

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 groups 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	EXIT
Multipurpose Recreational Facility	435	±42,442 SF	83	68
Racquet/Tennis Club	491	20 Courts	38	38
<u>Note:</u>				
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

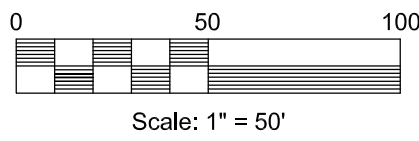
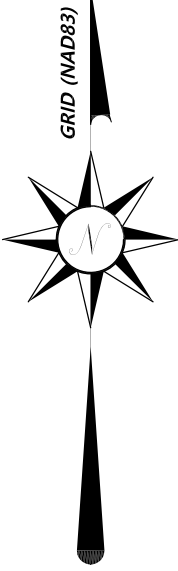
Proposed DINKS and LINKS Development

Traffic Generation and Distribution Assessment

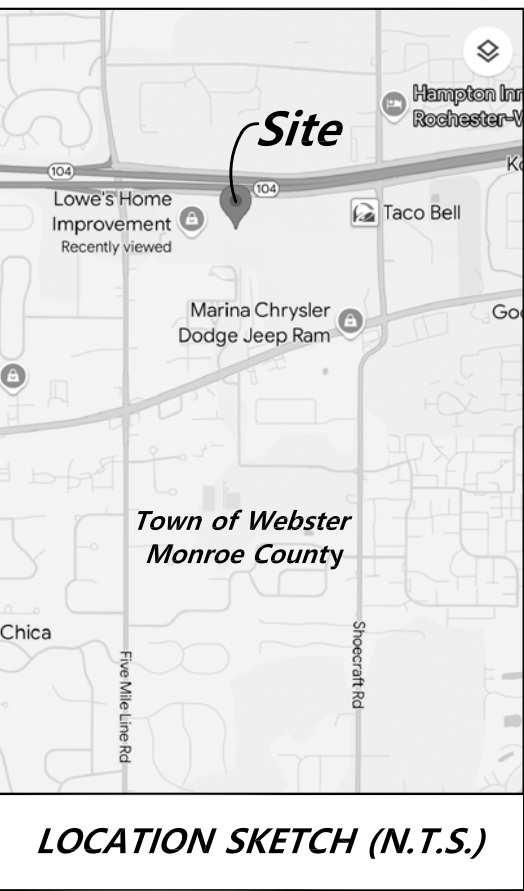
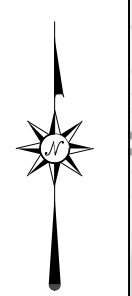
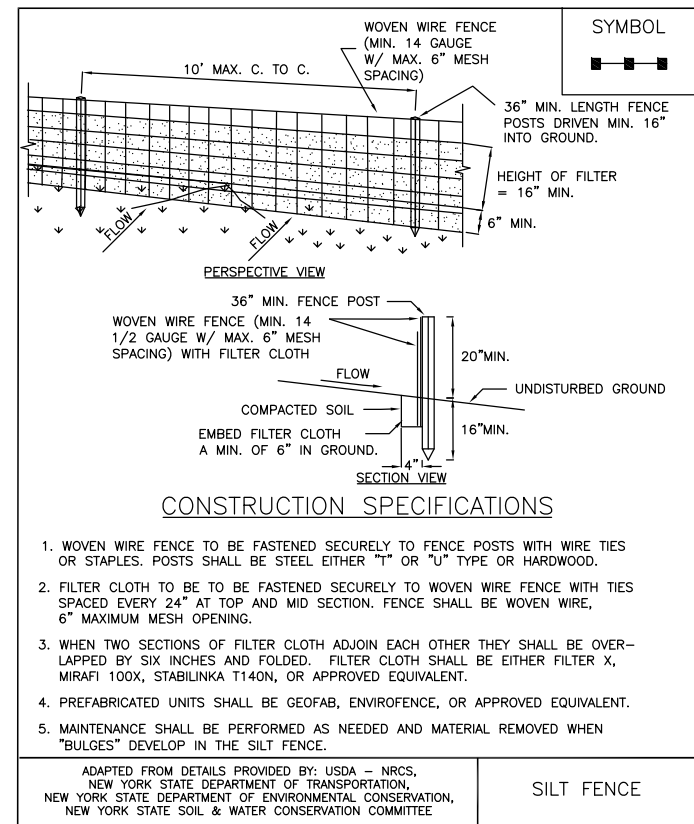
