

**Minutes of the Town of Perinton
Planning Board Meeting of May 21, 2014**

Planning Board Members Present

T.C. Lewis, Acting Chairman
James P. Brasley
Norm Gardner
Sandra Neu

Absent

Mark Anderson, Chairman
Kenneth O'Brien
Craig Antonelli

Conservation Board Members Present

Chris Fredette
Andrew Rodman

Town Officials Present

Robert Place, Town Attorney
Thomas Beck, Commissioner, DPW
Robert Kozarits, Town Engineer
Michael Doser, Director Code Enforcement & Development (CED)
Lori Stid, Planning Board Clerk

Mr. Lewis called the meeting to order at 7:30 pm, introduced the Board and staff present, and explained the procedures. He states that there are three Board members unable to attend tonight's meeting and in order for something to carry, all four members must vote the same way; otherwise the item will be carried over to the next Planning Board meeting.

Sign(s):

Branca Italian Cuisine – 683 Pittsford-Victor Road

Nelson Baranes, Premier Signs presented the sign application to the Board. This property used to be Great Northern Pizza Kitchen. The sign is aluminum and the letters are 2' deep non-illuminated internally; lighting is by illuminated goose necks. This will be flat lettering.

Mr. Lewis asked for questions or comments from the audience, and there were none.

The Conservation Board had no comments.

Mr. Lewis asked for questions or comments from CED. Mr. Doser states that this sign meets the dimensional requirements and it has received approval from HAC on May 13, 2014.

The DPW had no comments.

The Town Attorney had no comments.

Mr. Lewis feels that this is a replacement sign and he supports.

Mr. Brasley states that he was at the HAC meeting and they support the signage as submitted and so does he.

Mr. Gardner supports the signage as submitted.

Ms. Neu inquired what the sign is made of; it looks like wood. The applicant states it is polyurethane that looks like wood.

Ms. Neu made a motion to grant approval of sign application submitted to the Town on 4/29/14 with revision dated 5/1/14, subject to the following conditions:

1. Applicant to obtain sign permit within 60 days.

Mr. Gardner seconds the motion.

Motion carries 4 – 0.

Tandoor of India – 6720 Pittsford Palmyra Road (Perinton Square Mall)

Nelson Baranes, Premier Signs presented the sign application to the Board. They propose channel letters. The entry to the restaurant is from the interior. The letters are illuminated with led illumination. There is aluminum return cans, plexiglass faces, & return cap. The returns are black and not teal. The teal is going away.

Mr. Lewis asked for questions or comments from the audience, and there were none.

Mr. Lewis inquired if these are individual letters, and the applicant states yes.

The Conservation Board had no comments.

Mr. Lewis asked for questions or comments from CED. Mr. Doser states that CED has no issues with this sign as proposed.

The DPW had no comments.

The Town Attorney had no comments.

Ms. Neu has no questions or comments regarding the proposed signage and supports the request.

Mr. Gardner supports the proposed signage and is prepared to move forward.

Mr. Brasley inquired where the restaurant is. Is it the old restaurant Zoe's? The applicant states yes. The sign is located on the facia where the landlord will allow it to be.

Mr. Gardner made a motion to grant approval of sign application submitted to the Town on 5/2/14, subject to the following conditions:

1. Applicant to obtain sign permit within 60 days.

Mr. Brasley seconds the motion

Motion carries 4 – 0.

New Application(s):

Basin View Subdivision. T.Y. Lin International, as agent for Longwell Builders, LLC, owner of property located on the south side of East Jefferson Road (NYS Route 96) (tax account #179.09-2-24.1) west of Thornell Road, requesting final subdivision approval for a 12 lot single family subdivision.

Presenter: T.Y. Lin International, Randy Bebout
Zoned: Residential B

Mr. Bebout presented the application to the Board as per letter of intent which is a part of the record.

ORIG



April 4, 2014

Town of Perinton
1350 Turk Hill Road
Fairport, NY 14450

ATTN: Planning Board

RE: Final Subdivision Review
Basin View Subdivision
East Jefferson Road
NYS Route 96
Town of Perinton

Dear Planning Board Members:

On behalf of Longwell Builders, LLC, we are submitting the following information for Final Subdivision approval:

- Check in the amount of \$250
- Original and (14) copies of the response letter
- Original and (14) copies of the Planning Board application
- (5) Copies of the revised SWPPP
- (15) Copies of the revised Subdivision drawings.

We respectfully request to be placed on the next available Planning Board meeting agenda.

Below are our responses to the Town DPW, Monroe County Department of Planning & Development and Town Planning Board comments.

Town DPW Comments:

General

1. The plat map should be revised to include survey notes and references, land surveyor certification, Health Department, County Surveyor approval block, town clerk signature line, zoning, and any other relevant subdivision info.
The Plat Map will be finalized by the project surveyor.
2. The applicants engineer needs to submit a Letter of Credit estimate for all site work to the DPW.
The Letter of Credit estimate will be submitted under separate cover.
3. The proposed infiltration pond will need to be on property dedicated to the town.
The proposed infiltration pond is located on Lot 13, which will be dedicated to the Town.
A note has been added to the Plat Map and Site plan.

4. The required deed and easements need to be submitted for review by the DPW. The approved easements need to be signed by the applicant and returned to the DPW along with a check to the Monroe County Clerk for the filing fee.
A map and description of the proposed deed and easement areas will be provided under separate cover.
5. The limits of disturbance must be delineated with orange construction fence, as well as the conservation easement area. Add a note to the Construction sequence stating that the grading limits will be walked and agreed upon by the DPW prior to any work taking place.
The limits of disturbance have been indicated on the Erosion Control Plan and a note was added to the Grading Plan that grading limits will be reviewed by the Town prior to any work occurring.
6. Provide an offset cul-de-sac detail per town standards, including an enlarged grading detail.
A detail of the cul-de-sac was added to Construction Details - 4.
7. The applicant will be required to obtain NYSDOT approval for this project, as well as an access easement to the Town of the infiltration basin.
Plans have been submitted to NYSDOT for review.
8. The sandy soils for this site are very similar to other sites in the Town where we have experienced sink holes with road and sewer construction projects. As such, stone bedding for all pipes that are constructed within the Town right-of-ways shall be wrapped in a geotextile filter fabric designed to limit soil migration into the stone bedding. Soil conditions may require verification of bearing capacity before building permits are issued.
The trench details have been revised to include geo-textile fabric.
9. Provide additional fire hydrants on the plan and verify that the actual house locations are no more than 500' from a hydrant.
~~An additional hydrant was added to the Utility Plan.~~
10. A variance is required for 35' front setback. The date of approval needs to be noted on this site plan.
The required area variance is 25' for the front setback. We have submitted to the Zoning Board of Appeals and are on the agenda for the April 28th meeting. A note was added to the Site Plan.
11. Provide Survey monuments at all property corners.
Proposed Survey monuments have been added to the Plat Map.
12. Move the driveway shown for Lot #4 to the east side of the lot to reduce the occurrence of snow blocking the driveway when the cul-de-sac is plowed.
It is the applicants desire to keep the driveway on the west side of the lot, which is the high side. It provides for better constructability of the garage.

13. Show existing shrubs, stone pylon and lighting at entrance to be removed.
The existing features to be removed at the existing driveway entrance have been added to the Site Plan.
14. Extend roadway profile between B14+00 and B10+00. Also, road profile and grading plan do not match. The catch basins at Sta B17+20 are not at the low point labeled on the profile.
The roadway and utility profiles have been updated to include the entire roadway.
15. Show town sidewalk easement across Lot #5.
A proposed sidewalk easement has been added for Lot 5.
16. Emergency spillway should be constructed with grouted rip rap.
A note was added to the Erosion Control Plan indicating grouted rip rap.

Utilities

1. Provide catch basins at the entrance to the cul-de-sac near station B18+50.
Catch basins have been added at the entrance of the cul-de-sac.
2. Revise the sanitary manhole detail to show a minimum of 6" between the pipe invert and the bottom of the manhole.
The sanitary manhole detail was revised as recommended.
3. A sanitary manhole needs to be provided at the town line between the Town of Pittsford and the Town of Perinton.
A proposed sanitary sewer manhole was added at the Pittsford\Perinton Town Line.
4. The sanitary sewer is only 1' deep at station P12+75. Deepen sanitary MH-4 to maintain a minimum of 4' of cover over the pipe.
The sanitary sewer profile was revised to provide adequate cover.

5. ~~Provide an access road from Route 96 to the offsite sanitary sewer near sanitary MH-9 and over the proposed offsite sewer in both directions.~~
A gravel access drive was added to the Off-Site Sewer Plan on the Pittsford property.
6. Confirm maximum length of sewer between storm and sanitary manholes is 300'.
The sewer mains were adjusted to maintain a maximum length of 300 ft. between manholes.
7. Provide a storm lateral connection to Lot #12 and a sanitary lateral connection by moving the manhole and extending sewer main 5' to the east.
All roof downspouts will be connected to the storm sewer. The manhole\sewer main was shifted as recommended.
8. If the water main along Route #96 is installed in the location proposed on the utility plan, the grading should be completed to allow for the construction of a 5' wide sidewalk.

In an effort to minimize disturbance and work associated with the watermain installation, no additional grading is proposed to allow for the sidewalk.

9. The DPW would like to discuss with the applicants engineer how the drainage towards Route 96 is being handled, as well as the sediment basin and associated temporary manholes and piping.
Per a meeting with the Town, the drainage was discussed and revisions were made to the storm sewer layout based on that meeting.
10. Prior to acceptance of the infiltration pond, the town will require a performance test of this facility. The performance test will confirm that the infiltration rate used during the design of facility can be achieved in the field.
We acknowledge the requirement for testing of the pond after construction. A note has been added to the Grading Plan indicating this requirement.

Grading/Erosion Control

1. The steep grading between some of the lots needs to be lessened and the transitions from proposed to existing grades needs to be less abrupt.
The grading between lots has been revised as much as practical.
 2. Protect the proposed infiltration pond area with orange construction fence.
Orange construction fence has been added around the infiltration pond on the Erosion Control Plan.
 3. Due to the erosive nature of on-site soils, add a note to the plans requiring temporary seed and mulch be applied to all disturbed areas within 3-5 days. Provide more detail and specifications for how to stabilize all 1:3 slopes, in particular the long slope into the infiltration basin.
The erosion control plan has a note requiring the stabilization schedule requested above. It also contains a note indicating that stabilization must be established and additional stabilization measures may be required on the steep slopes.
-
4. What is the intent for lawns on these 12 lots? Will all lots have topsoil placed on top of existing ground? If so, grading needs to reflect this at project limits.
Due to the high permeability of the on-site soils, 6" topsoil will be required to be added to all the lots to establish lawn areas. The extent of the lawn areas are anticipated as follows:
 - Lots 1 thru 6 - the entire lot based on the extents of grading.
 - Lot 7 - the upper flat area and the new embankment area.
 - Lots 8 thru 12 - front portion of lot up to the existing vegetation or clearing limits.
 5. Provide 12' wide access drive around infiltration basin. Access drive shall consist of 9" crushed stone placed over geotextile fabric.
An access drive has been provided to the basin from the state road. Per coordination with the Town, the access drive will consist of crushed stone with an establish lawn cover. A berm extends around the fill slopes of the basin.

