5% of school-aged children in the WCSD attend private school.

Fiscal Assumptions

CGR develops assumptions about the fiscal impact of growth by calculating the cost of adding residents, homes, or students to the town or school district. While it might seem logical to simply divide the total cost of maintaining the town's physical assets and programs by the number of residents, this would not accurately capture the impact on the town budget of increasing programs that already exist. With just under 34,000 residents, the Town of Webster will probably experience little additional cost in maintaining the Office of the Supervisor or the Town Board were the population to increase to 40,000. The Office of the Assessor, however, would certainly expect an increase in workload as a consequence of growth. Similarly, the school district can accommodate some growth in enrollment with very little additional cost. At some point, however, new teachers must be hired and new schools built. CGR's model of the fiscal impact of growth attempts to account for the nature of public expenditure cost trends.

Town of Webster

The appendix (Table 3) presents the Town of Webster's 2000 adopted budget, annotated with a detailed explanation of the assumptions used to estimate the revenue and expense implications resulting from increases in housing units and population. The following abbreviations apply to this summary.

- ❖ FIXED denotes no change. Some costs are expected to remain constant over the growth range of the Town modeled in this fiscal analysis. For example, the expenses of the Town Board and Supervisor's office are assumed to remain constant as the community expands at a reasonable pace. Barring a new form of

government or dramatic/unreasonable spikes in development rates, these costs will not change with community growth.

- ❖ POP denotes population-driven changes. These services and expenditures will grow as the Town's population increases. Demand for recreation programs, for example, depends on the total population. Programs of this nature are assumed to be exclusively population-driven. Still other expenses are necessary regardless of population changes, but can be expected to grow concomitant with the size of the Town's population. These services are therefore a "mixture" of fixed costs and population-driven costs. For example, three-quarters of the cost of the justice system is expected to remain fixed regardless of population. Yet there will almost certainly be an impact on this service as the Town grows. That impact covers the remaining one-quarter of the expense for judicial services.
- ❖ UNIT denotes housing unit-driven changes. Assessment, for example, is a service whose costs are assumed to grow in direct proportion to the number of housing units. More housing means more units to be assessed, which requires additional assessors, time, and paperwork. Other expenditure categories are assumed to grow as the number of units rises, but not in such a direct fashion. These costs are assumed to have a "mixture" of fixed costs and housing unit-driven costs.

Webster Central School
District

The CGR model treats operating costs separately from the cost of constructing new school buildings. The model uses two methods to estimate operating cost per student for the Webster Central School District. The New York State Education Department (NYSED) calculates a per student "operating cost" figure by dividing "Approved Operating Expenditures (AOE)" by "Total Aidable Pupil Units (TAPU)". Both AOE and TAPU are defined by NYSED for all school districts in the State. A second estimate is calculated by CGR from the school budget and subtracts fixed costs from total costs, then divides by total student enrollment. In the case of the Town of Webster, the State Education figure is lower than the figure we estimate based on the budget and enrollment. The higher figure is used as a "conservative"

assumption in the models described later in the report, while the lower figure is used as a "moderate" assumption. The values are used to estimate the incremental cost of adding students to the district as new residential development occurs.

Capital costs are treated differently in the fiscal model. Land use decisions will only alter *future* construction costs. For this reason, debt service (which pays for capacity that already exists) is included in neither operating cost estimate above. A further complication is that schools cannot be constructed on a student-by-student basis. Nor are schools affordably expanded on a classroom-by-classroom basis. The model assumes that a fixed block of classrooms will be constructed each time the district reaches overcrowding of about 500 students.

Construction cost per student is based mainly on NYSED facility planning cost projections. The Education Department estimates that the construction and incidental costs of adding a new classroom to an existing facility total \$9,119 per student between kindergarten and 6th grade. The per-student construction cost for grades 7 through 12 is assumed to be \$13,299. These capacity expansion values are based on state averages and tailored to Monroe County costs through the use of a regional cost factor provided by NYSED. Based on the advice of NYSED staff, the costs of expanding capacity in an existing school are assumed to be 75 percent of the cost of greenfield construction (i.e., entirely new classrooms on a new site).

The capacity of the district to accommodate growth within existing structures is a difficult determination. Space utilization within current facilities is based on both the composition of the student population (by grade level, special needs, etc.), curricular priorities, student-to-teacher ratio, and any existing lease arrangements (e.g., with the Board of Cooperative Educational Services, or BOCES). After concluding conversations with officials at the WCSD, the school system is assumed be capable of absorbing approximately 1,000 additional students once the current construction projects are completed. The more conservative model assumption adopts a figure of 500 students.

Another key assumption in the model concerns the estimated number of school-aged children per new housing unit. CGR

obtained data on new housing starts from the Town of Webster Department of Public Works for two typical new housing developments, one at the high price end and one in the middle. Data provided by the WCSD census office indicate that in the selected housing developments the average number of school-aged children is 1.4. This conforms to the notion that residents moving into the community and building new housing units do so largely out of a desire to have their children attend a higher quality school system. A more typical figure for newly constructed housing tracts is one school-aged child per housing unit. These two figures—1.4 and 1.0—contribute to the “conservative” and “moderate” assumption sets.