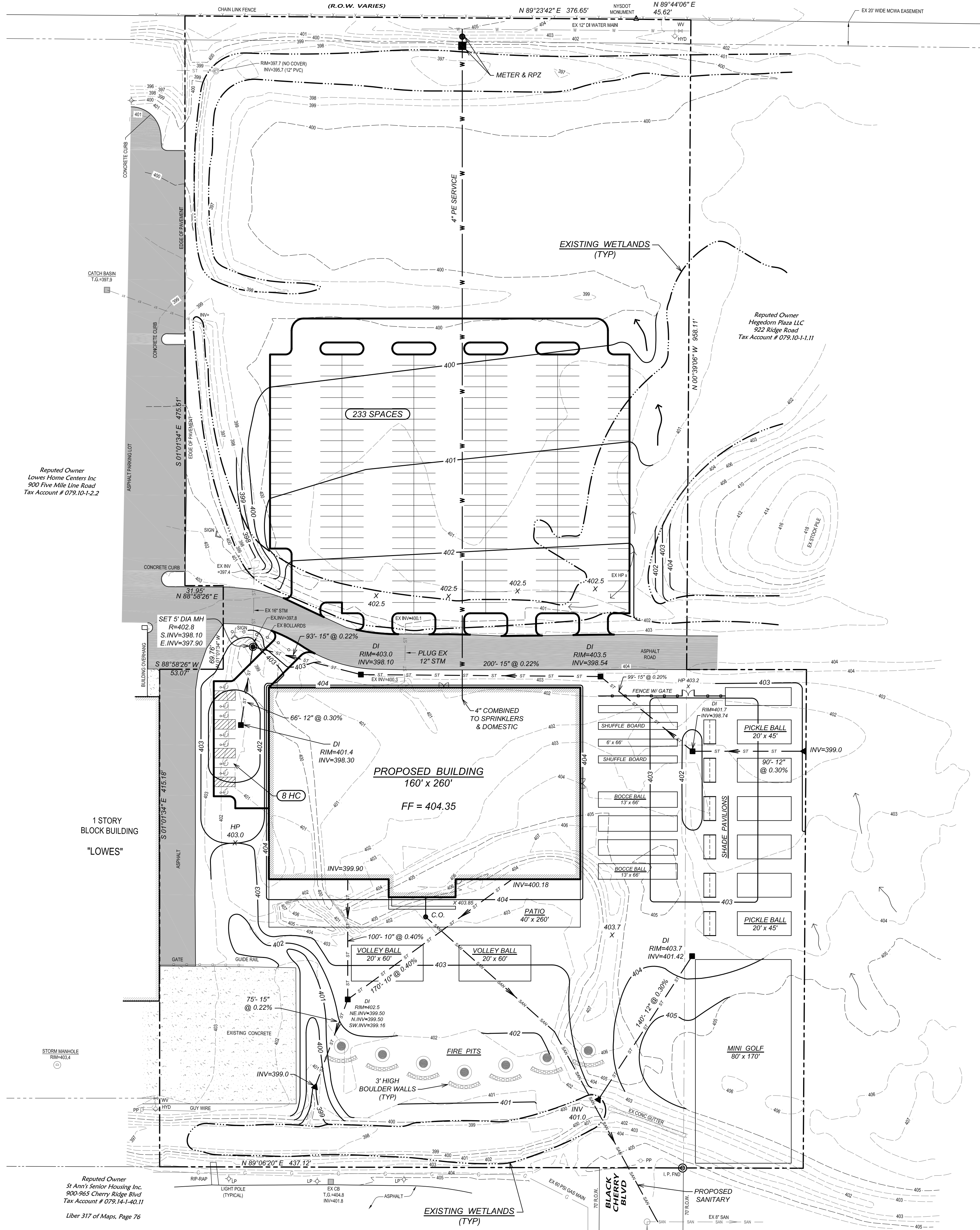
Town of Webster
Monroe County, New York



242 West Main Street, Suite 100 Rochester, NY 14614
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IRONDEQUOIT WAYNE COUNTY EXPRESSWAY (NEW YORK ROUTE 104)
(R.O.W. VARIES)



"Unauthorized alterations or addition to a survey map bearing a licensed land surveyor's seal is a violation of Section 7209, sub-section 2, of the New York State Education Law."

"Only copies from the original of this survey marked with an original of the land surveyor's embossed seal shall be considered valid true copies."