6. Provide earthwork calculations to DPW to see how cuts and fills balance on the site. Earthwork calculations will be provided under separate cover.
7. Eliminate diversion swales on south side of site, and provide silt fence parallel to the contours along slope.
Per coordination with the Town, the diversion swales continue to be proposed. They have been designed and detailed and discharge to sediment traps. A schedule on the detail plans indicated timing for construction and removal of the swales and traps.
8. Show the topsoil storage locations on the Erosion Control Plan.
The topsoil stockpile locations have been added to the Erosion Control Plan.
9. The tree and vegetation clearing and grading limits need to be more clearly defines on the plans.
The limits of existing vegetation and clearing have been added to the Grading Plan.
10. Provide typical individual home lot erosion and sediment control detail.
A typical lot erosion and sediment control detail has been added to Construction Details - 7.
11. Identify in construction sequence that the road will be constructed to binder course prior to infiltration basin being constructed and put on line.
A note was added to the Erosion Control Plan in regards to the sequencing of the road and infiltration basin (Note #13).

SWPPP Comments

1. DPW would like to discuss the SWPPP with the applicant's engineer. In general, the infiltration basin appears to be adequate to Water Quality volume and runoff reduction, however, additional documentation on Curve Number development and infiltration performance with higher storm events is needed.
The additional documentation has been provided in the SWPPP.

CED Comments

1. This project is consistent with the objectives.
2. A front setback variance is required. The approval date needs to be noted on the plan.
A note has been added to the Site Plan in regards to the area variance.
3. Relocate driveways shown for Lots #7 and 9 out of the proposed sewer easement.
The driveways have been adjusted to avoid being in the proposed easement.
4. The driveway for Lot #4 is shown close to a proposed hydrant location. The driveway needs to be at least 10 feet away from the hydrant.
The location of the proposed hydrant was adjusted to be a minimum of 10 ft. from the driveway.

Monroe County Department of Planning & Development Comments 3/12/2012

1. To avoid the possibility of sending emergency services to the wrong address, the board should have the applicant check names of the proposed streets with the county's 911 Program Analyst, Richard Kirby at (585) 528-2252.
An application was submitted to the City of Rochester Emergency Communications Department to confirm the use of the proposed street name.
2. This project occurs in the Irondequoit Creek Watershed. Municipalities in the watershed participate in the Irondequoit Watershed Collaborative (IWC). The mission of the Collaborative is to identify and advance common goals related to water resource management to their mutual benefit; most of the municipalities in the watershed entered an intermunicipal agreement to codify their commitment to that end. Collaborative participants have developed a report entitled "Recommendations for Comprehensive Stormwater Management" which includes a Packet for Developers. The Irondequoit Creek Watershed development requirement of a one year rainfall amount equaling 1-inch has been incorporated. It is our understanding the design is in compliance with all applicable codes and requirements.

Monroe County Department of Planning & Development Comments 2/25/2014 & 3/4/2014

1. Plans for any extension or relocation of a water main or sanitary sewer must be submitted to and approved by Monroe County Department of Health pursuant to Title 10 of the Official Compilation of Codes, Rules and Regulations of the State of New York, Part 5 and Article 17 of the New York State Environmental Conservation Law respectively.
Plans will be submitted to the MCDOH for review and approval of the proposed public water main and sanitary sewer.

The proposed project is considered a realty subdivision pursuant to Article III of the Monroe County Sanitary Code and will require the submission and approval of subdivision plans by the Monroe County Department of Health.
~~A Subdivision Map will be submitted to the MCDOH for review and approval of the realty subdivision.~~
2. We require an itemized written response to our May 2012 DRC comments prior to further review.
We have no record of written comments from the MCDOT from 2012..
3. A highway work permit will be required from MCDOT regarding utility crossing on Thornell Road.
Plans have been submitted to MCDOT for review and approval of the road boring.
4. Dwg. C-3, Utility Plan: There is inadequate detail shown for the entire Thornell Road right-of-way width, including labeling it a County Road 33, pavement and driveway edges, house addresses utilities, etc.
Additional information has been added to the MCDOT permit plan.

5. All proposed work within the Route 96 right of way including driveway and sidewalk work will require a NYSDOT highway work permit. Please review the need to extend proposed sidewalk to Thornell Road.
Plans have been submitted to NYSDOT for review and approval of the driveway modifications, new sidewalk and watermain extension.
6. This project was not sent to the NYSDEC for review. Applicants should verify with these agencies that they do not have jurisdiction requirements for this project.
T.Y. Lin has confirmed that the NYSDEC does not need to review the project. We will submit a Notice of Intent for coverage under the general SPDES permit for storm water discharges.

Planning Board Conditions of Concept/Prelim Subdivision Approval 3/5/14

1. Satisfaction of any remaining DPW comments.
Plans have been revised to address the comments from DPW.
2. The applicant is to obtain the necessary front setback variance for Lots 1-12 from the ZBA and list the variances and date obtained on the plans submitted for signature.
A note was added to the Site Plan indicating the project is on the agenda for the April 28th Zoning Board of appeals meeting. The variance has been added to the Site Plan.
3. Applicant to consider leveling out and adjusting the grading between lots to make them more uniform.
We have revised the grading between lots as much as practical to reduce the slopes.
4. The driveway on Lot 4 is shown close to the fire hydrant and the applicant is to either move the driveway or move the hydrant to the satisfaction of the DPW.
We have shifted the location of the hydrant.

Should you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,
T.Y. Lin International Engineering, Architecture and Land Surveying, P.C.



Randy L. Bebout
Project Manager

RLB/ams

Cc: Longwell Builders, LLC, Todd Longwell

Mr. Bebout reviewed the conditions of preliminary approval from 3/5/14 Planning Board meeting and how they have been met.

1. Satisfaction of any remaining concerns of the DPW.
2. The applicant is to obtain the necessary front setback variances for lots 1 – 12 from the ZBA and list the variances and date obtained on the final plans submitted for signature.
3. Applicant to consider leveling out and adjusting the grading lines between lots to make them more uniform.
4. The term “conservation easement” on lots 8 – 12 be re-named “deed restricted” or “restricted covenant” and not “conservation easement”.
5. The driveway on Lot 4 is shown close to the fire hydrant and applicant is to either move the driveway or move the hydrant to the satisfaction of the DPW.

The deed restricted areas will be delineated that with a 4 X 4 timber post with a sign on it that will be located at each property line where it intersects the deed restricted area. He is open to whatever verbiage the Board wants the sign to say. He acknowledges receipt of comments from the DPW and feels that they can work through them with the DPW. They are working with the Town of Pittsford regarding the offsite sewer and anticipate submitting revised plans to them next week. The other agencies have all responded and they have no issues with them.

Mr. Lewis asked for questions or comments from the audience, and there were none.

Mr. Lewis asked for questions or comments from the Conservation Board. Ms. Fredette thanks the applicant for being agreeable and the Conservation Board is satisfied and is prepared to move forward.

Mr. Lewis asked for question or comments from CED. Mr. Doser states that CED has no concerns.

Mr. Lewis asked for questions or comments from DPW. Mr. Kozarits states that DPW issued comments as follows:

General

1. The applicant has acknowledged prior DPW comments regarding completing the Plat Map, providing the required deeds and easements as well as the N.Y.S. D.O.T. Permit and Letter of Credit.
2. The proposed sidewalk has slopes that exceed 10% in several locations. The applicant needs to provide DPW with written justification that meeting ADA Standards for the proposed sidewalk is not feasible.

3. The note stating approval for the setback variance granted on 4/28/2014 needs to be updated on the site plan.
4. Move the driveway shown for Lot 4 to the east side of the lot to reduce the occurrence of snow blocking the driveway when the cul-de-sac is plowed.
5. Extend sidewalk along Rte 96 to the Pittsford / Perinton town line.
6. On subdivision map, label 10' RGE easement parallel to ROW. Correct spelling errors in Monroe County Realty Subdivision notes 1-3 and change reference to NYSDEC Stormwater Permit "10-01" in note 5.
7. On subdivision map, deed restricted area should be shown as shaded per the legend.
8. Add town clerk signature line to subdivision map.
9. Install delineators along deed restricted area.
10. Modify sidewalk typical section to provide 5" thick concrete sidewalk with fiber mesh.
11. Easement is needed between lots 4 & 5 for rear lot catch basin CB-3.
12. Revise infiltration basin storm elevations for 25 yr and 100yr storms to match the SWPPP. Label bottom of infiltration be as 470.0. Eliminate 1 on 2 slopes from infiltration bed area and show 470.0 ground elevation intersecting with forebay 1 on 2 slope. Show inflow pipe at 476.70 elevation with rip rap down to elevation 466 (bottom of forebay).
13. NYSDOT correspondence indicated that access to infiltration basin will be permitted from Rte 96 as part of the highway work permit. Prior to signing plans, DPW will need confirmation from NYSDOT that basin access from Rte 96 is permanent and will not be revoked once the work permit expires.
14. Prior to obtaining Town of Perinton Official signatures on plans, the applicant shall provide documentation that all Town of Pittsford comments on the offsite sewer have been addressed and design is approved.

Utilities

1. Complete grading of water main along Route 96 to allow for the construction of a 5' wide sidewalk and show on grading plan.
2. The infiltration performance test notes in plans indicate minimum design infiltration rate is 0.23 cfs however swppp calculations show 0.23 in/hr. Confirm which value is correct.
3. The Geotextile wrap around the pipe bedding should overlap across the top of the bedding stone.
4. Provide a storm sewer profile between Storm MH-4 and the infiltration basin.
5. Extend the sanitary sewer so that Lot No. 12 will connect to the sewer pipe instead of the proposed manhole. The storm sewer lateral for Lot No. 12 and Lot No. 6 should connect to the storm sewer pipe instead of the proposed manhole as well.
6. Revise location of Storm MH-13 and CB-4 to be at low point in gutter (Sta 10+32).
7. Storm laterals shall be 6" PVC SDR-35 and not SICPP.
8. Structures at MH-6, 7, 8, 9, 10, 11 should be catch basins and not 4' manholes.
9. Add notes to utility plan and storm/sanitary lateral detail that clean outs shall be installed at the ROW line or sewer easement line, and show on plans (similar to how water service curb boxes are shown).
10. Provide a note that states sewer pipe shall be installed with watertight joints (not soil tight joints.)

