

August 4, 2025

Attn: Mr. Joe Cattalani // Principal & Managing Real Estate Broker

Park Avenue Commercial
649 Park Avenue
Rochester, NY 14607

Re: Proposed DINKS and LINKS Development, Town of Webster, NY

Traffic Generation and Distribution Assessment
Passero Project No: 20255059.0001

Dear Mr. Cattalani:

This technical letter provides a trip generation and distribution assessment related to the proposed DINKS and LINKS development located along the connection road between the Lowe's parking lot and the BJ's Wholesale Club parking lot in the Town of Webster, NY to assess the possible traffic impacts resulting from the proposed project. This letter details the projected trip generation estimates, potential distribution of site trips at the proposed driveway intersection(s) and evaluates whether, applying industry standards, the results warrant completing a Traffic Impact Study (TIS). All supporting materials are included in the attachments. **Figure 1** illustrates the project site location and study area. Based on the analysis, completion of a TIS is not warranted.

1. EXISTING ROADWAY CONDITIONS

The information outlined in **Table 1** provides a description of the existing roadway network adjacent to the project site. **Figure 2** illustrates the lane geometry and traffic controls at the assumed study intersections and the Annual ADT (AADT) volumes on the study roadways, if available. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the New York State Department of Transportation (NYSDOT).

Table 1: Existing Highway System

Roadway	Class ¹	Agency ²	Speed	Typical Cross Section ³	AADT		
					Volume	Source	Year
Five Mile Line Road (CR-18)	16	MCDOT	35 mph	2-lane undivided	13,211	NYSDOT	2024
Hard Road	18	Town of Webster	35 mph	2-lane undivided	N/A	N/A	N/A

1. Functional Classification.

2. Roadway ownership.

3. Excludes turning lanes at intersections.

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA group roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban.

The primary functional classifications of the roadways within the study area are as follows:

- Minor Arterial (Class 16)

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- Minor Collector (Class 18)

2. PROJECT DESCRIPTION

The proposed project is located along the south side of the connection road between the Lowe's parking lot and the BJ's Wholesale Club parking lot in the Town of Webster, NY. The project includes the construction of a $\pm 42,439$ square foot (SF) building which will contain fourteen pickleball courts, three golf simulators, a smoothie bar, a kitchen, and indoor seating. Outside the proposed building, there will be six pickleball courts, four bocce courts, four shuffle board courts, two volleyball courts, seven fire pits, and a mini golf course. A parking lot with ± 233 associated parking spaces will be located to the north of the connection road. There will be ± 8 handicap parking spaces along the west side of the building.

Based on information provided by the client, the indoor facility will be open year-round and will operate from 8:00 AM-10:00 PM on weekdays and from 8:00 AM-11:00 PM on weekends. The outdoor amenities will be open seasonally, and the mini golf will operate from 6:00-9:00 PM on weekdays and from 12:00-9:00 PM on weekends.

Access to the proposed development will be provided via the existing Lowe's driveway intersection with Five Mile Line Road, and the Webster Square driveway and Dairy Queen/Taco Bell driveway intersections with Hard Road. The existing site is currently undeveloped. The proposed concept plan is included in the attachments.

3. TRIP GENERATION

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (11th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday PM peak hour, represents a more critical volume when analyzing the capacity of the system; that interval will provide the basis of this analysis. ITE does not have any data for pickleball courts. Given the land use code (LUC) definitions provided by ITE, two LUCs were considered for the proposed development:

- LUC 435 – Multipurpose Recreational Facility
- LUC 491 – Raquet/Tennis Club

Table 2 shows the total site generated trips for the weekday PM peak hour for the LUCs considered for the proposed development. It is noted that ITE does not have data for any other time periods. All trip generation information has been included in the attachments.

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Table 2: Site Generated Trips

DESCRIPTION	ITE LUC ¹	SIZE	PM PEAK HOUR ENTER	PM PEAK HOUR EXIT
Multipurpose Recreational Facility	435	±42,442 SF	83	68
Racquet/Tennis Club	491	20 Courts	38	38

Note:
1. LUC = Land Use Code.