"Certifications indicated hereon signify that this survey was prepared in accordance with the existing Code of Practice for Land Surveyors adopted by the New York State Association of Professional Land Surveyors. Said certifications shall run only to the person for whom the survey is prepared, and on his behalf to the title company, governmental agency, and lending institution. Certifications are not transferable to additional institutions or subsequent owners."

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

Parcel Data:		
Property Owner: Joe Cattalani		
Zoning: HC Zoning/PDD		
Setbacks:		
	Existing	Proposed
Front	TBD	15' +/- to road
Front	TBD	15' +/- to road
Front	TBD	15' +/- to road
Front	TBD	15' +/- to road

*TBD = To Be Decided (by Planning Board)

Commissioner of Public Works	Date
Town Assessor	Date
Fire Marshal	Date
Planning Board Chairman	Date
Webster Sewer District	Date

MONROE COUNTY WATER AUTHORITY
WATER DESIGN

APPROVED _____
DATE _____

Monroe County Department of Health

SEAL:

SHOWING:

SITE LAYOUT

DINKS and LINKS

000 FIVE MILE LINE ROAD
WEBSTER, NY 14580

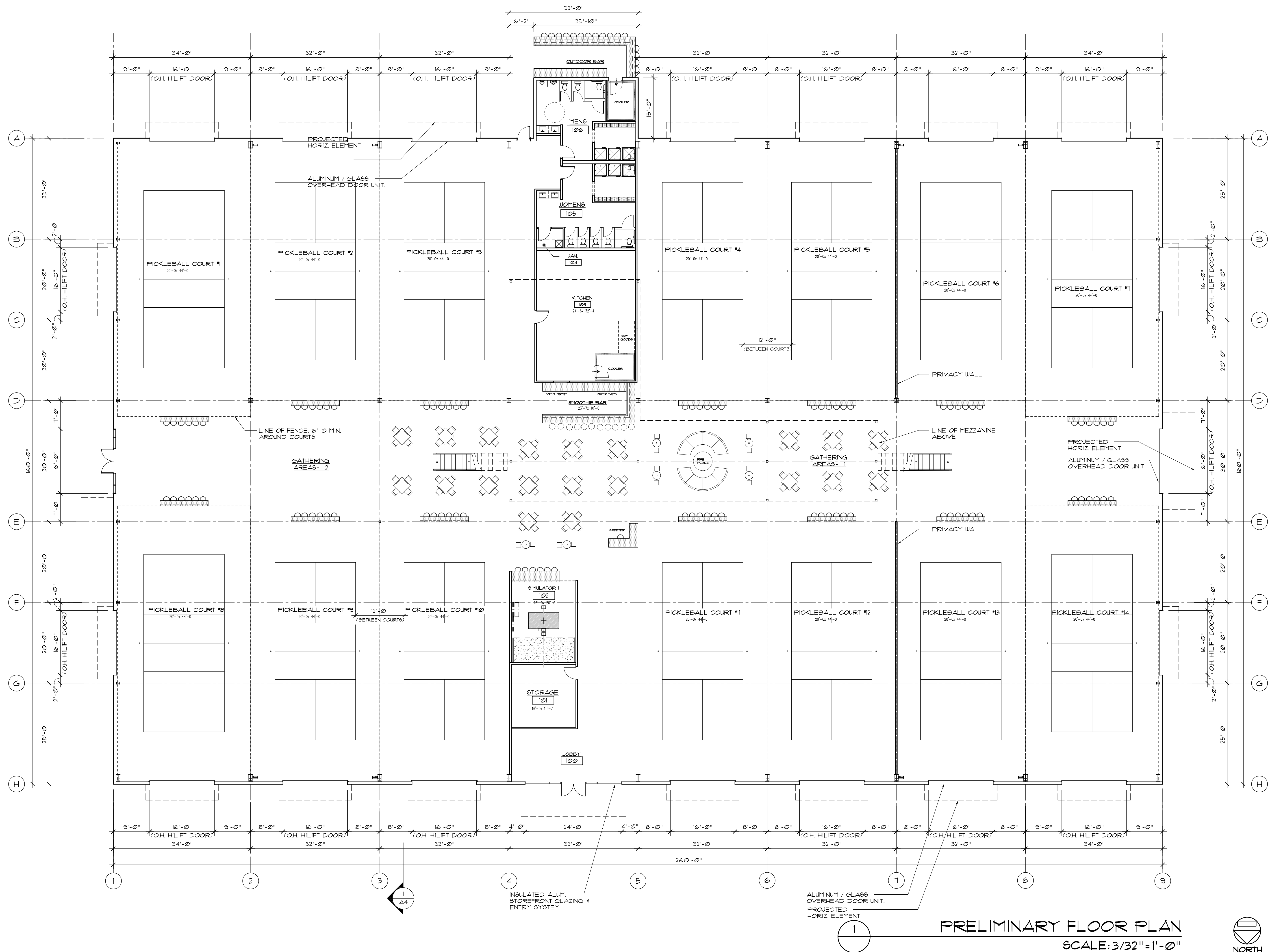
PREPARED FOR:

Joe Cattalani
649 Park Avenue
Rochester, NY 14607

MARQUES & ASSOCIATES, P.C.
LAND SURVEYING
ENGINEERING

930 East Avenue, Suite 1000
Rochester, New York 14607
585-723-1820
www.marquespc.com
imarques@rochester.ny.com

Date: May 29, 2025
Project #: 2025008.1-1
Scale: 1"= 50'
Drawn by: PAC
Checked by: LEH



PICKLEBALL FACILITY

REVISED:

PROGRESS

DATE: 5-19-25

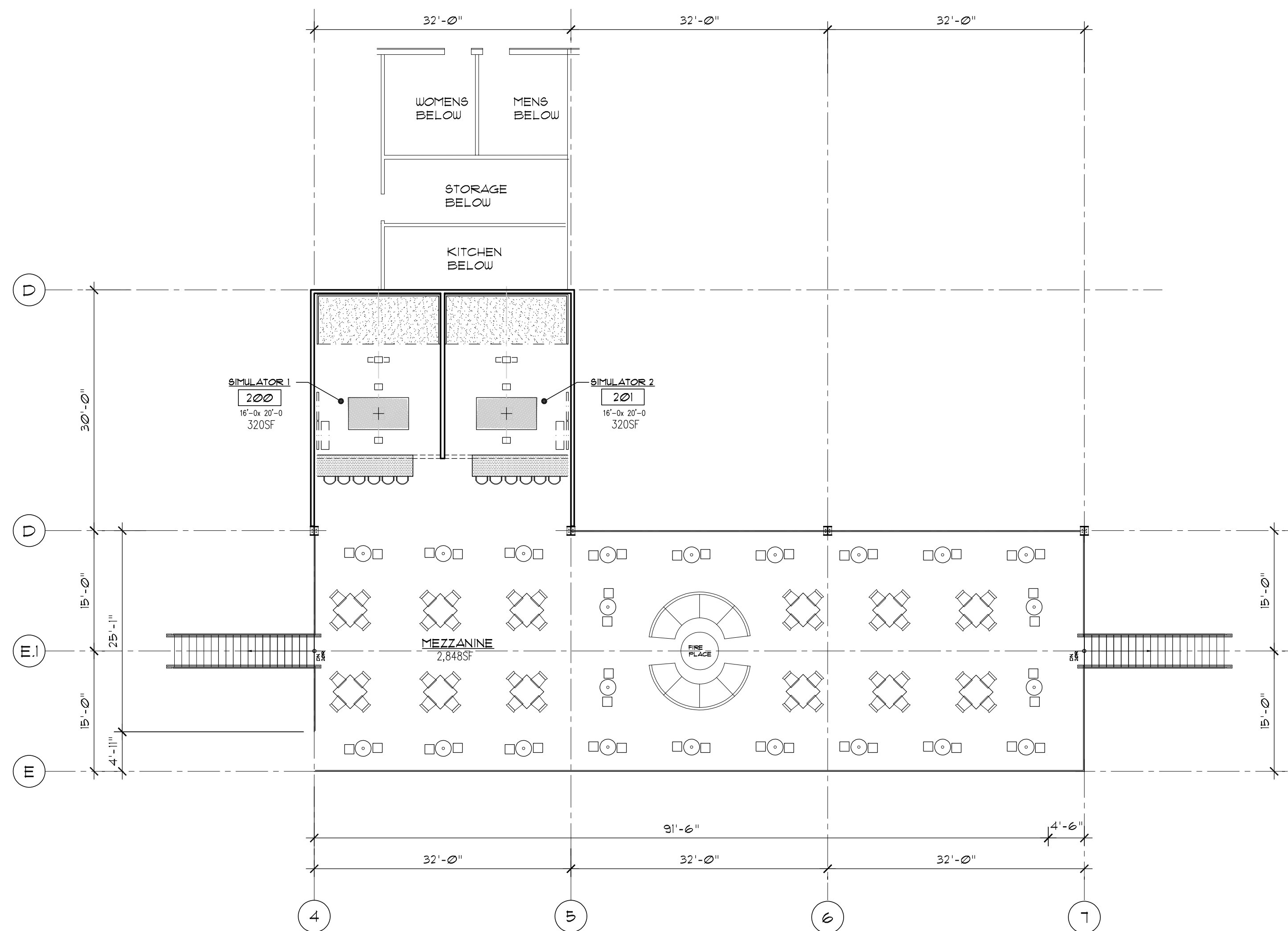
MEZZANINE
LEVEL

DRAWING TITLE:

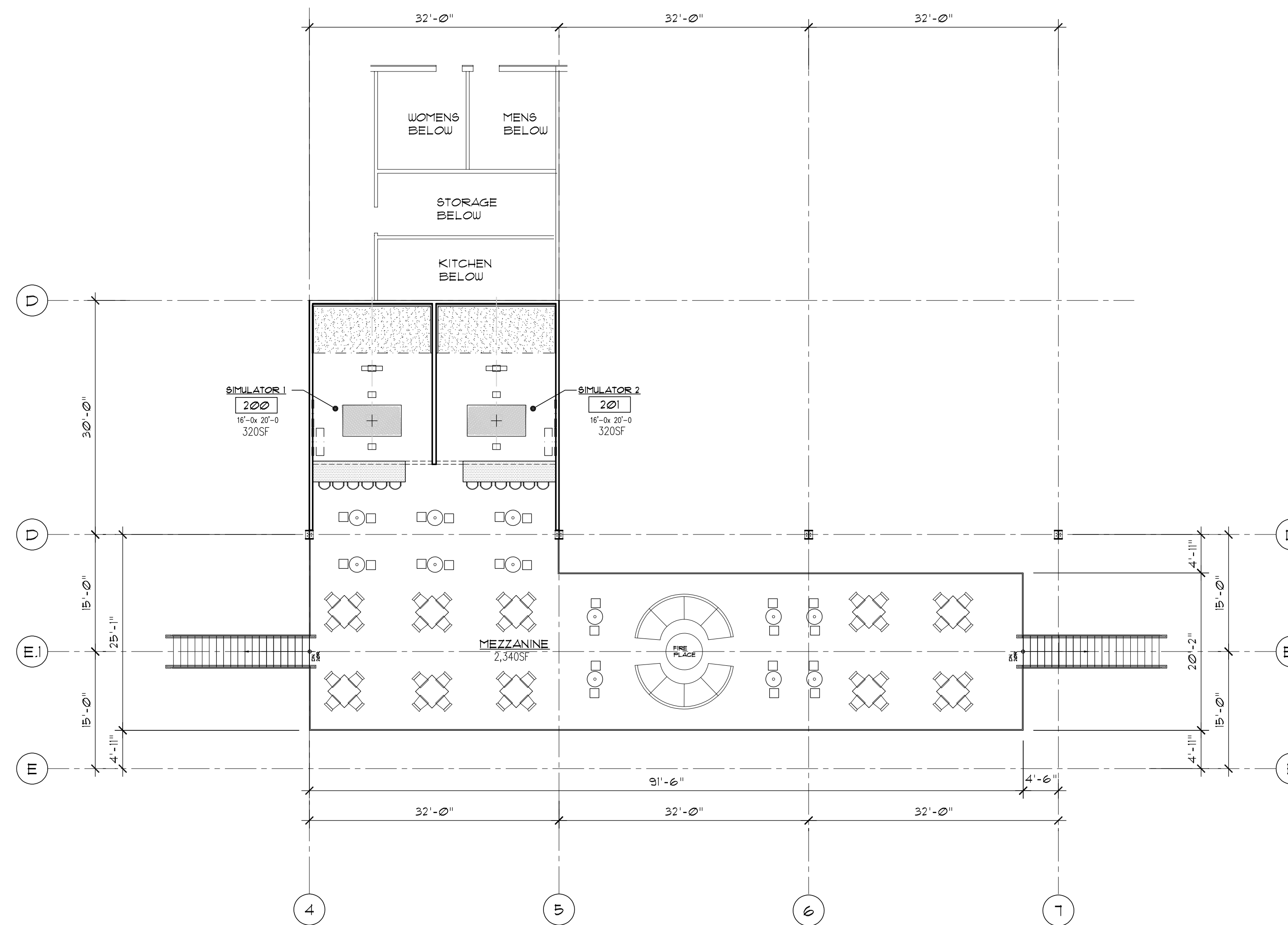
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SHEET NO:

PROJECT NO: 25-034



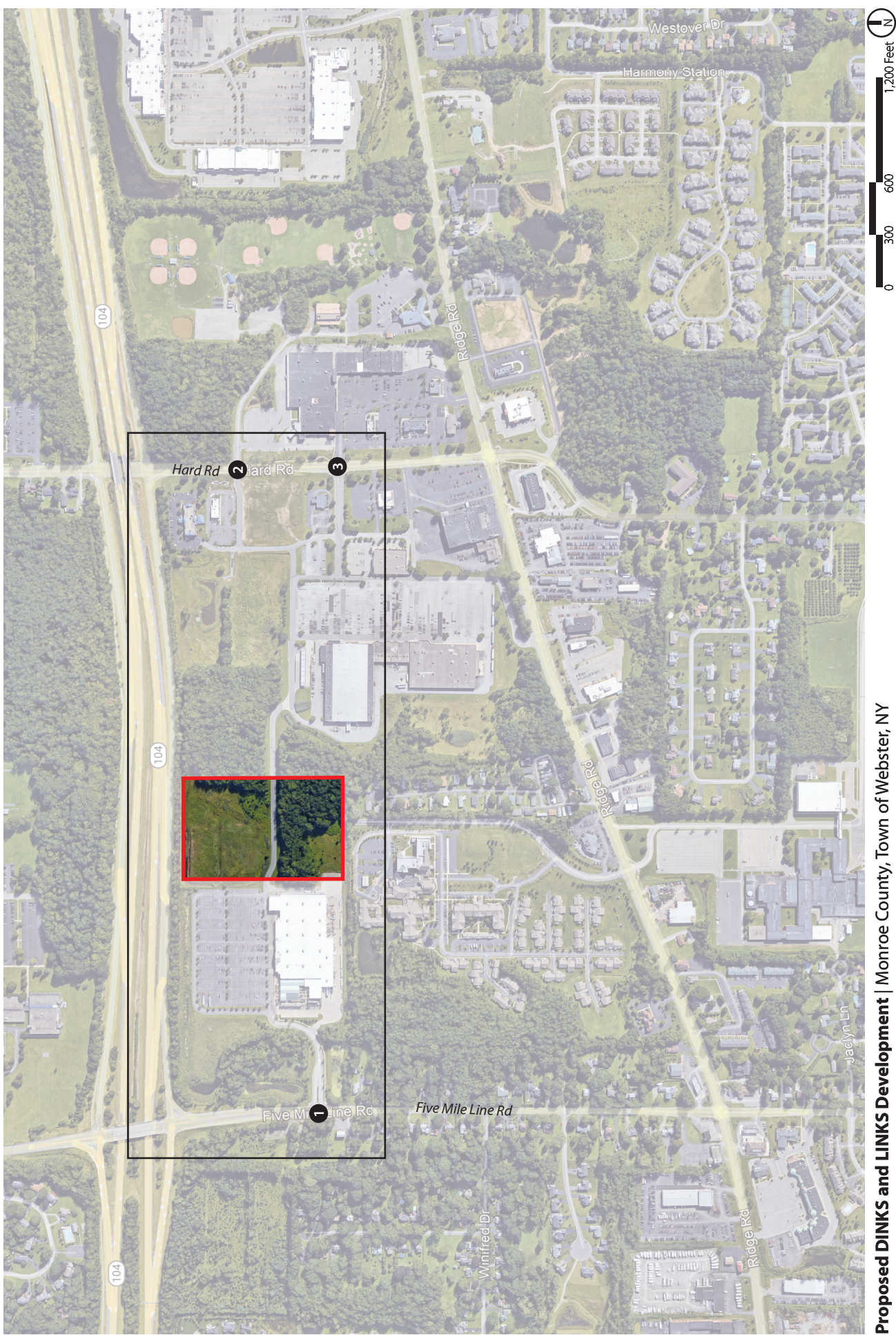
2 PRELIMINARY MEZZANINE LEVEL-OP2
SCALE: 3/32" = 1'-0"



1 PRELIMINARY MEZZANINE LEVEL-OP1
SCALE: 3/32" = 1'-0"



Figure 1



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.