Grading/Erosion Control

1. Add a note to the Erosion Control drawing that all slopes 1:3 or steeper are to be stabilized with jute mesh.
2. 6" topsoil shall be provided on all disturbed, non-hard surface areas on the entire site.
3. Provide 12' wide access drive around infiltration basin. Access drive shall consist of 9" crushed stone placed over geotextile fabric. Portion of access drive from Rte 96 should be shown with 6" topsoil and seeded.
4. Provide earthwork calculations to DPW to see the cut and fill balance, and how much existing topsoil is available for use on site.
5. The tree clearing limits on Lots 1, 2, 4, 6, 8 and 12 should be clearly defined on the plans. Shown tree protection fence around large trees on Lots 1, 2 and 8, or state that the existing trees are to be removed.
6. Revise grading in rear of building at Lot 8 – the proposed and existing contours don't seem to line up.

SWPPP Comments

1. On page 12 of SWPPP, clarify Green Infrastructure table practices for cul-de-sac reduction, driveway reductions and tree plantings.

Mr. Kozarits feels that most of the comments are technical in nature and are prepared to move forward. Mr. Kozarits inquires if the State DOT has responded as to the access. The applicant states that he left a voice mail for Mr. Nickerson but did not speak to him yet. Mr. Bebout states that he will speak to him tomorrow regarding this.

Mr. Beck had nothing further.

Mr. Lewis asked for question or comments from Attorney Place. Mr. Place states that a SEQR determination was made on 3/5/14, along with a park fund contribution requirement. In addition, it was noted on 3/5/14 that the application calls for construction of a sidewalk and contribution to the sidewalk fund is required.

Mr. Brasley says that the 13th lot is being turned over to the Town for stormwater management purposes. He inquired if the access to that lot has been settled. How will the Town access it for maintenance; from Route 96 or from the cul-de-sac of the new street? The applicant states they will come off of Route 96. They are waiting for confirmation from State DOT for them to approve the access. They explained to the DOT that it would be a permanent access. It will be gravel with lawn over it and be delineated with some markers so that the Town knows where it is. Mr. Brasley states that he would like that to be a condition of approval that the Town and State work that out so that the Town has access, and the applicant agrees.

Mr. Gardner states that he voted against preliminary as he does not like the lot layout of lots 7 through 12. He feels that the buffer is critical and the new lot owners need to understand that this area is deed restricted. The easement that goes between lots 6 and 7 is very narrow. The applicant says that they are trying to direct the stormwater into the forebay. Mr. Gardner states that for Lot 5 the sidewalk will go through someone's backyard. The applicant states that the topography calls for that location. Mr. Gardner feels that the sidewalk should not be on someone's private property. Mr. Place states that the Town does not want to

own the sidewalk, and Mr. Beck agrees. Mr. Place states it is not uncommon for properties to have easements on them. Mr. Gardner asked what would happen if they wanted a fence; where could it go. Mr. Place states that they can't put a fence or a structure in the easement. Mr. Gardner objects to a sidewalk running through someone's yard. The applicant states that the sidewalk will be put in before the house is sold; the new owner will be aware of the sidewalk. Mr. Gardner feels that this will be a burden to the new owner. Mr. Longwell states that the Crescent Trail runs through numerous yards throughout the Town already. Mr. Lewis agrees with Mr. Gardner. He asks Mr. Beck why the Town can't own that land. Mr. Beck states that the Town does not want to have little pockets of land; it is a maintenance issue.

Ms. Neu inquires who will plow the sidewalk; Mr. Beck states that the Town will.

Mr. Lewis asked for questions or comments from the audience, and there were none.

Mr. Lewis closes the public hearing.

Mr. Brasley made a motion to grant final subdivision approval for a 12 lot single family subdivision with a 13th lot that will be turned over to the Town for a proposed pond, for plans received by the Town on 4/4/14, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. The access to the stormwater management facility on Lot 13 be worked out so that it comes off of Route 96 and not through the cul-de-sac to the satisfaction of New York State and the DPW.
3. The applicant shall review the final location and width of the storm sewer easement between Lots 6 and 7 to make sure that it is satisfactory to the DPW.
4. Final plans shall show deed restricted areas on the south ends of lots 8 through 12.

Ms. Neu seconds the motion.

Motion carries 4 – 0.

Wegmans – 6604 Pittsford Palmyra Road – 31,300 SF expansion. Art Pires, Project Manager Wegmans Development Group, as agent for Wegmans Food Markets, Inc., owner of property located at 6604 Pittsford-Palmyra Road, (tax id #165.20-3-53.2 - 11.39 acre parcel, tax id #165.20-3-53.1 - .78 acre parcel & tax id#166.17-2-33 - 10.3 acre parcel), requesting preliminary and final site plan approval for a 31,300 sq ft expansion to the existing food market and associated site improvements including improvements to the existing food market's front facade and reconfiguration of the food market's existing parking lot.

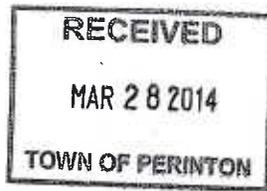
Presenter: Art Pires, Wegmans Development Group
Zoned: Commercial

Mr. Pires states that he is here tonight with Garth Winterkorn, Costich Engineering. He states that they obtained a Special Use Permit from the Town Board on 3/26/14. Mr. Pires presented the application to the Board as per letter of intent as shown below.

(Orig)

WEGMANS FOOD MARKETS, INC.
DEVELOPMENT DEPARTMENT
1500 BROOKS AVENUE, BOX 844
ROCHESTER, NEW YORK 14603-0844

ARTHUR P. PIRES
PROJECT MANAGER
WEGMANS DEVELOPMENT GROUP



Phone: (585) 720-5791
Fax: (585) 783-4255
Email: appires@wegmans.com

28 March 2014

Town of Perinton
1350 Turk Hill Road
Fairport, NY 14450

Attention: Mr. Mike Doser
Director, Code Enforcement & Development

RE: Site Plan Application Letter of Intent
Proposed Food Market Expansion
6604 Pittsford – Palmyra Road (NYS Rte. 31)

Dear Mr. Doser:

This letter serves as Wegmans' Letter of Intent to seek both Preliminary and Final Site Plan for a 31,300 square foot expansion to the existing food market and associated site improvements, including improvements to the existing food market's front façade and reconfiguration of the food market's existing parking lot.

Enclosed please find the following requisite materials for the application:

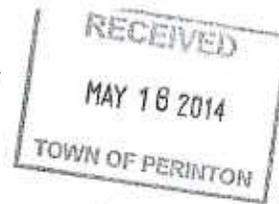
1. Planning Board Application [Original and 15 copies]
2. Short EAF [Original and 15 copies]
3. Long EAF [Original and 15 copies]
4. Preliminary and Final Site Plan Review Checklists [15 copies]
5. Completed Monroe County Development Referral Form [Original]
6. *Site Development Plans* set by Costich Engineering, dated 3/28/14 [Under separate cover]
7. *Elevation* by Wegmans Development Group [Under separate cover]
8. \$500 Application fee [Planning Board Applications – Under separate cover]

Trusting that all is in order, we request that this application be placed on the Planning Board's meeting of May 7th.

Please do not hesitate to call me should you have any questions or require any additional information.
Thank you.

Mr. Pires states that they have met with the Conservation Board and have provided them with information that they requested, as shown below.

**Perinton Wegmans Store Expansion & Retrofit
Noise Mitigation Brief
May 16, 2014**



This noise mitigation brief describes how the proposed expansion and retrofit of the Wegmans Food Market, situated at the northwest corner of NYS Routes 31 & 250 in the Town of Perinton will alter noise levels and noise exposure for the adjacent residential properties located immediately north of the food market site. The noted adjacent residential property, more specifically Georgetown Commons townhomes, consists of two story townhomes, located immediately north of, and to the rear of the Wegmans' food market. Two continuous row groupings of one story garages are located between the majority of the residential units and the food market property. A site / landscape sketch for the store expansion is shown on **Exhibit A**.

The proposed expansion consists of an approximately 31,300 square foot addition to the eastern side of the existing food market, including the installation of new trailer delivery bays on the northeast corner of the expansion area. As part of the project, the existing food market will receive a complete overhaul / upgrade of the existing rooftop mechanical equipment and heating, ventilating and air conditioning (HVAC) units. With the incorporation of current technology and efficiencies, relocation of the new rooftop mechanical and HVAC units, the proposed building expansion structure, , and the shifting of nighttime tractor trailer delivery times and location, the noise exposure for the residential complex adjacent to the northern food market property line will generally be less than it is today. The expected noise mitigation impact of each of these elements is discussed separately below.

Rooftop Mechanical and HVAC Units

Noise at the Wegmans' northern (rear) property line, and beyond to the existing Georgetown Commons townhomes, originating from the proposed new / upgraded rooftop mechanical units and HVAC equipment will be dramatically reduced / mitigated with the food market expansion and retrofit. This will be due to a combination of factors, more specifically: 1) replacement of the existing louder mechanical penthouse refrigeration units and installation of new more efficient units within the building, below the roofline of the building expansion; 2) the replacement and relocation of other units further from the northern side of the building; and 3) large reduction in noise output of the modern units slated to replace all existing rooftop units.

While the detailed design of the renewed and expanded food market has not been finalized, **Exhibit B** shows both the existing and anticipated new locations of all rooftop units for the proposed food market expansion and upgrade.

As illustrated in **Exhibit B**, the two existing large mechanical penthouse platforms containing condensers, compressors, refrigeration, and air conditioning units that are now located on the northwest and northeast corners of the market, will be removed. The large and louder refrigeration and compressor units are planned to be replaced, with the new more efficient units being installed within the building, below the building roof, eliminating that significant noise source.