Development Characteristics

Assumptions about the characteristics of land use in the Town of Webster, both for residential and nonresidential property, are described below. The baseline development model depicts the 20-year impacts of pursuing a full build-out strategy. Types of development are broken into the following mutually exclusive categories:

- ❖ Residential (R-1/New R1-A)
- ❖ Residential (R-2/New R-1)
- ❖ Residential (R-3/New R-2)
- ❖ Medium-High Residential (MHR)
- ❖ Large Lot residential
- ❖ Core Commercial
- ❖ Other Commercial
- ❖ Office Park
- ❖ Industrial

Recent Development Experience

The baseline analysis used in the model assumes the following development rates:

- ❖ Residential (R-1/New R-1A), 15 units/year;

- ❖ Residential (R-2/New R-1), 50 units/year;
- ❖ Residential (R-3/New R-2), 140 units/year;
- ❖ Medium-High Residential (MHR), 30 units/year;
- ❖ Large Lot residential, 5 units/year;
- ❖ Core Commercial, 20,000 sq. ft./year;
- ❖ Other Commercial, 45,000 sq. ft./year;
- ❖ Office Park, 20,000 sq. ft./year; and
- ❖ Industrial, 17,000 sq. ft./year.

These rates are estimated based on new home permits data for 1999 and 2000 from the Town Department of Works, as well as the professional judgment of the Town Assessor and members of the Comprehensive Plan committee.

Property Values

The model assumes land values for each development category based on recent development experience, and discussions with the Town Assessor. The low value range is characterized by homes in the Medium-High Residential (MHR) zoning category with a median value of about \$159,000. The medium value range is in the R-3 zoning category, at about \$175,000, and the typical high-end home built in Webster is roughly \$212,000, which reflects an average of the R-1 and R-2 zoning categories. The overall median price among all new homes built in 1999 was \$175,300, according to Town Assessor data. The value ranges and distribution among the residential categories appears in the Appendix (Table 5).

Commercial/industrial land value is based on square footage. The following table presents taxable values per square foot for commercial/industrial properties in Webster, discussions with Town Assessor staff and the Comprehensive Plan Committee members.

Commercial and Industrial Property Values, Town of Webster

| | |
|------------------|--------------|
| Core Commercial | \$70/sq. ft. |
| Other Commercial | \$50/sq. ft. |
| Office Park | \$70/sq. ft. |
| Industrial | \$37/sq. ft. |

Greenspace Requirements for Commercial & Industrial Development

Discussions with Comprehensive Plan representatives as well as Chamber of Commerce representatives revealed concerns over “greenspace” in the Town as development moves forward. Coverage ratios, or the percent of a land parcel covered by a building structure and pavement, appear to be of particular concern. To address these concerns, CGR selected a number of “typical” industrial and commercial structures in the Town, as well as all commercial properties built between 1990 and 1998, and estimated the coverage ratios.

Table 6 shows that among five industrial properties in the Town, the average coverage of the structures was just over 18%. Given that zoning regulations require one square foot of parking for each square foot of structure, double that percentage (about 36%) provides a rough approximation of the total impermeable coverage ratio for these developments. This is the coverage ratio that would be required under a 64% greenspace proportion. Similarly, typical commercial structures in the (464) and (452) zoning categories were found to have structure coverage ratios of about 13% and 21%, respectively. Zoning regulations for these categories require two square feet of parking for every square foot of structure. Tripling the above percentages results in estimated impermeable surface of 39% and 63% respectively, or roughly 61% and 37% greenspace.

Table 7 shows all commercial structures built in the Town of Webster between 1990 and 1998, according to the Assessor’s office. While coverage ratios for the structures range from 1% to 38%, the average over all 23 commercial developments is about 11% structure coverage ratio. Tripling this to account for parking space results in a 33% impermeable surface ratio, which translates to a 67% greenspace proportion.

Based on our analysis, recommendations to require greenspace of up to 50% or even 60% for new industrial or commercial

development would not negatively impact such development opportunities, given the last ten years of building experience in the Town.

FISCAL IMPACT MODEL RESULTS

The precision of the results described below should be considered in light of the assumptions underlying the model. While CGR reports a tax rate estimate of “\$25.52 per \$1000 assessed value,” recognize that this implies more precision than is possible under these circumstances. Variations of a few percent in either direction should not be considered material. As noted above, the model is designed to demonstrate the *relative* importance of alternative assumptions, not to predict the future.

Baseline

The baseline fiscal impact model incorporates all of the above assumptions and projects the tax effects of pursuing a continuation of existing development trends, assuming present zoning, development densities, and residential/nonresidential land values.

CGR did not develop a “full build-out” alternative as Webster contains a large quantity of undeveloped land. At present rates of development, the town will not build out until well beyond the 20 year planning horizon deemed prudent for purposes of this analysis. While the R-2 zoning classification could fill up in approximately 9 years given current rates of development, the more likely outcome given the large amount of undeveloped land is that the Town would shift some zoning classifications to allow for continued building in R-2. Other zoning categories have more than sufficient land given expected development rates (Large Lot and R-3, in particular). Therefore, CGR could not justify altering the model to reflect a full-build out scenario for any of the zoning categories.