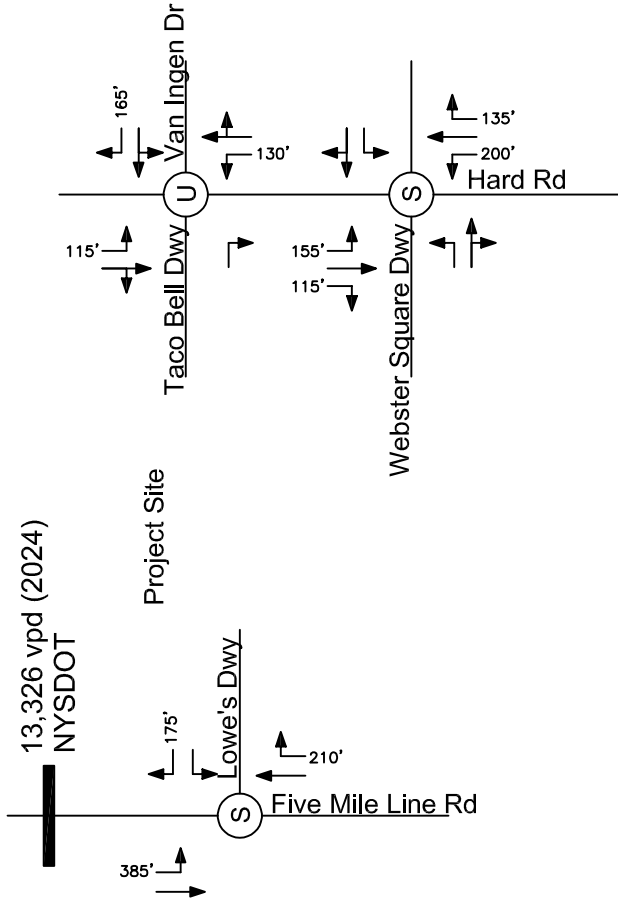
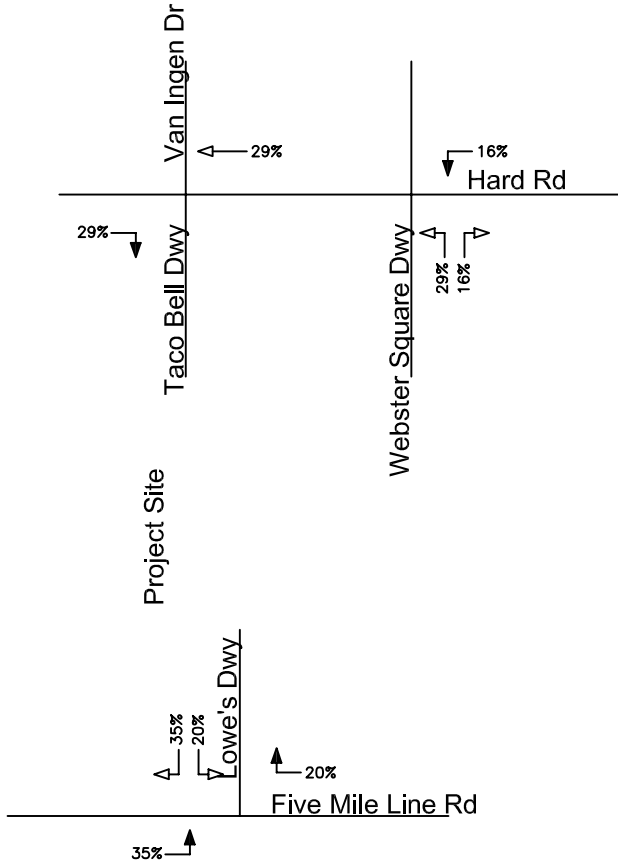