**Perinton Wegmans Store Expansion & Retrofit
Noise Mitigation Brief
May 16, 2014**

Old condenser fan units, currently located on the roof will also be relocated over the new addition and slightly further from the northern edge of the building. Of more significance for these condenser units is the reduced noise to be produced. **Exhibit C** contains manufacturers specifications for the existing condenser units and those anticipated to be utilized with the expansion. It is noted that the existing units produce 83.1 dBA (A-weighted decibels) at a distance of ten feet while the new units produce 56.1 dBA at that same ten foot distance. Since the decibel scale is logarithmic, the 27.0 dBA reduction represents a decrease in sound pressure level by a factor of 500 times. Sound level drops off, or attenuates, with distance and the 56.1 dBA sound level at the condenser units is expected to be less than 33 dBA at the Wegmans property line and less than 29 dBA at the second floor windows of the closest Georgetown townhome. It is noted that ambient, background nighttime noise levels in this area are in the 40-50 dBA range. Thus, the noise from the new rooftop condensers will not be noticeable at the adjacent property. (Note: For general reference see **Exhibit D** for comparison of calculated noise levels from Wegmans' parcel to average noise levels of various residential and commercial environments).

Finally, the air conditioning units, also located on the mechanical platforms at the rear of the existing building as well as in the front of the building, will be distributed over the entire rooftop with the larger units placed well back from the rear of the building. These changes to the mechanical equipment on the roof of the food market will result in a significant reduction in noise levels at the Georgetown Commons townhomes, due to these sources. This will be especially true for the second floor windows that have unobstructed sightlines from the rooftop units.

Expansion of the Building footprint

The expansion of the building footprint to the east will reduce noise levels at the adjacent residential units in two ways. Firstly, the building will replace an existing parking area, eliminating all current noise emanating from this area of the site, due to customer and business activities (e.g. car, truck and parking lot customer activity, maintenance cleaning and snow plowing operations), and thus negating all parking lot activity noises currently impacting Georgetown Commons townhouses. Secondly, and more importantly, the new building (expansion) structure will act as an effective barrier, resulting in substantial attenuation of noise emanating from the front parking areas of the store, the access drives from Rte. 31 into the site, and that produced by traffic on Route 31, located further to the south. This will be especially effective at substantially reducing noise produced by customer and business activities within the food market's front parking lot.

**Perinton Wegmans Store Expansion & Retrofit
Noise Mitigation Brief
May 16, 2014**

Shifting of Delivery Times and Location

As part of the expansion and retrofit of the food market, overnight deliveries (between midnight and 6:00 a.m.) will be reduced in number and the remaining deliveries will be shifted from the existing loading bays (Dock "A") to the new loading bay (Dock "B"), which will be located at the northeast corner of the food market expansion area.

The initial reduction in number of overnight deliveries to the existing eastern tractor trailer delivery bays is planned to be implemented this summer (2014), with the intent to mitigate noises associated with the tractor trailer deliveries which currently impact Georgetown Commons townhouses. Two of the three to four-tractor trailer deliveries, which now occur during the overnight hours (between midnight and 6:00 a.m.) will arrive before midnight or after 6:00 am. This reduction alone will result in a very noticeable decrease in noise impacts to the Georgetown Commons townhouses.

In addition, upon completion of the food market expansion and retrofit project, in late 2016, one-third of the 31 total number of today's tractor trailer deliveries (day and overnight, together) will be shifted to the new loading bay, which is to be constructed at the future expansion area's northeast corner. As the new eastern dock comes becomes operational, the plan is to carry over the currently planned reduction in overnight deliveries to the new loading dock bay. This new eastern loading dock bay will be substantially screened from the residential townhomes by two continuous row groupings of garages located between the Wegmans' northern (rear) property line and the Georgetown Commons townhouses. These garages constitute a substantial barrier capable of attenuating loading bay noise in excess of 10 dBA at the second floor townhome windows and by considerably more for first floor areas.

Tractor Trailers (Cab Engines & Trailer Refrigeration Units)

Operational changes and driver training will reduce cab engine idling and the run time for refrigerated units. In the unique case of holiday periods, such as Thanksgiving, the trailer refrigeration units will be the more quiet electric units rather than the diesel or gasoline engine powered units previously used

Summary

Mitigation of noise impacts at the Georgetown Commons townhomes from the Wegmans' property will be realized as a direct result of the proposed food market expansion, replacement of old rooftop mechanical and HVAC units, and the shifting of overnight tractor trailer delivery times and location. With the noted changes, the noise levels at that complex will generally decrease relative to what is experienced at the present time. In addition, the extensive landscaping proposed in the buffer between the food market and the residential complex will provide a visual barrier that will further the human perception that noise exposure in the complex due to the adjacent food market has been decreased.

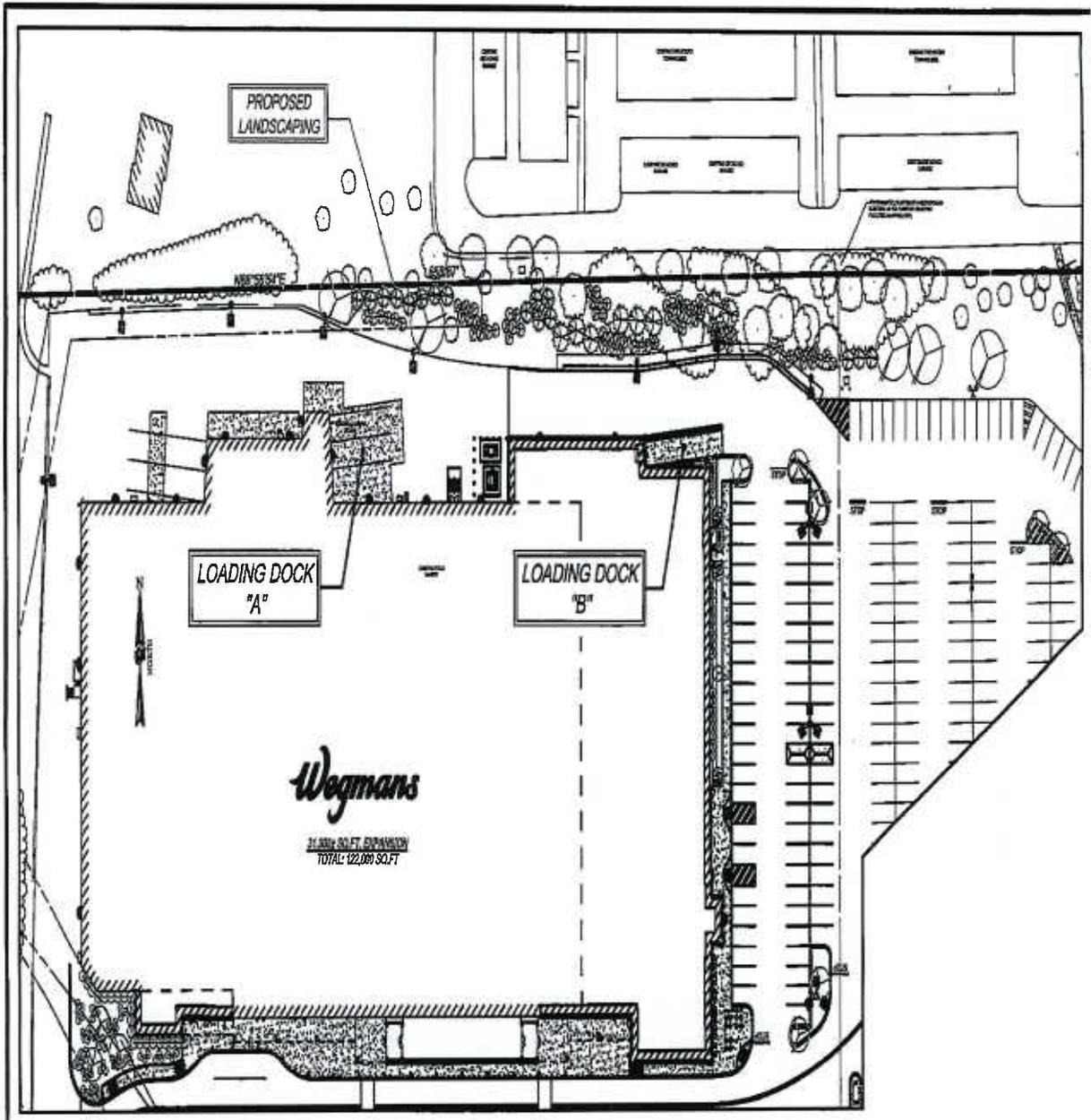


EXHIBIT "A"
LANDSCAPE PLAN

SCALE: 1"=30'