Given the descriptions of the LUCs, the amenities proposed, and the resulting projected trip generation volumes, the LUC 435 – Multipurpose Recreational Facility was used for the trip generation analysis to provide a conservative/worst case evaluation of potential traffic impacts. The proposed project is expected to generate approximately 83 entering/68 exiting vehicle trips during the PM peak hour based on this ITE LUC.

4. TRIP DISTRIBUTION

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the driveways serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Site access location.
- Existing traffic patterns.
- Existing traffic controls.
- Proximity to nearby highways (e.g. NY-104)

Figure 3 shows the anticipated trip distribution pattern percentages for the traffic from the proposed project. **Figure 4** illustrates the peak hour total site generated traffic based on those percentages for the project's site generated trips.

5. THRESHOLDS FOR THE REQUIREMENT OF A TRAFFIC IMPACT REPORT

Traffic reviewing professionals and government agencies, including the NYSDOT use guidelines in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 or more site generated vehicles per hour (vph) to an adjacent intersection during either peak study period, then that intersection should be studied for potential traffic impacts. If the proposed project is projected to add less than 100 site generated vph, a TIS is not warranted.

Based upon projected trip generation data and the resulting traffic assignment estimates shown in Figure 4, 83 or fewer peak hour trips are added to a single intersection during the peak hour studied. Therefore, the proposed project does not warrant a TIS.

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6. CONCLUSIONS AND RECOMMENDATIONS

Given the projected site generated traffic, the projected site traffic distribution, the thresholds for completing a TIS, and the roadway characteristics previously described, a full TIS report is not warranted. The figures show that 83 or fewer peak hour trips are added to an adjacent intersection. The proposed development is not expected to have a significant adverse impact on traffic operations within the general study area. Please feel free to contact me directly with any questions.