Figure 3



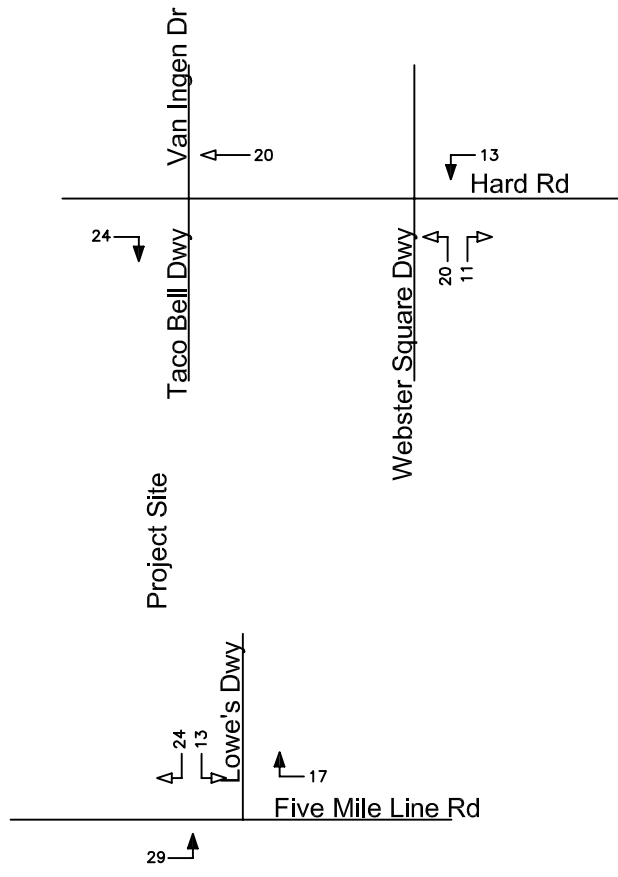
Lane Geometry and Average Daily Traffic

Trip Distribution

Proposed DINKS and LINKS Development - Town of Webster, NY

- KEY:
- 00 = PM
 - ↑ = Entering Trip
 - ↓ = Exiting Trip
 - - - = Proposed Access
 - S = Signalized
 - U = Unsignalized

Figure 4



KEY:

00 = PM

↑ Entering Trip

↑ Exiting Trip

-- Proposed Access

Total Site Trips

Proposed DINKS and LINKS Development - Town of Webster, NY

PROJECT DETAILS									
Project Name: Webster Pickle Ball - LUC 435									
Project No:									
City:									
Type of Project:									
Built-up Area(Sq.ft):									
Clients Name:									
ZIP/Postal Code:									
No. of Scenarios: 1									
State/Province:									
Analysis Region:									
SCENARIO SUMMARY									

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		Total
						Entry	Exit	
Scenario - 1	PM Peak Hour	1	1	0		83	68	151

Scenario - 1

Scenario Name: PM Peak Hour

User Group:

No. of Years to Project 0

Dev. phase: 1

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry		Total
					Rate/Equation	Average	Split%	Split%	
435 - Multipurpose Recreational Facility	General Urban/Suburban	1000 Sq. Ft. GFA	42.4	Weekday, Peak Hour of Adjacent Street Traffic,	3.58		83	68	151
Data Source: Trip Generation Manual, 11th Ed							55%	45%	

VEHICLE TO PERSON TRIP CONVERSION									
BASELINE SITE VEHICLE CHARACTERISTICS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
435 - Multipurpose Recreational Facility	Entry (%)	Exit (%)	100	Entry	Exit	1	Entry (%)	Exit (%)	45
ESTIMATED BASELINE SITE PERSON TRIPS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
435 - Multipurpose Recreational Facility	Entry (%)	Exit (%)	83	Entry	Exit	0	Entry (%)	Exit (%)	68
			151				151		

PROJECT DETAILS						
Project Name: Webster Pickle Ball - LUC 491						
Project No:						
City:						
Built-up Area(Sq.ft):						
Client's Name:						
ZIP/Postal Code:						
No. of Scenarios: 1						
State/Province:						
Analysis Region:						
SCENARIO SUMMARY						
Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	Estimated New Vehicle Trips	
					Entry	Exit
Scenario - 1	PM Peak Hour	1	1	0	38	38
					Total	
					76	

Scenario - 1

Scenario Name: PM Peak Hour
Dev. phase: 1
Analyst Note:

User Group:
No. of Years to Project 0
Traffic :

Warning:

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

VEHICLE TO PERSON TRIP CONVERSION									
BASELINE SITE VEHICLE CHARACTERISTICS:									
Land Use	491 - Racquet/Tennis Club	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split			
		Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)	Entry (%)	Exit (%)
		100	100	1	1			50	50
ESTIMATED BASELINE SITE PERSON TRIPS:									
Land Use	491 - Racquet/Tennis Club	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split			
		Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)	Entry (%)	Exit (%)
		38	38	0	0			38	38
		76		0				76	