Based on the assumptions and methodology noted above, the baseline will decrease aggregate tax rates for all Town residents in the future under moderate assumptions, and will increase aggregate tax rates under conservative assumptions, as described in more detail below.

The baseline model, given current development densities and rates, would add roughly 240 new residential units to the Town of Webster annually.

Commercial and industrial development would also expand in the full build-out scenario. Approximately 102,000 square feet of such space would be constructed annually each year.

The baseline alternative was modeled under two sets of assumptions, one moderate, and the other conservative. The moderate assumptions include a school excess capacity of 1,000, average number of school children per new household at 1.0, and a cost of education per child of \$6,088. The conservative assumptions include a school excess capacity of only 500, a higher number of average school-aged children per household of 1.4, and a higher estimated cost of education per child of \$6,920. The cost of education per child figures listed below do not subtract expected state aid per child. The model adjusts for the state aid received per child, which in Webster was \$2,660 in the 1999-2000 school year.

| Moderate versus Conservative Assumptions | | |
|--|-----------------|---------------------|
| | <u>Moderate</u> | <u>Conservative</u> |
| WCSD Excess Capacity | 1,000 | 500 |
| Average Children/Household | 1.0 | 1.4 |
| Cost of Education per Child (gross) | \$6,088 | \$6,920 |

The baseline development alternative would decrease Town taxes over a 20-year period by about 16 percent under conservative or moderate assumptions. Under conservative assumptions, however, the WCSD taxes would increase over 20 years by 17 percent, for an aggregate increase in taxes of 11 percent, from \$22.52 to \$25.01. Under moderate assumptions, WCSD taxes decrease slightly from \$18.45 in 2000 to \$17.52 in 2020, for an aggregate reduction in taxes of 7% (from \$22.52 to \$20.94).

This scenario assumes that development of new residential units would necessitate a series of capital projects in the WCSD. Using the most conservative assumptions, the District would need to add roughly 5,800 to its current enrollment capacity and increase annual debt service by about \$2.6 million. Moderate assumptions suggest an increase of 4,200 students with an increase in annual debt service of \$1.4 million. The significant cost difference between the two alternatives hinges on the assumption of excess capacity: Using the District's own assumption of 1,000, the high growth alternative would cost \$2.1 million instead of \$2.6 million.

The complete impacts of the baseline build-out analysis are detailed in the Appendix (Table 8).

**Proposed Land Use
As Described in
the Draft
Comprehensive
Plan ("New
Zoning")
[Alternative 1]**

In addition to the baseline scenario, CGR modeled several additional development alternatives for the future of the Town of Webster. Each alternative is based on the same model and assumptions noted above, except for specific changes as noted. The four development alternatives discussed here were devised by Town of Webster Comprehensive Plan Committee members.

Alternative 1 is the Proposed Land Use ("New Zoning") as presented in the Webster Comprehensive Plan document. The scenario was modeled under the moderate and conservative assumptions regarding school issues as described earlier. In addition, the new zoning incorporates a change in density assumptions for residential categories. This alternative also assumes that the change in density assumptions will lead to an increase in housing prices, and on commercial and industrial prices. Further, the model assumes unitary price elasticity; this assumes that housing demand will decrease at the same level that prices increase.

Under the New Zoning alternative, implications for the tax rates are similar to those under the baseline alternative. With conservative school-related assumptions in place, town taxes decrease, and the school taxes increase over 20 years, for an aggregate increase in the tax rate from \$22.52 to \$23.01, or 2 percent. Under the moderate school-related assumptions, the town tax rate and the school tax rate fall, for a total decrease in the tax rate from \$22.52 to \$19.81 over 20 years, for a decrease of 12 percent.

**Very Low-Density
Zoning
[Alternative 2]**

The very low-density zoning alternative was modeled using the moderate assumptions for the school-related issues. In addition, the effect of low density on housing prices was assumed to be stronger than under Alternative 1 zoning. Those assumptions, as well as the inclusion of lower density zoning in each residential category resulted in still similar results for tax rates.

Under Alternative 2, town tax rates are estimated to decrease from \$4.07 to \$3.27 over 20 years, and school tax rates are expected to decrease from \$18.45 to \$16.27 over the same period. This results in an aggregate reduction in the tax rate from \$22.52 to \$19.54, or a reduction of 13 percent.

**Accelerated
Development
[Alternative 3]**

Development Alternative 3 includes moderate assumptions about school issues, the comprehensive plan recommendations for increases in housing and other development prices, along with an increase of 50% in the *rate* of development for residential, commercial, and industrial. Once again, results are nearly identical to those for the baseline model with moderate assumptions, the comprehensive plan recommendation model with moderate assumptions, and the very low-density zoning model. As a result of accelerated development, both town and school taxes are expected to decrease a total of \$3.41, or 15 percent over 20 years.

**No Industrial or
Commercial
Development
[Alternative 4]**

Finally, Development Alternative 4 assumes no additional industrial or commercial development, and includes the conservative school-related assumptions. This alternative shows the impact of continued residential development only. As we might expect, the impact of this alternative is decreased Town tax rates, but substantially increased school tax rates. The aggregate result is an increase of \$3.52, or 16 percent over the 20-year period.