Sincerely,



Amy C. Dake, P.E., PTOE

Senior Managing Traffic Engineer

adake@passero.com • 585-314-5078

ATTACHMENTS

August 4, 2025

Letter to
Mr. Joe Cattalani // Principal & Managing

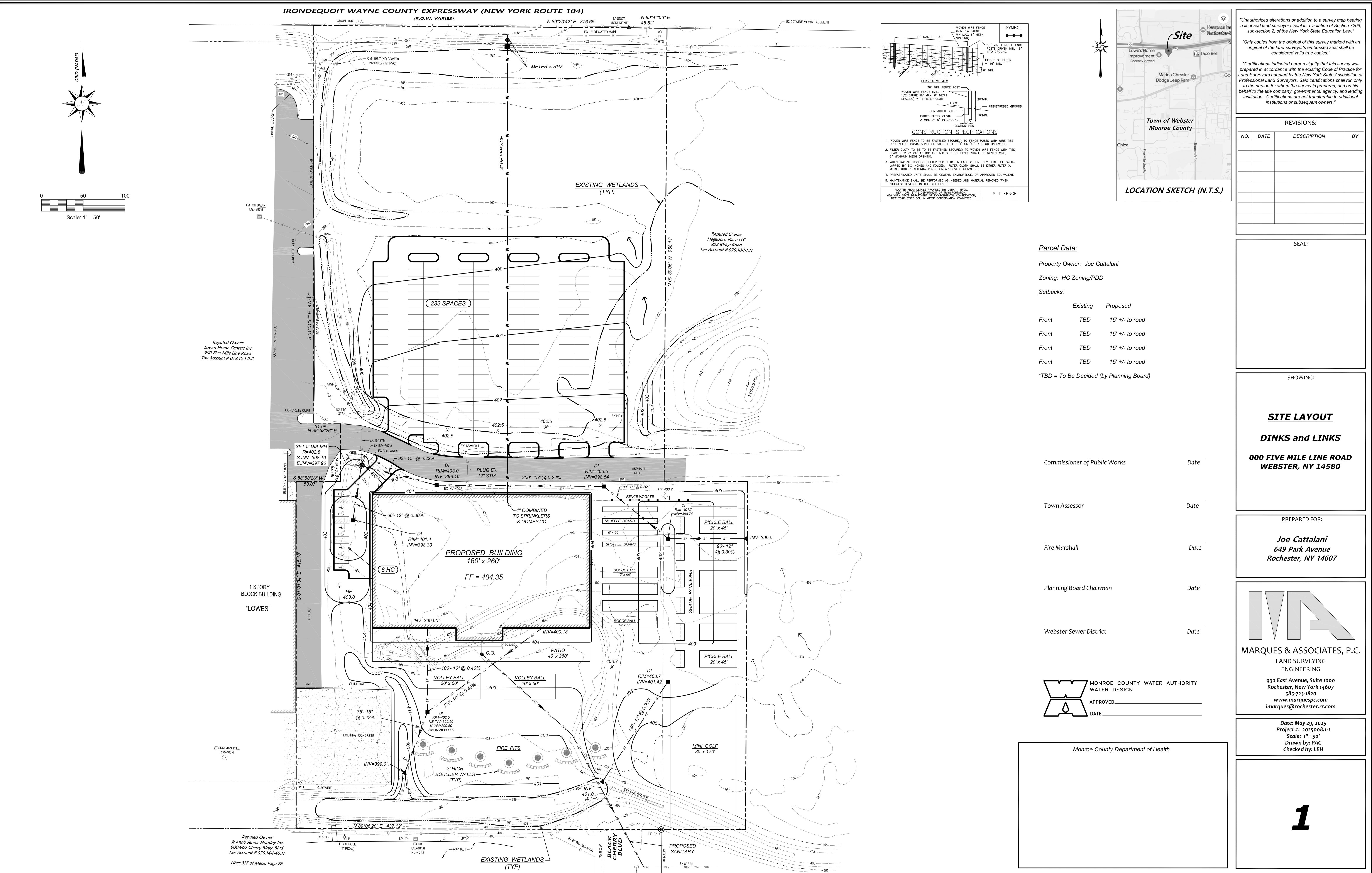
Proposed DINKS and LINKS Development

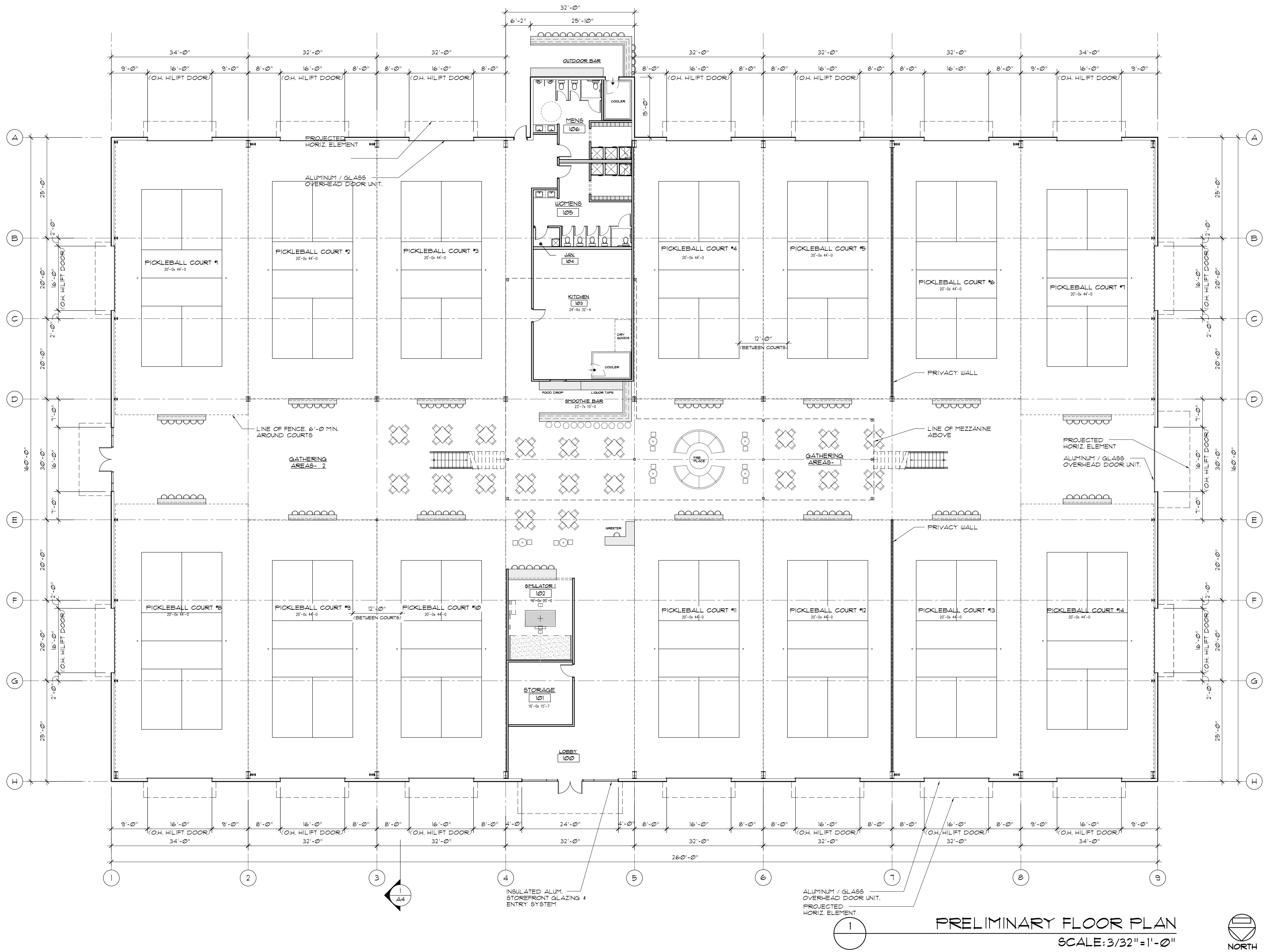
Traffic Generation and Distribution Assessment