Wegmans
FOOD MARKETS, INC.
PERINTON, NEW YORK

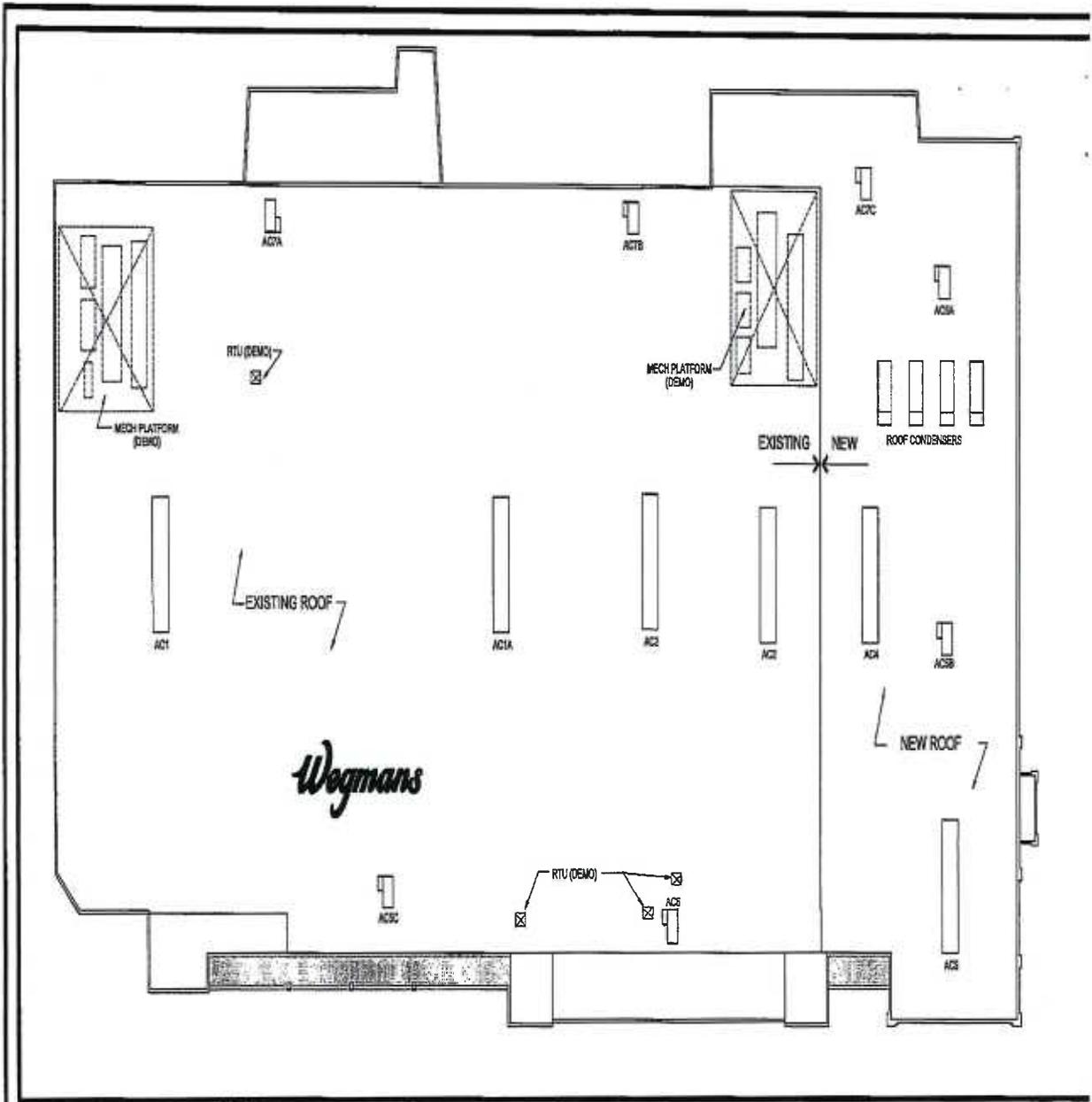


EXHIBIT "B"
ROOF TOP PLAN

SCALE: 1"=80'

Wegmans
FOOD MARKETS, INC.
PERINTON, NEW YORK

Exhibit C (Existing Condensers)



Home > Products > Condensers & Fluid Coolers > Air-Cooled Condensers > 11 - 294 Ton > Product Detail

Bohn | Larkin | Climate Control | Chandler | M Seals

11 - 264 Ton

Print | Email

Unit Coolers
Compressors & Products
Condensers & Fluid Coolers
More Products & Services
Resources & Information

Bohn Configurable
Model: 9NHD12A106
Motor Voltage: 460/3/60
Motor Type: 1140 RPM (1.5HP)
Fan Config.: 2x6
List Price (\$US): 124242



Downloads

- [Technical Bulletin](#)
- [Installation & Operation Manual](#)

Enter Model Number | Product Search

Product Specifications | Factory-installed Options

E Solutions
The E Solutions™ program features innovative products and sustainable commercial refrigeration solutions. Learn More

Stay informed of industry trends.

General Information

| | |
|------------------|----------------------------|
| Category | Condensers & Fluid Coolers |
| Type | Air-Cooled Condensers |
| Style | 11 - 264 Ton |
| Motor Voltage | 460/3/60 |
| Motor Type | 1140 RPM (1.5HP) |
| Fan Config. | 2x6 |
| Max No. of Pools | 56 |

Performance Data

| | |
|---------------------------|-------------------|
| Refrigerant Type | R-404A |
| Fins Per Inch | 10 FPI |
| No. of Fans | 12 |
| CFM | 110,000 |
| Motor RPM | 1140 RPM (1.5 HP) |
| Sound Data (dBA @ 10 ft.) | 85.1 |

Electrical Ratings

| | |
|-----------|------|
| MCA | 42.9 |
| MOPD | 56 |
| Unit KW | 23.1 |
| Motor FLA | 42.0 |

Physical Data

| | |
|---------------------------|-------|
| Height (in.) | 48.58 |
| Width (in.) | 80 |
| Length (in.) | 320 |
| Approx. Net Weight (lbs.) | 4,230 |
| Summer Charge (lbs.) | |

Connections Data (in.)

| | |
|------------|------------|
| Com. (in.) | 1/2 @ 2.58 |
|------------|------------|

Heatcraft Worldwide Refrigeration provides climate-control solutions for commercial refrigeration and industrial applications in more than 70 countries. We manufacture unit coolers, condensers, compressors, racks, condensing units, refrigeration systems and supermarket display cases through six marketing brands, including Bohn, Larkin, Climate Control, Chandler, Kysner/Warren and InterLink. Heatcraft Worldwide Refrigeration is a business segment of Linco International Inc., a leading global provider of climate-control solutions.
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<http://www.heatcraft.com/productcatalog/productdetail.aspx?TabIdx=1&PID=72802&c...> 2/27/2014

Exhibit C (New Future Condensers)



Home > Products > Condensers & Fluid Coolers > Air-Cooled Condensers > 11 - 264 Ton > Product Detail

Bohm Larkin Climate Control Chendler M Series

11 - 264 Ton

[Print](#) [Email](#)

- Unit Coolers
- Compressorized Products
- Condensers & Fluid Coolers
- More Products & Services
- Resources & Information

Bohm Configurable Model: **BNED12A112**
 Motor Voltage: **480V3Ø**
 Motor Type: **VSEC**
 Fan Config: **2x6**
 List Price (SUS): **220364**



Representative Product Image [Zoom In](#)

- Downloads**
- [Technical Bulletin](#)
 - [Installation & Operation Manual](#)

Enter Zip Code Where to buy?

Enter Model Number Product Search

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Product Specifications **Factory-installed Options**

General Information

| | |
|-----------------|----------------------------|
| Category | Condensers & Fluid Coolers |
| Type | Air-Cooled Condensers |
| Style | 11 - 264 Ton |
| Motor Voltage | 480V3Ø |
| Motor Type | VSEC |
| Fan Config. | 2x6 |
| Max No. of Fans | 56 |

Performance Data

| | |
|---------------------------|---------|
| Refrigerant Type | R-404A |
| Fins Per Inch | 10 FPI |
| No. of Fans | 12 |
| CFM | 120,000 |
| Motor RPM | 429 RPM |
| Sound Data (dBA @ 50 ft.) | 56.1 |

Electrical Ratings

| | |
|-----------|------|
| MCA | 48.9 |
| MOPD | 50 |
| Unit KW | 24.0 |
| Motor FLA | 62.0 |

Physical Data

| | |
|---------------------------|--------|
| Height (in.) | 55 1/2 |
| Width (in.) | 58 |
| Length (in.) | 334 |
| Approx. Net Weight (lbs.) | 4,370 |
| Summer Charge (lbs.) | |

Connections Data (in.)

| | |
|-------------|-----------|
| Conn. (in.) | 2 @ 2 5/8 |
|-------------|-----------|

Heatcraft Worldwide Refrigeration provides climate-control solutions for commercial refrigeration and industrial applications in more than 70 countries. We manufacture unit coolers, condensers, compressorized racks, condensing units, refrigeration systems and supermarket display cases through six market-leading brands, including Bohm, Larkin, Climate Control, Chendler, Kysor/Warren and InterLink. Heatcraft Worldwide Refrigeration is a business segment of Lamson Industrial Group, a leading global provider of climate-control solutions.
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<http://www.heatcraft.com/productcatalog/productdetail.aspx?TabIdx=1&PID=72609&c...> 2/27/2014

Exhibit D

From: Handbook of Acoustical Measurement and Noise Control

MAY 20 2014

Daytime Average Sound Levels

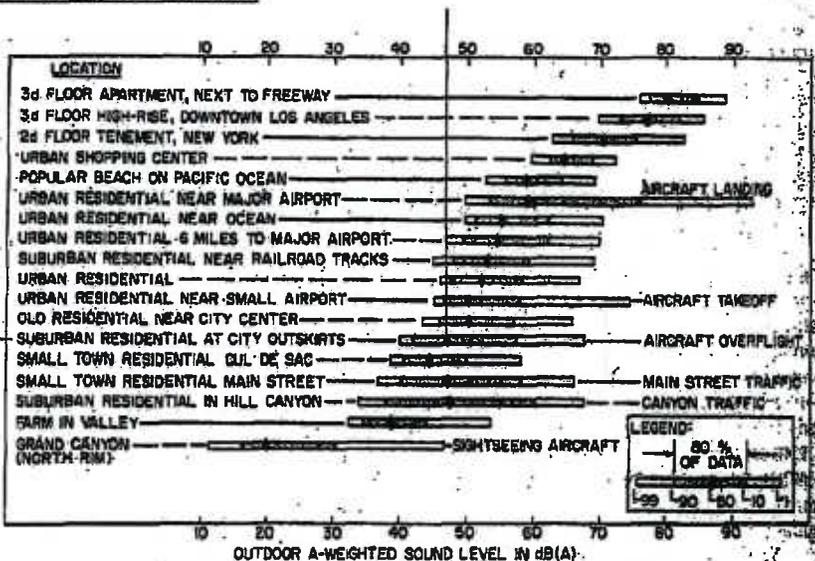


FIG. 50.15 A-weighted sound levels measured during the daytime at 18 outdoor locations, as indicated. Data are the arithmetic averages of the 12 hourly values in the daytime period from 7:00 a.m. to 7:00 p.m. (i.e., these are the daytime average sound levels).

Night-time

Daytime Average Sound Levels

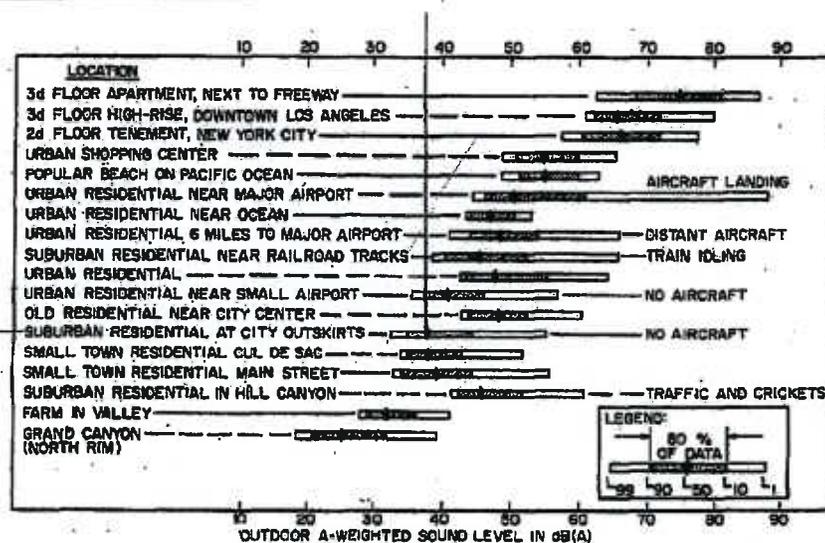


FIG. 50.16 A-weighted sound levels measured during the night at 18 outdoor locations, as indicated. Data are arithmetic averages of the 9 hourly values in the night period from 10:00 p.m. to 7:00 a.m.