Other Scenarios

The model is designed to enable the Comprehensive Plan Committee and the Planning Board to query the model using other assumptions. As examples, Committee members asked that the model be run for an instance in which the density of development was reduced but without a consequent reduction in demand for homes. This is included as the "Constant Demand" scenario in the Appendix. Another Committee member wondered what the effect might be of assuming that each housing unit contributed three children to the local schools, included in the

Appendix as the "3 Children" scenario. While unlikely in most communities, this kind of query helps identify the sensitivity of fiscal conditions to changes in specific assumptions.

The "Break Even" Home

Despite the high value of recent residential construction in the Town of Webster, new homes appear to add more to cost than to revenue. Based on CGR's analysis and the assumptions outlined above, and using the conservative assumptions, a new housing unit must be worth about \$260,000 if the aggregate tax rate is to remain constant after the home has been built and added to the assessment rolls. On average, homes selling for less than \$260,000 add more to the aggregate costs than to aggregate revenue in the Town, when town and school district taxes are considered together.

Using the most conservative assumptions, the typical \$175,000 home, for example, will cost the Town about \$170 in net costs minus revenue, while it will cost the school district \$1,800.

If, however, the cost of educating a child is less than \$6,900 (the more conservative assumption), each home contributes one child per household instead of 1.4, and the excess capacity of the District is closer to 1,000 than 500, the "break even" home is about \$160,000.

This is an estimate only and should be considered an average over a significant amount of construction. The cost of public services does not rise in a constant, smooth line. For example, the school district might be able to add five third-graders to a particular elementary school without incurring any significant additional costs. The sixth student could force the district to add an additional class, with all the costs associated with such a decision. The sixth student is not responsible for all these additional costs, although he or she may have triggered the expenditure.

CONCLUSION

CGR's fiscal impact model is designed to help the Town of Webster assess the fiscal implications of its land use alternatives. The model estimates the net change in taxes paid by current residents and tax rate trends over a twenty-year time horizon for

the Town of Webster and the Webster Central School District under different assumptions. The model's forecasts are based on current development patterns, socio-economic characteristics of the community, fiscal features of the Town of Webster, the Webster Central School District, and assumptions about the relationship between growth and costs of service provision.

Suppose 1,000 new homes were built in Webster. The model suggest that these homes must have a value of between \$160,000 and \$260,000 to bring more revenue to the community than cost, depending on whether moderate or conservative assumptions are used.

Based on analysis by the WCSD and new housing starts data provided by the Town of Webster's Department of Public Works, the model estimates school costs on the assumption that each new home will contribute, on average, slightly more than one school-aged child to the community. Housing types that bring fewer students to the school districts (such as retirement housing) or more (certain types of multifamily housing) would influence the conclusions accordingly.

The long-term stability or reduction of property taxes will be the result of a proper mixture of residential and commercial/industrial development in the Town of Webster. Calculated over a 20-year time horizon, land use trends embodied in the Town's Future Land Use Plan will result in property taxes 12 percent lower in the Town under moderate assumptions, and will leave them effectively unchanged under conservative assumptions. This conclusion depends on continued commercial and industrial expansion.

APPENDIX

Table 1: Town of Webster Fiscal and Demographic Characteristics

| | |
|---|-----------------|
| Current Population (1998 NYS Data Center) | 33,645 |
| Current Residential Tax Parcels | 11,749 |
| Town Equalization Rate (2000) | .996 |
| Whole Town Assessed Value (2000) | \$1,788,106,634 |
| Whole Town Tax Rate (\$ per \$1,000 assessed value) | \$4.07 |
| Whole Town Tax Levy (2000) | \$7,277,594 |
| Persons per Unit | 2.9 |

Table 2: Webster Central School District Fiscal and Demographic Characteristics

| | |
|--|-----------------|
| | 8,122 |
| Total Expenditure (99-00) | \$77,770,939 |
| State Aid (99-00) | \$21,605,877 |
| Building Debt Service (99-00) | \$2,669,156 |
| Other Fixed Costs--Admin, Capital | \$18,900,982 |
| Operating Cost per Student (99-00) | \$6,920 |
| AOE/TAPU ('97-'98 trended forward by CPI) | \$6,088 |
| Cost per Additional Child (based on WCSD budget) | \$6,920 |
| State Aid per Student (99-00) | \$2,660 |
| Enrollment Growth Without Requiring Construction | 500 |
| New Construction Cost per Student (NYSED) | \$12,181 |
| NYS Building Aid | 52% |
| Annual Debt Service per Student for New Construction (district cost) | \$427 |
| School Age Children per New Unit | 1.0 to 1.4 |
| Share Attending Private Schools | 13.5% |
| Property Tax Rate (99-00) | \$18.45 |
| Tax Levy (99-00) | \$34,713,748 |
| District-wide Assessed Value (99-00) | \$1,881,504,119 |