Town of Webster
Monroe County, New York



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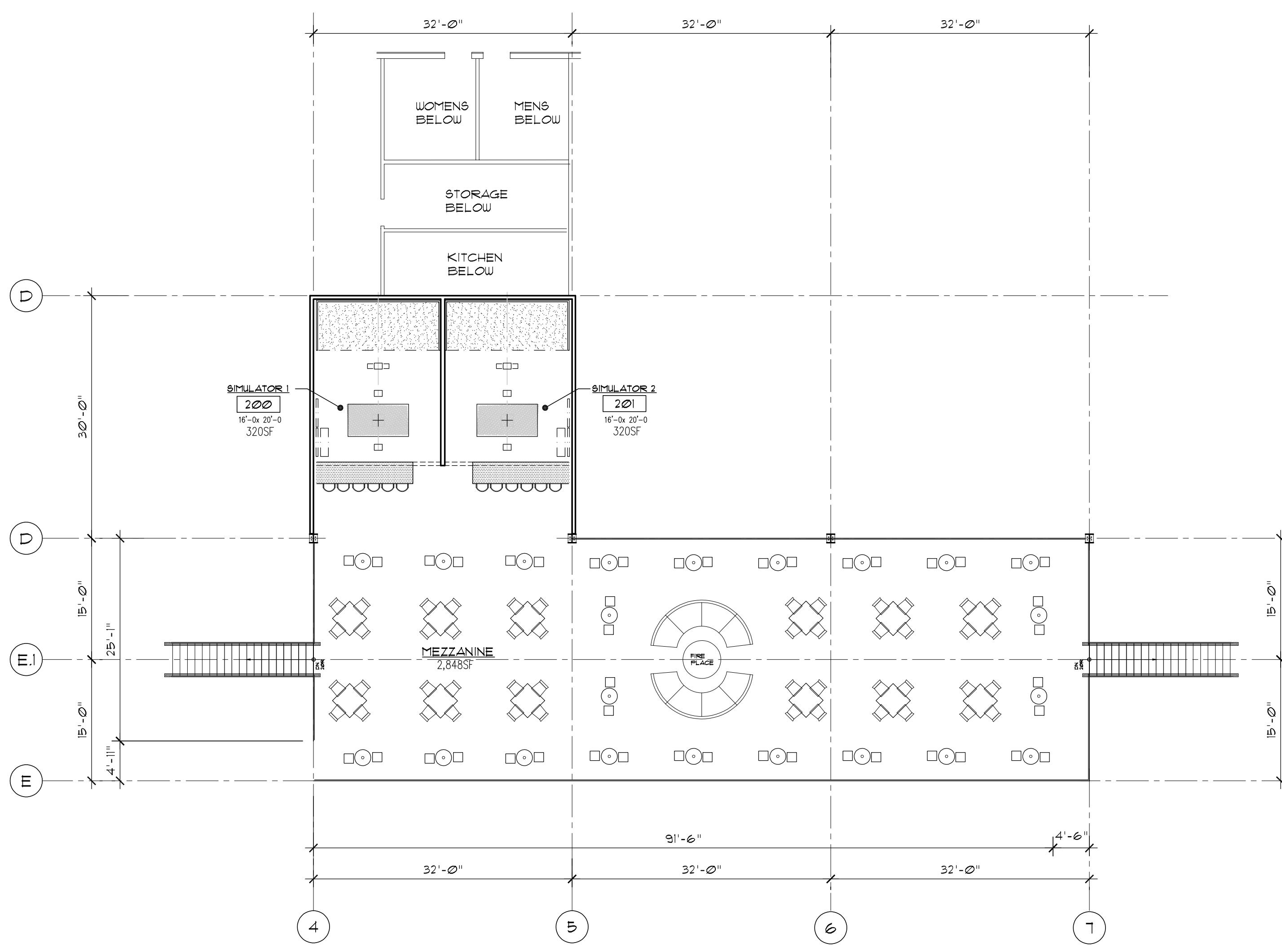
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1300 UNIVERSITY AVENUE
ROCHESTER, NY 14607
WWW.HANLONARCHITECTS.COM