Revised 5/19/14

F-E-S Associates

MARINE and ENVIRONMENTAL
Consulting, Planning, Engineering

18 Glenhill Drive
Rochester, New York 14618
(585) 461-4015
fes@rochester.rr.com



21 May 2014

Mr. Art Pires
Wegmans Food Markets, Inc.
100 Market Street
PO Box 24470
Rochester, New York 14624

RE: Supplemental Noise Analysis
Wegmans Route 31 Food Market
Town of Perinton, Monroe County, NY

Dear Mr. Pires:

An analysis has been completed of potential noise impacts to the adjacent Georgetown Commons residential properties from the proposed expansion of the Wegmans Food Market on NYS Route 31, near the intersection of NYS Route 250, in Town of Perinton. The analysis utilizes the NYS DEC policy guidance as contained in "Assessing and Mitigating Noise Impacts", DEC Division of Environmental Permits, DEP-00-1, February, 2001.

The results should be considered a supplement to the "Noise Mitigation Brief" dated 5/16/14, which has previously been submitted to the Town of Perinton Conservation and Planning Boards. This supplement, as requested by the Town Conservation Board, is intended to provide a quantitative evaluation of potential noise changes at critical locations in the adjacent Georgetown Commons due to both changes in the equipment and equipment locations for rooftop mechanical units on the store structure as well as the noise generated by overnight (midnight to 6 am) deliveries by tractor trailers.

Following the NYS DEC guidance, the analysis focuses on the worst case scenario consisting of the maximum noise generated and its effect on the closest points on the residential buildings. To this end, two receptor locations were chosen, designated receptor R1 and receptor R2 as shown in Figure 1 contained in Attachment A to this letter. Receptor R1 is located at the closest point to the Wegmans' northern property line of the existing, western residential building in Georgetown Commons. This is also the closest point to the existing eastern delivery bays now used for daytime and overnight deliveries. Receptor R2 is located at the closest point to the new delivery bays to be constructed as part of the building expansion. This residential building is oriented east-

west and is slightly further from the Wegmans' northern property line. More importantly, this building is separated from the Wegmans property line by a continuous, single story building containing garages. It is noted that the receptor locations on both of the residential buildings were chosen at the second floor, bedroom window level to reflect worst-case overnight conditions.

As noted in the previous Noise Mitigation Brief of 5/16/14, noise impacts at the Georgetown Commons townhomes from the Wegmans' property will be realized as a result of three factors; 1) the replacement and relocation of rooftop mechanical and HVAC units; 2) the shifting of overnight tractor trailer delivery times and location; and 3) the presence of the new expansion structure itself. This quantitative analysis considers only the first two factors as requested by the Town Conservation Board.

The changes in rooftop mechanical units and HVAC equipment, as well as the changes in their locations, will dramatically reduce the noise produced by the building. This will be due to a combination of factors including 1) replacement of several older, less efficient and louder refrigeration compressor units with new models that will be placed below the roofline of the building expansion; 2) the relocation of air conditioning units further from the northern side of the building; and 3) the replacement of the existing condenser units on the rooftop with new, much quieter units.

To be conservative in this analysis, the changes in refrigeration compressor and air conditioning unit noise will be ignored. Existing noise output from the refrigeration compressor units is not available and all future noise output will be eliminated by placement of the new units under the roof and within the building structure. The replacement air conditioning units will have essentially the same noise emissions, but will be placed further from the northern (rear) edge of the building, thus reducing their impact on the adjacent residential area. Since the changes to both the compressor and air conditioning units will reduce the noise, ignoring their effects will render the analysis conservative.

As noted in the "Noise Mitigation Brief", the condenser fan units, currently located on the roof as part of the two powerhouses, will be replaced with newer units and located over the new addition of the building. Of more significance for these condenser units is the fact that the noise produced will drop from the existing 83.1 dBA (A-weighted decibels) at a distance of ten feet to 56.1 dBA at that same ten foot distance.

The level of noise generated by overnight deliveries was determined on the basis of continuous noise measurements taken over the period from approximately 11 PM on 4/24/14 through approximately 6 AM on 4/25/14 at a location approximately 50 feet from the existing delivery loading bay. From that data record, the maximum one-hour equivalent noise level (Leq(1-hr)) was determined to be 60.1 dBA at the 50 foot

measurement distance and the maximum instantaneous (one second) noise level was found to be 92.6 dBA at the same 50 foot distance.

With the food market expansion, the overnight deliveries will be relocated in the future to new bay (Dock B) to be located approximately 240 feet east of the current bay (Dock A) on the northeastern corner of the expansion area. At this location, the garage building between the Wegmans property and receptor R2 will function as an effective noise barrier, even for the second floor windows at the residential units., resulting in an additional attenuation of approximately 10.7 dBA at the second floor window location.

To determine impacts, both the existing and post-expansion rooftop condenser unit and delivery activity noise was propagated to the both the receptor R1 and receptor R2 locations. The analysis was done for both the maximum Leq (1-hr) as well as the maximum instantaneous (Lmax) noise level. Due to geometric spreading, noise decreases with distance from a source as the square of the distance. No other attenuation, due to vegetation or atmospheric conditions for instance, was included. For receptor R2, the effect of the sound attenuation by the garage building, calculated at 10.7 dBA for the delivery activities, was included.

The results of the noise calculations under both existing and post-expansion conditions for receptors R1 and R2 are contained in Table 1 contained in attachment B to this letter. The impacts of the rooftop units and delivery activity are calculated and presented separately and then combined to arrive at a total change for both receptor locations. To put these numbers in perspective, the existing Leq (1-hr) nighttime background noise level at the Georgetown Commons property line with Wegmans is approximately 50 dBA due to traffic and other activities primarily emanating from the Route 31 frontage with the corresponding Lmax background levels in the 60-65 dBA range.

As is evident in Table 1, receptor R1 will experience a significant decrease in both the Leq (1-hr) and Lmax noise levels. This is due to the both the reduction in rooftop mechanical noise and the relocation of the overnight delivery noise.

Receptor R2, which is closer to both the relocated rooftop units and the new delivery bays, will still see a dramatic decrease in the maximum Leq (1-hr) noise exposure with a small increase in the Lmax noise exposure. The decrease in Leq (1-hr) at receptor R2 is driven by the large reduction in rooftop mechanical unit noise, which more than offsets the increase due to delivery activities. It is noted that the resulting Leq (1-hr) noise exposure due to the Wegmans site will be less than the existing background level in the receptor R2 vicinity. By contrast, the Lmax exposure measure increases since the delivery activity contributes much more to this measure of exposure.

It is noted that the increase in the Lmax level is estimated at 3.3 dBA at receptor R2. The NYS DEC noise assessment policy states that increases of 0-3 dBA are not noticeable

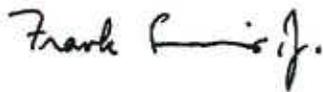
and that increases up to 6 dBA are not significant, even for the more continuous Leq (1-hr) measure. Thus, the 3.3 dBA increase in the very short term Lmax level should not be significant at receptor R2. Since receptor R2 is the worst-case location and the analysis is conservative, it is expected that any increases in noise that may occur elsewhere in the Georgetown Commons complex will be similarly insignificant and that most locations, as for receptor R1, will see a decrease in noise exposure.

Finally, a number of additional noise mitigation measures that have not been quantified in this analysis have been incorporated by Wegmans that will further reduce noise impacts to the adjacent residential units. The number of overnight (midnight-6 am) tractor trailer deliveries will be reduced in the future, drivers will be instructed to shut down engines during delivery, and any on-site refrigerated trucks used for storage during holiday periods will be equipped with electrically powered, rather than gasoline or diesel powered, refrigeration units. In addition to the above, the extensive landscaping proposed in the buffer between the food market and the residential complex will provide a visual barrier that will further the human perception that noise exposure in the complex due to the adjacent food market has been decreased.

It is concluded that the proposed Wegmans expansion will not result in any significant adverse noise impacts to the adjacent residential complex and that most locations within the Georgetown Commons project will see a net reduction in noise exposure after completion of the building expansion.

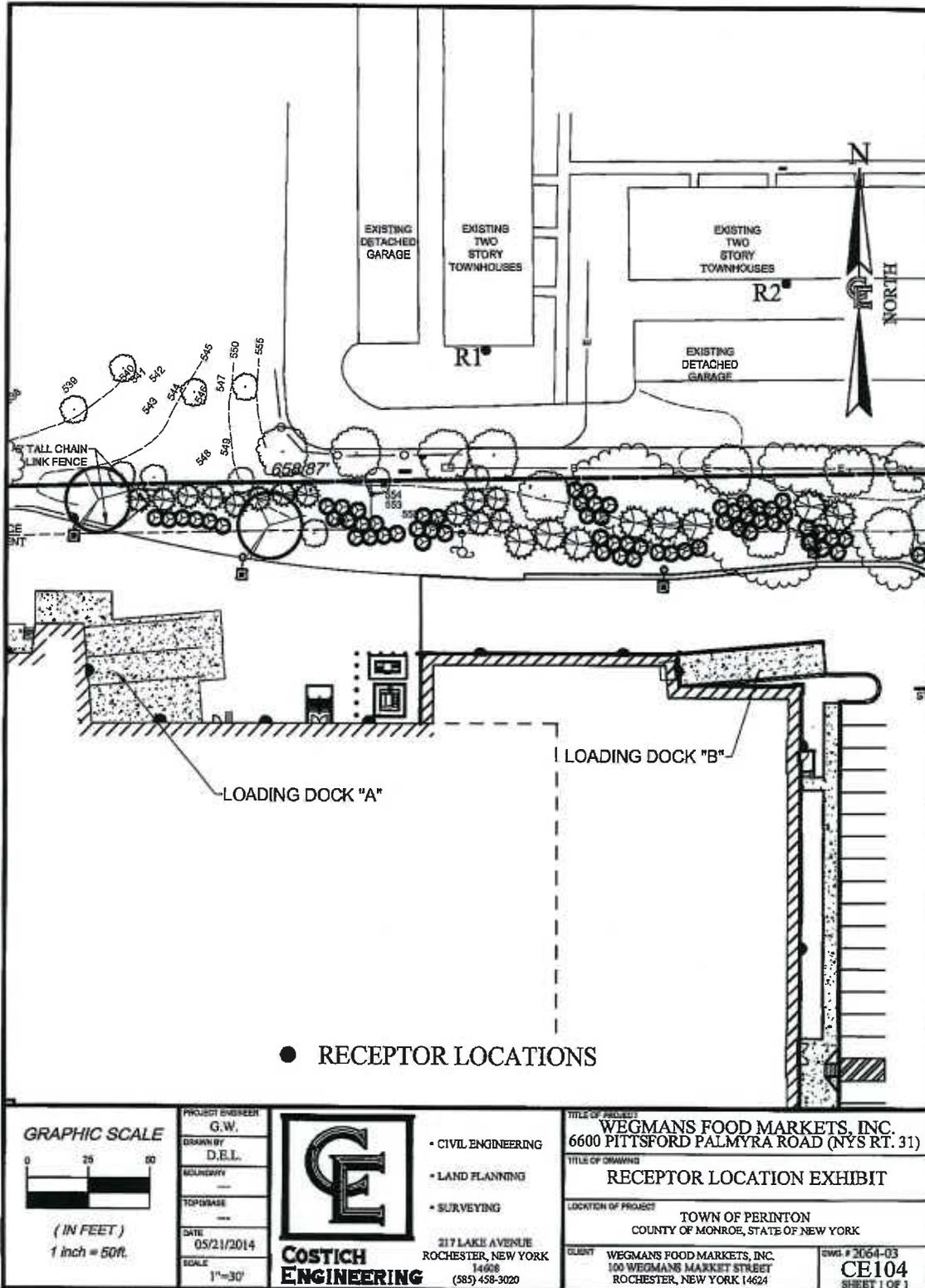
Please contact me if you have any questions regarding these findings or if further information regarding the noise analysis is needed.