Table 3: Town of Webster Budget Assumptions

| | Total | Cost per
housing
unit | Cost per
capita | PS of Total | Growth Impact
Assumptions |
|--------------------------------|-------------|-----------------------------|--------------------|-------------|------------------------------|
| A-1010 TOWN BOARD | \$51,052 | \$4 | \$2 | \$50,252 | FIXED |
| A-1110 JUDICIAL | \$151,614 | \$13 | \$5 | \$147,304 | 75% FIXED; 25% POP |
| A-1220 SUPERVISOR | \$102,971 | \$9 | \$3 | \$98,631 | FIXED |
| A-1310 DIRECTOR OF FINANCE | \$228,634 | \$9 | \$3 | \$171,024 | FIXED |
| A-1320 INDEPENDENT AUDITING | \$16,500 | \$19 | \$7 | \$16,500 | FIXED |
| A-1330 TAX COLLECTION | \$61,400 | \$5 | \$2 | \$60,400 | 75% FIXED; 25% UNITS |
| A-1355 ASSESSMENT | \$287,340 | \$24 | \$9 | \$183,535 | UNITS |
| A-1410 TOWN CLERK | \$180,301 | \$15 | \$5 | \$120,401 | 75% FIXED; 25% POP |
| A-1420 LAW | \$45,701 | \$4 | \$1 | \$39,701 | 75% FIXED; 25% POP |
| A-1430 PERSONNEL | \$7,000 | \$4 | \$1 | \$0 | FIXED |
| A-1450 ELECTIONS | \$28,274 | \$2 | \$1 | \$27,149 | POP |
| A-1620 BUILDINGS | \$190,635 | \$16 | \$6 | \$14,500 | 75% FIXED; 25% UNITS |
| A-1910 INSURANCE & BONDS | \$256,886 | \$22 | \$8 | \$0 | 75% FIXED; 25% UNITS |
| A-1920 MUNICIPAL ASS'N DUES | \$1,700 | \$0 | \$0 | \$0 | FIXED |
| A-1930 TITLE/SALARY STUDY | \$12,000 | \$1 | \$0 | \$0 | POP |
| A-1989 CABLE ACCESS | \$82,403 | \$7 | \$2 | \$64,193 | FIXED |
| A-1990 CONTINGENT ACCOUNT | \$206,000 | \$18 | \$6 | \$0 | 75% FIXED; 25% POP |
| A-3120 POLICE | \$2,527,054 | \$215 | \$75 | \$2,268,621 | POP |
| A-3410 FIRE MARSHAL | \$64,394 | \$5 | \$2 | \$59,224 | 75% FIXED; 25% UNITS |
| A-3510 DOG CONTROL | \$62,570 | \$5 | \$2 | \$54,341 | 50%FIXED+50%UNITS |
| A-3640 SPECIAL POLICE | \$13,123 | \$1 | \$0 | \$0 | 75% FIXED; 25% UNITS |
| A-4545 AMBULANCE | \$49,421 | \$4 | \$1 | \$0 | 75% FIXED; 25% UNITS |
| A-5010 SUPT OF HIGHWAYS | \$187,714 | \$16 | \$6 | \$162,214 | FIXED |
| A-5182 STREET LIGHTING | \$78,569 | \$7 | \$2 | \$0 | 75% FIXED; 25% UNITS |
| A-6410 ECON DEV PUBLICITY | \$42,500 | \$4 | \$1 | \$0 | FIXED |
| A-6510 ECON ASST TO VETERANS | \$1,000 | \$0 | \$0 | \$0 | POP |
| A-6772 PROGRAM FOR AGING | \$73,006 | \$6 | \$2 | \$19,500 | 25% FIXED; 75% POP |
| A-7020 RECREATION ADMIN | \$879,894 | \$75 | \$26 | \$475,150 | POP |
| A-7110 PARKS | \$419,339 | \$36 | \$12 | \$324,533 | 75% FIXED; 25% POP |
| A-7510 HISTORIAN | \$4,475 | \$0 | \$0 | \$3,725 | FIXED |
| A-7550 CELEBRATIONS | \$5,000 | \$0 | \$0 | \$0 | FIXED |
| A-8090 COMMUNITY ENVIRONMENT | \$11,600 | \$1 | \$0 | \$7,250 | 75% FIXED; 25% UNITS |
| A-8540 OFF ROAD DRAINAGE LABOR | \$25,000 | \$2 | \$1 | \$25,000 | FIXED |
| A-8810 CEMETERIES | \$1,600 | \$0 | \$0 | \$0 | UNITS |
| A-9710 DEBT SERVICE | \$407,083 | \$35 | \$12 | \$0 | 75% FIXED; 25% UNITS |
| A-9901 LIBRARY | \$789,555 | \$67 | \$23 | \$0 | 75% FIXED; 25% UNITS |
| A-9950 TRANSFERS | \$404,467 | \$34 | \$12 | \$0 | FIXED |
| A-9000 EMPLOYEE BENEFITS | \$897,200 | \$76 | \$27 | \$0 | MIXED |
| TOTAL GENERAL FUND BUDGET | \$8,854,975 | \$754 | \$263 | \$4,393,148 | |
| TOTAL HIGHWAY FUND | \$735,886 | \$63 | \$22 | \$55,000 | 25% FIXED; 75% UNITS |