CATTALANI PICKLEBALL FEATURING ITY

REvised:		
PROGRESS		
DATE:	5-19-25	
FLOOR PLAN		
DRAWING TITLE:		
		1
SHEET NO.:		
PROJECT NO.:		
25-034		

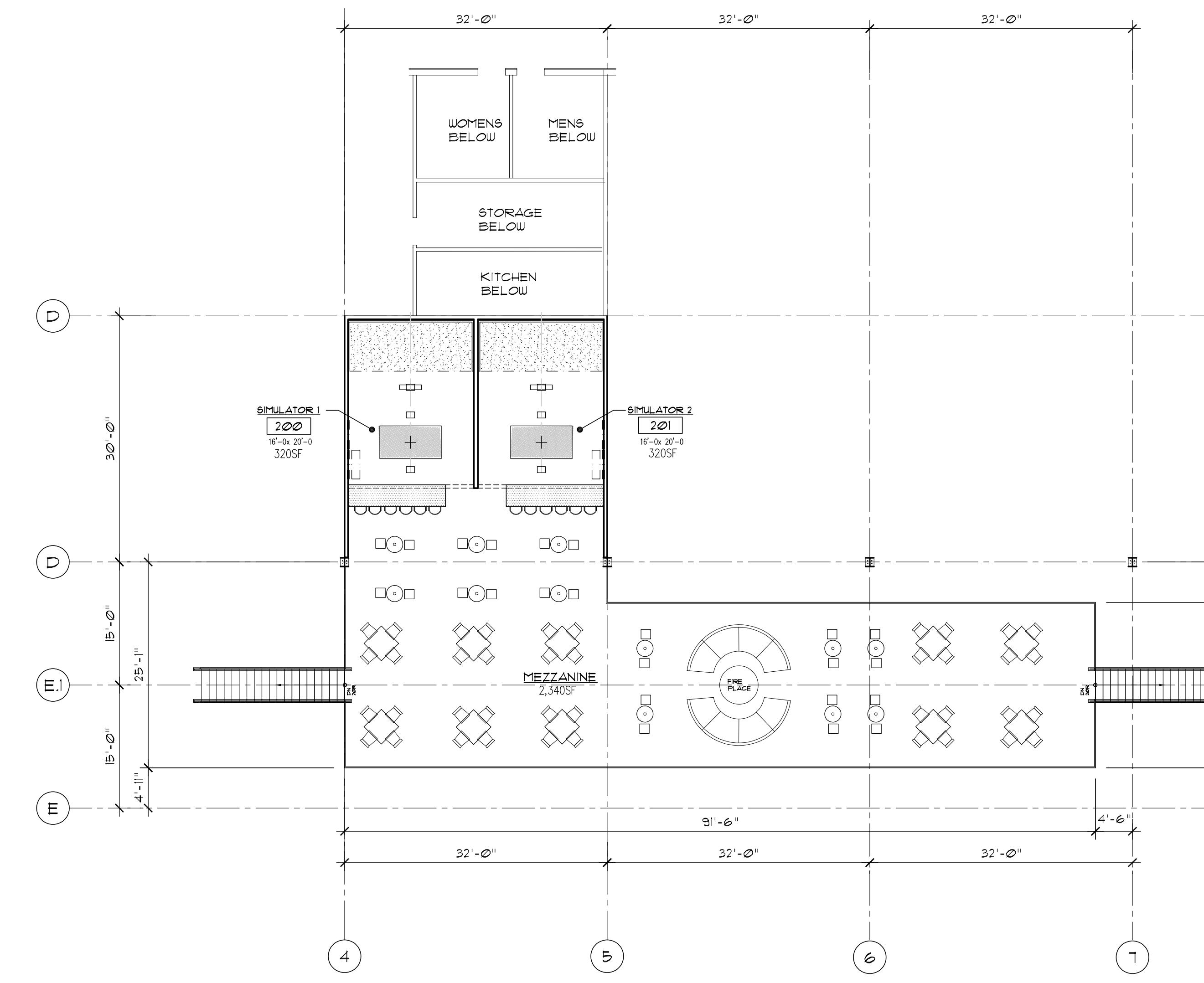
PRELIMINARY FLOOR PLAN



2

PRELIMINARY MEZZANINE LEVEL - OP2

SCALE: 3/32" = 1'-0"



1

PRELIMINARY MEZZANINE LEVEL - OP1

SCALE: 3/32" = 1'-0"

PICKLEBALL FACILITY

HANLON ARCHITECTS

130 UNIVERSITY AVENUE
ROCHESTER, NY 14607
WWW.HANLONARCHITECTS.COM

T: 585.223.6440
F: 585.563.6371

REVISED:
PROGRESS
DATE: 5-10-25
MEZZANINE
LEVEL

DRAWING TITLE:

A2

SHEET NO:

NORTH

PROJECT NO: 25-034



Proposed DINKs and LINKS Development | Monroe County, Town of Webster, NY

Site Location and Study Area

Key:

- Study Intersection
- Proposed Intersection
- Study Area
- Project Location

Figure 2

Notes:

1. All AADT volumes by those noted:
 - 1.1. NYSDOT = New York State Department of Transportation.
2. vpd = Vehicles per day.
3. Turn lane lengths shown include storage and taper.