Sincerely,



Frank Sciremammano, Jr, PhD, PE

**Attachment A
Figure 1
Receptor Location**



| | | | | |
|---|--------------------------|--|---|---|
| GRAPHIC SCALE (IN FEET) 1 inch = 50ft. | PROJECT ENGINEER G.W. | COSTICH ENGINEERING 217 LAKE AVENUE ROCHESTER, NEW YORK 14608 (585) 458-3020 | • CIVIL ENGINEERING • LAND PLANNING • SURVEYING | TITLE OF PROJECT WEGMANS FOOD MARKETS, INC. 6600 PITTSFORD PALMYRA ROAD (NYS RT. 31) |
| | DRAWN BY D.E.L. | | • CIVIL ENGINEERING • LAND PLANNING • SURVEYING | TITLE OF DRAWING RECEPTOR LOCATION EXHIBIT |
| | BOUNDARY --- | | | LOCATION OF PROJECT TOWN OF PERINTON COUNTY OF MONROE, STATE OF NEW YORK |
| | TOPGRAPH --- | | | CLIENT WEGMANS FOOD MARKETS, INC. 100 WEGMANS MARKET STREET ROCHESTER, NEW YORK 14624 |
| | DATE 05/21/2014 | | | DWG # 2064-03 CE104 SHEET 1 OF 1 |
| | SCALE 1"=30' | | | |

Attachment B
Table 1
Noise Calculation Summary

Table 1
Noise Calculation Summary

| Receptor R1 - Existing | | |
|-------------------------------------|------------------------------|------------------------|
| Source | Receptor Leq (1 hr) (dBA) | Receptor Lmax (dBA) |
| rooftop units | 61.8 | 61.8 |
| deliveries | 49.5 | 82.0 |
| Total | 62.1 | 82.0 |
| Receptor R1 - With Expansion | | |
| Source | Receptor Leq (1 hr) (dBA) | Receptor Lmax (dBA) |
| rooftop units | 35.1 | 35.1 |
| deliveries | 48.8 | 81.3 |
| Total | 49.0 | 81.3 |
| Net Change at R1 | -13.1 | -0.7 |
| Receptor R2 - Existing | | |
| Source | Receptor Leq (1 hr) (dBA) | Receptor Lmax (dBA) |
| rooftop units | 59.3 | 59.3 |
| deliveries | 35.8 | 68.3 |
| Total | 59.3 | 68.8 |
| Receptor R2 - With Expansion | | |
| Source | Receptor Leq (1 hr) (dBA) | Receptor Lmax (dBA) |
| rooftop units | 34.5 | 34.5 |
| deliveries | 39.6 | 72.1 |
| Total | 40.8 | 72.1 |
| Net Change at R2 | -18.5 | 3.3 |

Currently there are 3 to 4 overnight deliveries from midnight to 6 AM. They are committing to, possibly as early as this summer of 2014 that there will be 2 maximum; with a caveat that during holidays it could be more. Eleven of thirty-one trailers will be moving over to the new dock and that will also help with sound mitigation. They are committing to and will instruct the drivers as they come in to turn the engines on the cabs off. The refrigeration units need to be kept cool. Turkey trailer refrigeration units are electric. These units may be standing overnight and will only be during holiday season. He acknowledges receipt of DPW comments and feels that they can comply with those comments. Green space is currently below the maximum required; they are currently at 23.6%. The current design is also at 23.6%. They have introduced a central island. The DPW has asked them to shift the north/south island over one bay to the right because there is a sewer and a manhole there, and if they have to work it they would prefer not to have to dig up trees. He understands that the Planning Board may modify the requirements of a development area and that would then preclude them from having to go to ZBA for a variance for green space. Mr. Place states that it is for land over 10 acres. Mr. Pires states that all of the existing rooftop units will be new. The reports address this. The emergency generator will be located next to the transformer. They test the generator once a week for a half hour during the day and full operation once a month for an hour or so during the day.

Mr. Lewis asked for questions or comments from the audience.

Tom Newcomb, 1 Blackwatch Trail, questioned the parking and if they were losing parking or shifting parking. The applicant pointed out on the maps the limits of parking. Mr. Newcomb objects to the sounding of air horns on the tractor trailers as they turn into the parking lot to let people on the loading dock know they are there. Mr. Pires states that this is the first he has heard of this and will address this with operations team. Mr. Newcomb inquired why they remove mature trees from the islands. Mr. Pires states that they can't allow them to get too big for the islands.

Mr. Lewis asked for questions or comments from the Conservation Board. Mr. Rodman states that they have worked with Wegmans on this proposal. They have dealt with the watershed and stormwater issues. The lighting and sound mitigation information has been recently supplied to the Conservation Board and they are satisfied.

Mr. Lewis asked for questions or comments from CED. Mr. Doser states that CED issued comments as follows:

CED Comments:

1. The plan indicates the address as 6600 Pittsford Palmyra Road. The actual address is 6604 Pittsford Palmyra Road.
2. Provide signature block on final plans.
3. There appear to be four permanent unenclosed dumpsters on the Wegmans properties; three are behind Wegmans Plaza and one is in the parking lot of Chase Bank. They should be enclosed as identified in Town Code 208-14T(6).

CED supports the development area proposal. This would permit Wegmans to fall below the green space requirement for the zoning and meets the spirit of the Town Code. This proposal does meet parking requirements for the Town. The 80' clock tower approval is already in place. The Town would like to see some pedestrian access along the southwest perimeter to allow access to Wegmans in an easier manner than what currently exists.

Mr. Kozarits thanks the applicant and the engineer for their effort. He states that the DPW issued comments as follows:

DPW Comments:

General

1. Specify that the proposed sanitary lateral connection to the existing manhole is to be accomplished with a Kor-n-seal boot connection. Also specify that the lateral material is to be PVC SDR-21.
2. Show the remaining sanitary sewer easement on the Existing Features Plan.
3. Delete the note "CONNECT TO EX. STM. SEWER" by structure D-4, the proposed CDS unit.
4. Confirm landscape plantings at the ends of parking aisles will allow visibility of driving corridors along storefront and along Route 31.
5. The owner is required to sign a Stormwater Maintenance Agreement for the subsurface storage facility being proposed for this project.
6. A variance is required for the percentage of green space that is provided for this site. If one was previously granted it needs to be noted on the plans.
7. A Letter of Credit estimate needs to be reviewed by the DPW. The approved amount needs to be provided in a Letter of Credit prior to final approval signatures being affixed to the plans.
8. The Handicap parking signage needs to say "Permit Required".
9. DPW would like to meet with the applicants engineer to discuss finalizing the stormwater pollution prevention plan document.
10. Confirm whether the two existing crosswalks east of the building will be replaced in kind as they are not shown on the site and pavement marking plan.
11. Label the proposed paving limits on the site plan.
12. To avoid conflict with the exiting 12" sanitary sewer main and manholes, move the proposed 10' wide landscape island to the parking bay immediately to the east. This will also allow the elimination of proposed drainage structure DA-1.
13. Along the storefront access drive, extend the white edge stripe to the east and provide a 6' wide walkway that services all parking areas.
14. Bypass capacity of proposed CDS 4030 unit is 20 cfs (max). However, the SWPPP calculations show up to 24 cfs will flow into the underground chambers during the 100 yr storm event. Please confirm that the CDS unit has the ability to bypass the higher design storm events and not wash out trapped solids.

He states that water quality and quantity has been addressed. He asks if the existing crosswalks will be replaced. Mr. Pires states yes.

Mr. Lewis asked for questions or comments from Attorney Place and there were none.

Mr. Lewis asked about lighting and how people surrounding the property will be protected from light spillage. Mr. Pires states there is a flat lens and there is no light spillage off of the property. They are going from metal halide to LED. They will be better able to control the dimming of the lights on the outer fields at a certain time during the evening (midnight). The cameras pick up more with LED lighting than metal halide lighting. They did submit a photometric plan. Mr. Lewis questioned how they wouldn't lose parking spots with this addition. Mr. Pires states that the drive aisles will be less wide. They will go from 64 to 60; this meets Code. Mr. Lewis feels that the drive aisles are already too tight.