**Table 4: Webster Central School District Budget,
1999-2000**

| Function | Administration | Program | Capital | Total |
|-----------------------------------|--------------------|---------------------|---------------------|---------------------|
| Board of Education | \$27,150 | \$0 | \$0 | \$27,150 |
| Central Administration | \$172,419 | \$0 | \$0 | \$172,419 |
| Finance | \$387,122 | \$0 | \$0 | \$387,122 |
| Legal Services | \$100,000 | \$0 | \$0 | \$100,000 |
| Personnel | \$329,201 | \$0 | \$0 | \$329,201 |
| Records Management | \$0 | \$0 | \$0 | \$0 |
| Public Information | \$94,314 | \$0 | \$0 | \$94,314 |
| Operation of Plant | \$0 | \$0 | \$3,944,272 | \$3,944,272 |
| Maintenance of Plant | \$0 | \$0 | \$1,705,086 | \$1,705,086 |
| Other Central Services | \$113,200 | \$0 | \$0 | \$113,200 |
| Judgments and Claims | \$0 | \$0 | \$0 | \$0 |
| Refund of Taxes | \$0 | \$0 | \$0 | \$0 |
| Other Special Items | \$1,129,345 | \$0 | \$0 | \$1,129,345 |
| Curriculum Development | \$726,255 | \$0 | \$0 | \$726,255 |
| Supervision Regular School | \$2,108,956 | \$0 | \$0 | \$2,108,956 |
| Supervision Special School | \$24,500 | \$0 | \$0 | \$24,500 |
| Research, Evaluation and Planning | \$0 | \$0 | \$0 | \$0 |
| Instruction | \$1,314,665 | \$46,135,144 | \$0 | \$47,449,809 |
| Purchase of Buses | \$0 | \$0 | \$0 | \$0 |
| Other District Transportation | \$0 | \$2,631,558 | \$0 | \$2,631,558 |
| Garage Building | \$0 | \$41,788 | \$0 | \$41,788 |
| Contract Transportation | \$0 | \$994,970 | \$0 | \$994,970 |
| Community Service | \$0 | \$48,000 | \$0 | \$48,000 |
| Employee Benefits | \$816,349 | \$9,018,497 | \$520,154 | \$10,355,000 |
| Debt Service | \$0 | \$0 | \$5,177,994 | \$5,177,994 |
| Transfer to Capital | \$0 | \$0 | \$60,000 | \$60,000 |
| Transfer to Debt | \$0 | \$0 | \$0 | \$0 |
| Other Transfers | \$0 | \$0 | \$150,000 | \$150,000 |
| TOTAL | \$7,343,476 | \$58,869,957 | \$11,557,506 | \$77,770,939 |
| Percent of Total | 9.4% | 75.7% | 14.9% | 100.0% |

Table 5: Median Value of Town of Webster Homes by Residential Category

| Residential Category(ies) | Adjusted Assessed Value | Based on... |
|---------------------------|-------------------------|---|
| R-1, R-2, Large Lot | \$212,400 | Median for all new R1&R2 in 1999 (37 homes) |
| R-3/New R-2 | \$175,000 | Median for all new R3 in 1999 (124 homes) |
| Medium-High | \$159,500 | Median for all new MHR in 1999 (36 homes) |
| Waterfront Development | \$221,200 | Median for all new WD in 1999 (17 homes) |

Table 6: Selected Existing Industrial and Commercial Structures in Town of Webster: Percent of Parcel with Structure (Coverage)

| Industrial (710) | Structure
(square feet) | Land Parcel
(Acreage) | Land Parcel
(square feet) | Coverage |
|-------------------------|----------------------------|--------------------------|------------------------------|--------------|
| 925 Publishers parkway | 126,432 | 13.7 | 595,030 | 21.2% |
| 734 Salt road | 92,947 | 13.8 | 602,435 | 15.4% |
| 770 Basket road | 30,430 | 9.1 | 396,832 | 7.7% |
| 841 Holt road | 63,595 | 7.7 | 333,670 | 19.1% |
| 82 E. Main st | 89,416 | 5.9 | 255,697 | 35.0% |
| <i>Average:</i> | <i>402,820</i> | | <i>2,183,663</i> | <i>18.4%</i> |
| Commercial (464) | | | | |
| 780 Salt road | 53,291 | 9.1 | 397,703 | 13.4% |
| 1085 gravel road | 4,370 | 0.7 | 30,056 | 14.5% |
| 975 Ebner road | 5,674 | 0.9 | 40,511 | 14.0% |
| 668 Ridge road | 920 | 1.0 | 42,253 | 2.2% |
| <i>Average:</i> | <i>64,255</i> | | <i>510,523</i> | <i>12.6%</i> |
| Commercial (452) | | | | |
| 2186 Empire Blvd | 23,374 | 3.3 | 142,877 | 16.4% |
| 75 W Main st | 15,746 | 1.1 | 47,916 | 32.9% |
| <i>Average:</i> | <i>39,120</i> | | <i>190,793</i> | <i>20.5%</i> |