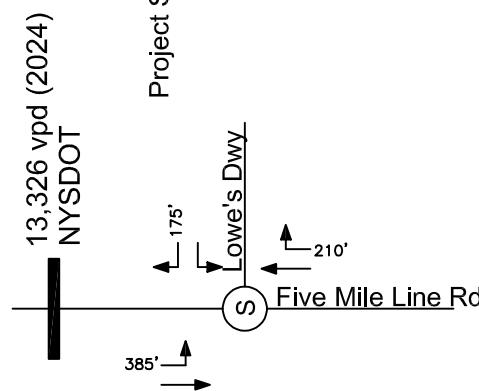
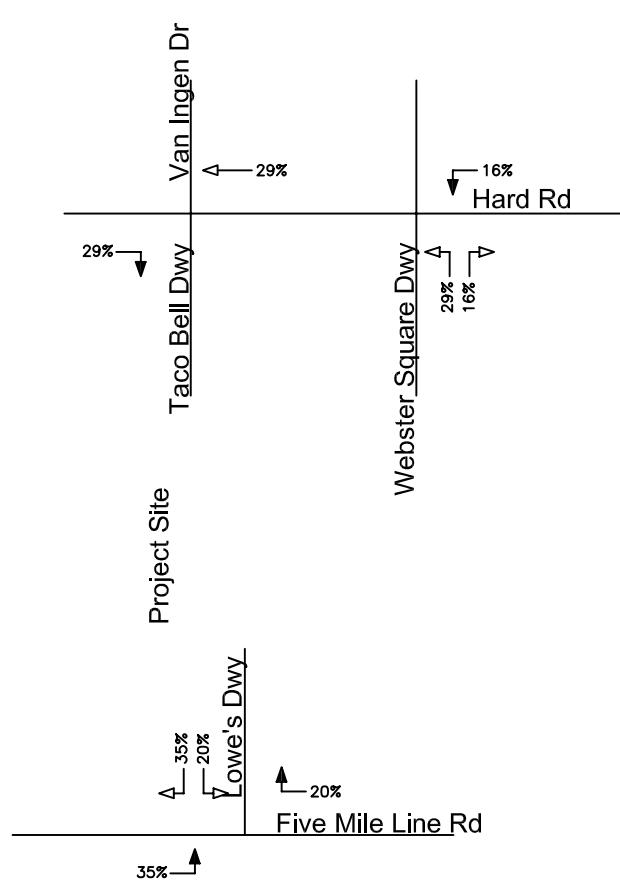


Figure 3



**Lane Geometry and
Average Daily Traffic**

Trip Distribution

Proposed DIINKs and LIINKs Development - Town of Webster, NY

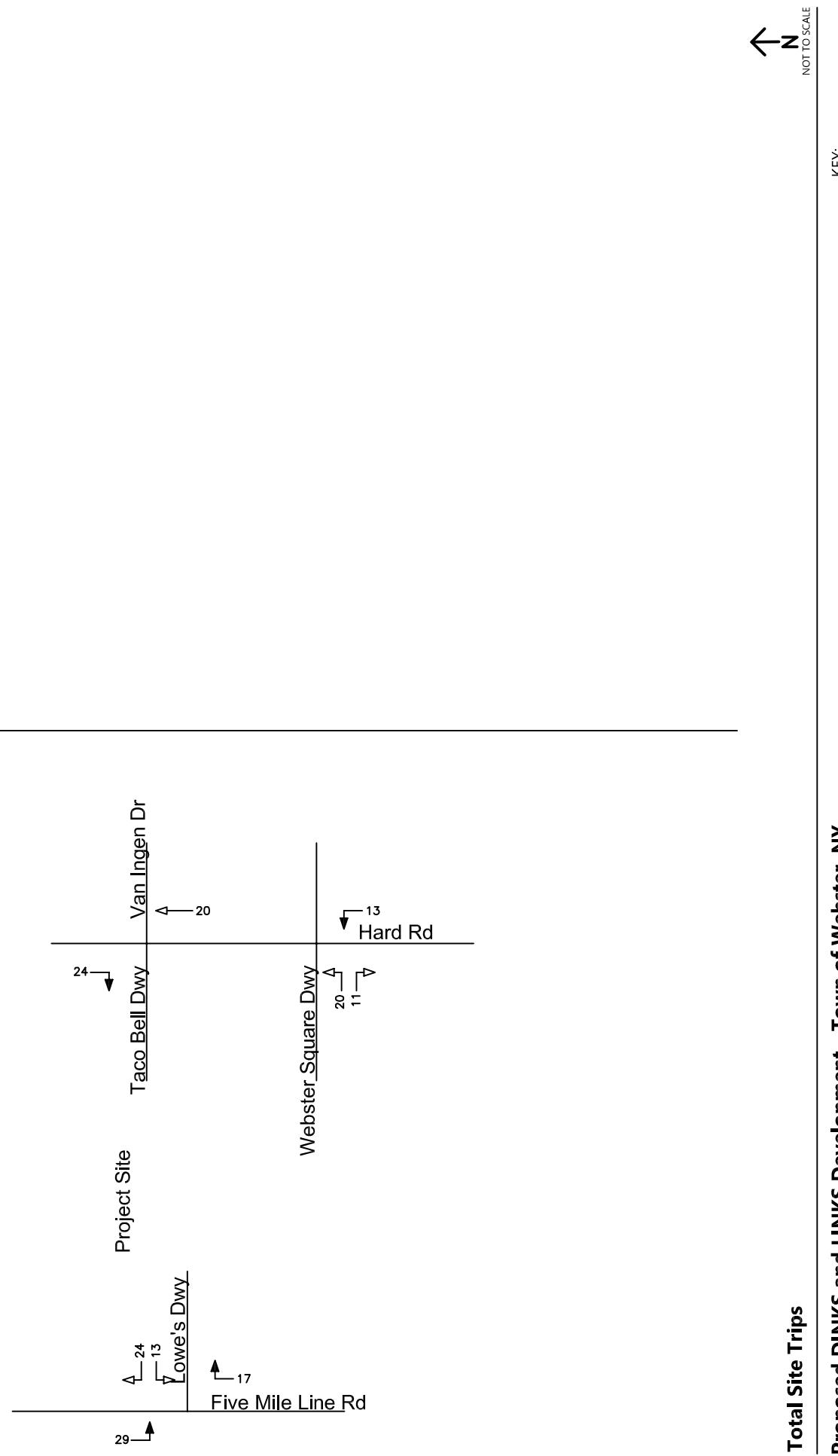
KEY:

- 00 = PM Entering Trip
- → Exiting Trip
- Proposed Access
- S = Signalized
- U = Unsigned

NOT TO SCALE



Figure 4



PROJECT DETAILS									
Project Name:	Webster Pickle Ball - LUC 435	Type of Project:							
Project No:		City:							
Country:		Built-up Area(Sq.Ft):							
Analyst Name:	Amy Dake	Clients Name:							
Date:	7/28/2025	ZIP/Postal Code:							
State/Province:		No. of Scenarios:	1						
Analysis Region:									
SCENARIO SUMMARY									
Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated Entry	New Vehicle Trips	Exit	Total
Scenario - 1	PM Peak Hour	1	1	0		83		68	151

Scenario - 1

Scenario Name: PM Peak Hour

Dev. phase: 1

Analyst Note:

User Group:

Traffic : 0

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry Split%	Exit Split%	Total
435 - Multipurpose Recreational Facility Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	42.4	Weekday, Peak Hour of Adjacent Street Traffic.	Average	83	68	151

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy	Exit	Entry (%)	Vehicle Directional Split	Baseline Site Exit (%)
	Entry (%)	Exit (%)					
435 - Multipurpose Recreational Facility	100	100	1	1	55	45	

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy	Exit	Entry (%)	Vehicle Directional Split	Baseline Site Exit (%)
	Entry (%)	Exit (%)					
435 - Multipurpose Recreational Facility	83	68	0	0	33	68	151

PROJECT DETAILS						
Project Name:	Webster Pickle Ball - LUC 491	Type of Project:				
Project No:		City:				
Country:		Built-up Area(Sq.Ft):				
Analyst Name:	Amy Dake	Clients Name:				
Date:	7/28/2025	ZIP/Postal Code:				
State/Province:		No. of Scenarios:	1			
Analysis Region:		SCENARIO SUMMARY				
Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project	User Group	
Scenario - 1	PM Peak Hour	1	1	0	38	76
Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project	User Group	
Scenario - 1	PM Peak Hour	1	1	0	38	76

Scenario - 1

Scenario Name: PM Peak Hour

Dev. phase: 1

Analyst Note:

User Group:

Traffic : 0

Warning:

VEHICLE TRIPS BEFORE REDUCTION**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry Split%	Exit Split%	Total
491 - Racquet/Tennis Club	General	Courts	20	Weekday, Peak Hour of Adjacent Street Traffic.	Average	38	38	76
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				3.82	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION**ESTIMATED BASELINE SITE PERSON TRIPS:**

Land Use	Baseline Site Vehicle Mode Share	Entry (%)	Baseline Site Vehicle Occupancy	Exit	Baseline Site Vehicle Directional Split
491 - Racquet/Tennis Club	100	100	1	1	50
491 - Racquet/Tennis Club	38	38	0	0	38
491 - Racquet/Tennis Club	76	76	0	0	76