Note: Zoning reqs for parking square footage per sqft of structure: 1:1 for bus./industrial, 2:1 for retail

**Table 7: New Commercial Structures in Town of Webster:
Percent of Parcel with Structure (Coverage); 1990-1999**

| <u>Year Built</u> | <u>Structure
(square feet)</u> | <u>Land Parcel
(Acreage)</u> | <u>Land Parcel
(square feet)</u> | <u>% Coverage</u> |
|-------------------|------------------------------------|----------------------------------|--------------------------------------|-------------------|
| 1990 | | | | |
| | 93,807 | 38.5 | 1,678,367 | 5.6% |
| | 1,805 | 0.6 | 27,443 | 6.6% |
| | 121,458 | 30.2 | 1,313,334 | 9.2% |
| 1991 | | | | |
| | 141,288 | 9.6 | 418,176 | 33.8% |
| | 10,150 | 5.0 | 217,800 | 4.7% |
| | 5,000 | 5.3 | 232,610 | 2.1% |
| 1992 | | | | |
| | 1,820 | 0.4 | 15,246 | 11.9% |
| | 39,858 | 2.4 | 104,980 | 38.0% |
| | 2,158 | 0.3 | 13,068 | 16.5% |
| 1993 | | | | |
| | 17,840 | 22.4 | 975,744 | 1.8% |
| | 43,252 | 5.5 | 239,580 | 18.1% |
| | 3,336 | 7.2 | 314,939 | 1.1% |
| 1994 | | | | |
| | 130,843 | 18.0 | 784,080 | 16.7% |
| | 4,239 | 1.9 | 84,071 | 5.0% |
| 1995 | | | | |
| | 15,860 | 1.4 | 60,984 | 26.0% |
| | 5,155 | 1.7 | 75,794 | 6.8% |
| 1996 | | | | |
| | 8,184 | 1.1 | 49,223 | 16.6% |
| | 23,374 | 3.3 | 142,877 | 16.4% |
| 1998 | | | | |
| | 115,419 | 13.9 | 607,226 | 19.0% |
| | 6,450 | 1.7 | 74,923 | 8.6% |
| | 10,125 | 2.0 | 87,120 | 11.6% |
| | 5,756 | 3.6 | 156,380 | 3.7% |
| | 7,690 | 1.8 | 78,408 | 9.8% |
| <i>Average</i> | <i>814,867</i> | | <i>7,752,373</i> | <i>10.5%</i> |

Table 8: Scenario Summary

| Scenario Summary | | Baseline-
Conservative | Baseline-
Moderate | New Zoning-
Conservative | New Zoning-
Moderate | Very Low
Density
Zoning |
|---|------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| Assumption Cells: | | | | | | |
| School Excess Capacity | | 500 | 1,000 | 500 | 1,000 | 1,000 |
| School Children per Household | | 1.4 | 1.0 | 1.4 | 1.0 | 1.0 |
| Cost per Child | | \$6,920 | \$6,088 | \$6,920 | \$6,088 | \$6,088 |
| Policy Impact on Housing Prices | | 0% | 0% | 23% | 23% | 30% |
| <i>Sensitivity of Housing Demand to Change in Price</i> | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Commercial/Industrial Prices | | 0% | 0% | 20% | 20% | 20% |
| <i>Sensitivity of Comm/Indust Demand to Change in Price</i> | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Density Assumptions | | <i>Existing
Zoning</i> | <i>Existing
Zoning</i> | <i>Proposed
Zoning</i> | <i>Proposed
Zoning</i> | <i>Density
Zoning</i> |
| SF Residential (R-1) | | 28,000 | 28,000 | 35,000 | 35,000 | 43,560 |
| SF Residential (R-2) | | 22,000 | 22,000 | 28,000 | 28,000 | 35,000 |
| SF Residential (R-3) | | 18,000 | 18,000 | 22,000 | 22,000 | 28,000 |
| Med High Residential | | 11,250 | 11,250 | 11,250 | 11,250 | 22,000 |
| Waterfront Development | | | | 0 n/a | n/a | |
| Large Lot Residential | | 130,680 | 130,680 | 130,680 | 130,680 | 217,800 |
| Retail Coverage | | 20% | 20% | 20% | 20% | 17% |
| Industrial & Other Bus Covrg | | 35% | 35% | 35% | 35% | 25% |
| Annual Development Rate Assumptions | | <i>Recent
Experience</i> | <i>Recent
Experience</i> | <i>Recent
Experience</i> | <i>Recent
Experience</i> | <i>Recent
Experience</i> |
| SF Residential (R-1) | | 15 | 15 | 12 | 12 | 11 |
| SF Residential (R-2) | | 50 | 50 | 39 | 39 | 35 |
| SF Residential (R-3) | | 140 | 140 | 108 | 108 | 98 |
| Med High Residential | | 30 | 30 | 23 | 23 | 21 |
| Waterfront Development | | 0 | 0 | 0 | 0 | 0 |
| Large Lot Residential | | 5 | 5 | 4 | 4 | 4 |
| Core Commercial (sq ft) | | 20,000 | 20,000 | 16,000 | 16,000 | 16,000 |
| Other Commercial (sq ft) | | 45,000 | 45,000 | 36,000 | 36,000 | 36,000 |
| Office Park (sq ft) | | 20,000 | 20,000 | 16,000 | 16,000 | 16,000 |
| Industrial (sq ft) | | 17,000 | 17,000 | 13,600 | 13,600 | 13,600 |
| Result Cells: | | | | | | |
| Town | Baseline | \$4.07 | \$4.07 | \$4.07 | \$4.07 | \$4.07 |
| Tax | Year 10 | \$3.67 | \$3.67 | \$3.60 | \$3.60 | \$3.59 |
| Rate | Year 20 | \$3.42 | \$3.42 | \$3.29 | \$3.29 | \$3.27 |
| | % Change to Yr20 | -16% | -16% | -19% | -19% | -20% |
| WCSD | Baseline | \$18.45 | \$18.45 | \$18.45 | \$18.45 | \$18.45 |
| Tax | Year 10 | \$20.20 | \$17.79 | \$19.11 | \$17.19 | \$16.99 |
| Rate | Year 20 | \$21.60 | \$17.52 | \$19.72 | \$16.51 | \$16.27 |
| | % Change to Yr20 | 17% | -5% | 7% | -10% | -12% |
| Total | Baseline | \$22.52 | \$22.52 | \$22.52 | \$22.52 | \$22.52 |
| Tax | Year 10 | \$23.88 | \$21.46 | \$22.71 | \$20.79 | \$20.59 |
| Rate | Year 20 | \$25.01 | \$20.94 | \$23.01 | \$19.81 | \$19.54 |
| | % Change to Yr20 | 11% | -7% | 2% | -12% | -13% |

Scenario Summary

| | Accelerated
Development | Resid Only | Constant
Demand | 3 Children |
|---|------------------------------------|------------------------------|------------------------------|------------------------------|
| Assumption Cells: | | | | |
| School Excess Capacity | 1,000 | 500 | 500 | 500 |
| School Children per Household | 1.0 | 1.4 | 1.4 | 3.0 |
| Cost per Child | \$6,088 | \$6,920 | \$6,920 | \$6,920 |
| Policy Impact on Housing Prices | 23% | 0% | 23% | 23% |
| Sensitivity of Housing Demand
to Change in Price | 1.0 | 1.0 | 0.0 | 0.0 |
| Commercial/Industrial Prices | 20% | 0% | 20% | 20% |
| Sensitivity of Comm/Indust
Demand to Change in Price | 1.0 | 1.0 | 0.0 | 0.0 |
| | Proposed
Zoning | Existing
Zoning | Proposed
Zoning | Proposed
Zoning |
| Density Assumptions | | | | |
| SF Residential (R-1) | 35,000 | 28,000 | 35,000 | 35,000 |
| SF Residential (R-2) | 28,000 | 22,000 | 28,000 | 28,000 |
| SF Residential (R-3) | 22,000 | 18,000 | 22,000 | 22,000 |
| Med High Residential | 11,250 | 11,250 | 11,250 | 11,250 |
| Waterfront Development | n/a | n/a | n/a | n/a |
| Large Lot Residential | 130,680 | 130,680 | 130,680 | 130,680 |
| Retail Coverage | 20% | 20% | 20% | 20% |
| Industrial & Other Bus Covrg | 35% | 35% | 35% | 35% |
| | Accelerated
Development | Recent
Experience | Recent
Experience | Recent
Experience |
| Annual Development Rate
Assumptions | | | | |
| SF Residential (R-1) | 17 | 15 | 15 | 15 |
| SF Residential (R-2) | 58 | 50 | 50 | 50 |
| SF Residential (R-3) | 162 | 140 | 140 | 140 |
| Med High Residential | 35 | 30 | 30 | 30 |
| Waterfront Development | 0 | 0 | 0 | 0 |
| Large Lot Residential | 6 | 5 | 5 | 5 |
| Core Commercial (sq ft) | 24,000 | | 20,000 | 20,000 |
| Other Commercial (sq ft) | 54,000 | | 45,000 | 45,000 |
| Office Park (sq ft) | 24,000 | | 20,000 | 20,000 |
| Industrial (sq ft) | 20,400 | | 17,000 | 17,000 |
| Result Cells: | | | | |
| Town | Baseline | \$4.07 | \$4.07 | \$4.07 |
| Tax | Year 10 | \$3.43 | \$3.77 | \$3.50 |
| Rate | Year 20 | \$3.08 | \$3.56 | \$3.16 |
| | % Change to Yr20 | -24% | -12% | -22% |
| WCSD | Baseline | \$18.45 | \$18.45 | \$18.45 |
| Tax | Year 10 | \$16.77 | \$20.69 | \$19.29 |
| Rate | Year 20 | \$16.03 | \$22.48 | \$20.03 |
| | % Change to Yr20 | -13% | 22% | 9% |
| Total | Baseline | \$22.52 | \$22.52 | \$22.52 |
| Tax | Year 10 | \$20.21 | \$24.46 | \$22.79 |
| Rate | Year 20 | \$19.11 | \$26.04 | \$23.19 |
| | % Change to Yr20 | -15% | 16% | 3% |