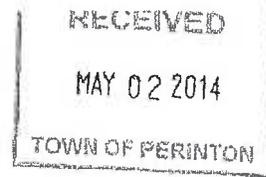
Mr. Brasley asked the applicant to post the architectural elevations. This project is similar to what was approved 12 years ago that never got built. He asked if the materials would be brick, stucco and the 80' clock tower. The applicant states yes. Mr. Brasley states that this store gets very crowded at times and most people in Perinton will want a bigger Wegmans. He asked what the expansion is. The applicant states however it was published is correct. Mr. Brasley states that the agenda shows it to be 31,300 sf expansion. The applicant states that is correct. Mr. Brasley asked if the total sf would then be 122,000, and the applicant states yes. Mr. Brasley states that he supports this area being declared a development area. The Planning Board could then waive some of the Code issues and he supports that. He asks if there are three separate tax parcels for this property. The applicant states yes. Mr. Brasley would like to see the Special Permit that was granted by the Town Board listed on the final plans and the date granted, as well as the variance granted by the ZBA for the clock tower and the date granted. Mr. Pires states that the approval from the ZBA was for a single face on the south side, and they plan to ask for three faces, S, E & W. It is his understanding that if this is not granted by the ZBA, the current variance for the tower height will not go away. They are asking for three sides; not one; the height has already been approved. Mr. Place agrees. Mr. Brasley feels that the dumpsters that the building department references should either be removed or have enclosures. Mr. Brasley asked if they plan to have building mounted lighting. Mr. Pires states that they are shown on the lighting plan. They are not flood lights. They are full cut-off with flat lens shining down. Mr. Brasley asked about the central island in the middle of the parking lot. The plans that he has in front of him don't show this. Is this something new? The applicant states yes; it has been changed since the submission to this Board. Mr. Brasley feels this will help break up the parking. He asked if the islands will have trees and landscaping and if they are curbed. Mr. Pires states all curbed and all with landscaping. Mr. Brasley states that it is his understanding that they don't meet the green space requirements today, but that they are not asking for any less green space with this plan; correct? Mr. Pires states that is correct. Mr. Place states that as long as they don't shrink that; it is ok. Mr. Brasley states it is his understanding that the stormwater management won't be up to today's standards but will be slightly better than what exists today; is that correct. The applicant states yes. Mr. Brasley states that it is his understanding that sidewalk requirements have already been met, but that there is some discussion about improved pedestrian access along Route 31. He thinks this is a good idea. He would like to see this access provided. Mr. Pires asked if he had any specific ideas where. Mr. Brasley states that he should work that out with Town staff; this would be a benefit to the Town. He supports the proposal.

Mr. Gardner supports the proposal. There will be improvements to stormwater and lighting. He asks what the heights of the parking lot light poles are. The applicant states 27'. Mr. Gardner thought 25' is what is normally approved. Mr. Brasley states it is not a strict requirement. He feels that it will be difficult for the Town to police deliveries with a maximum of two that the applicant has agreed to. Mr. Gardner asked if the generator would be natural gas; Mr. Pires states they haven't decided. He states that no signage is being approved as part of this request. Mr. Gardner states that the perimeter drive lane on 31 side of the building along the south side is about 30' wide. Perhaps this could be reduced; especially the portion along Valley Brook to the main entrance on Route 31. He doesn't think anyone ever uses it. By reducing this, they could increase the drive aisle space. Mr. Pires states that tractor trailers utilize this. Mr. Gardner states that tractor trailers don't need that much space; they could still reduce pavement. Mr. Gardner states that there will be issues with narrowing the drive aisles. Mr. Pires states that he realizes there will be issues; however, it meets Town standards. Mr. Gardner inquires if all of the loading areas behind Tanning Bed and Karate store are needed. Maybe there is an opportunity to reduce that. Mr. Pires states that tenants could change. Mr. Gardner is not a fan of the way people enter the parking lot by Bruegger's Bagels. He has walked through this Wegman's site and there is no way to walk through the parking lot to get to the store without crossing through parking spaces. There are bus stops nearby and there should be pedestrian access from those points into the site. Mr. Pires states that they would lose parking that they need by doing that. Mr. Gardner understands that having a sidewalk will create maintenance issues. Mr. Pires is concerned about losing more green space. Mr. Gardner states that people are walking down the middle of the road from Wendy's over to Wegmans. There should be a more defined walkway. He feels that they can do a better job with pedestrian access into the site and is not a significant burden to do so. He inquires what the outdoor seating will be next to at the store. Mr. Pires says it will either be a restaurant or café; it has not been finalized. Mr. Gardner inquires what the size of the spaces are at East Avenue. Mr. Pires states 9 X 18. Mr. Gardner states that he owns a small car and he had to do a K-turn to get into the spot at East Avenue.

Ms. Neu inquires if the parking lot has ever been full. Mr. Pires states that over the holidays it is full. In general; there is no overflow. Ms. Neu expresses concern about narrowing the drive aisles. She feels that the potential for accidents is high. Mr. Pires understands that this will be an issue that they will hear about. Ms. Neu states that it doesn't appear that there are any Georgetown residents here tonight and wonders if Wegman's has met with them to try to address any of their concerns. Mr. Pires states that he has met with residents of Georgetown Commons at their community room prior to obtaining the Town Board Special Use Permit. He states that a couple of them have been to Conservation Board meetings.

Mr. Newcomb states that he submitted a letter into the record (received by the Town on 5/2/14) as shown below.

Town of Perinton
Town Planning Board
1350 Turk Hill Road
Perinton, New York 14450



Dear Planning Board Member,

As residents of 1 & 2 Blackwatch Trail we wanted to share some questions and concerns that we have regarding the proposed Expansion of Wegman's Supermarket on Pittsford-Palmyra Road.

1. Lights. We know that Wegmans is proposing additional lights for the parking lot and we question if this truly is necessary given that the area in question will not change from its current size and that the proposed LED lights give off twice as much light as the current high pressure sodium lamps. Mr. Art Pieres from Wegmans told us this was requested by Wegmans Security Dept.. In checking with the Sherriff's Road Patrol, it was stated that there did not seem to be any difference in the number of calls they responded to between Tops and Wegmans and Tops has half the number of lights as Wegmans. Also, from the Planning Board Meeting from 13 years ago, Wegmans agreed to dim the Western boundry row of lights in return for Site Plan approval. This never happened and as we were told by the Store manager, they did not have to do this as they did not go forward with the planned construction.
2. Construction Hours. In our conversation with Mr. Pieres, we asked if construction hours would be limited to daylight hours. He said no they would probably be working after sunset. This is objectional to us and probably the residents of Valley Creek if out door construction is going to be going on after sunset. Wegmans has done this twice in the past with no advanced warning. The walkway into the Store was replaced several years ago with jack hammers and construction equipment operating from 1:00 am to 5:00 am. The store manager said it was necessary so as not to inconvenience their customers. A second time they replaced the outdoor parking lot lights from 1:00am to 5:00 am.. We would like construction hours defined.
3. Public Address System. This has been an on going problem for years as Wegmans refuses to do anything about it. There is no possible reason why we have to hear the call for helping hands or any employee when we are close to 1,000 feet away and the doors and windows of our homes are closed. At the Planning Board meeting 13 years ago Mr. Pieres agreed that the PA System would only be used in an emergency. Yet, 3 days after saying this we were listening to the PA system. Last month we asked one of the Front End Managers if they were switching to walkie talkies and she said "oh, we still use our PA System, I guess we're still old fashion about some things". Help!!
4. Security Cameras. Wegmans has two large all weather security cameras mounted on the top edge of the Building. We are curious as to the range of these cameras and if there are any privacy issues involved for ourselves or Valley Creek residents?
5. Clock Tower. We were told by Mr. Pieres that Wegmans would be requesting that the Clock Tower have three faces so as people traveling on routes 250 & 31 would be able to see where Wegmans was located. As many people suspected : a giant Billboard in disguise.

Sincerely,

Tom & Gerrie Newcomb

Allan & Nina Vossler

He inquires what the hours of construction will be. Will work on the outside of the building be done after sunset?

Mr. Pires believes it is a general policy in the Town from 7 AM to 7 PM and they will respect what the Town requirements are. He states that they may ask for some periods of an extension for outdoor construction. Indoor construction will go on 24 hours. This is a major project. Mr. Newcomb states that in the past construction has been going on at 1 AM with jack hammers and back hoes. Mr. Newcomb understands that they don't want to inconvenience the customers, but the neighbors can't be expected to be kept awake all night listening to jackhammers. The last time outside lighting was changed; it occurred at 1 AM. He states that he doesn't object to work being done in the interior of the building at night, but not the exterior. He feels that anything later than 10 PM is unacceptable to the neighbors. Mr. Pires states that if there are any extenuating circumstances, they would give the Town notice of extended hours of construction. Mr. Newcomb inquires about the exterior public address system. Mr. Pires states that they will not be having an exterior public address system. Mr. Lewis states that this has been an on-going issue for years

according to the letter from Mr. Newcomb. Mr. Lewis would like some clarification from Mr. Pires; do they plan to remove the PA system outside. Mr. Pires states yes; they are removing it as part of this construction project.

A woman in the audience asks when they plan to start construction. Mr. Pires states that depending on approval dates, they are hopeful to start by early summer this 2014. She inquires when the end date will be. Mr. Pires states that they hope to get the site work done in 2014, which includes the pad construction for the expansion. The building expansion will likely be 2015 and 2016 they will work through the interior of the store, and should be completed with all by 2017.

Mr. Lewis closes the public hearing. He is uncomfortable going to final with so many outstanding issues and with so many other board members not present. A lengthy discussion followed. Many Board members felt that the pedestrian access issues should be cleared up and revised plans submitted for this large project. Mr. Lewis feels that Wegmans should pursue having an offline conversation with Mr. Gardner about his thoughts on pedestrian access as he has raised some good points. This is a good opportunity for the Town to try to deal with neighbor issues and pedestrian/vehicle/bus ride access issues. There was significant discussion on if they gave the applicant preliminary tonight, what do they want the revised plans to show before they come back to ask for final and it was determined that the Board was looking for revised plans to show changes on center island, drive aisle width and pedestrian access. Mr. Pires expressed concern about timing and inquired if they could bring revised plans to the next Planning Board meeting. Mr. Beck states that the Town needs at least two week lead time from when revised plans are submitted; the earliest meeting they could be on would be 6/18/14.

Mr. Rodman states that the PCB recommends a SEQR Negative Declaration, based on the following findings:

- Off-site watershed drainage improvements:** Working with the Town DPW, the Applicant will help mitigate erosion (earth work, tree removal and straightening out the creek bed) of Valley Creek to the regional drainage facility behind Martha Brown Middle School.
- Stormwater Detention Improvements:** Installation of underground detention (8 rows, 125' long diameter pipe that will store water and with a controlled release back into the drainage course) on the east side parking lot along with the addition of vortex units to address water quality.
- Site Buffering Improvements:** Additional landscaping (evergreens and understory bushes) to the north (near Georgetown apartments) will reduce visual impacts.
- Noise Mitigation:** Incorporation of the following actions resulting in noise level attenuation / reduction:
 - Replacement of some rooftop HVAC units with newer (quieter) technology (net replacement / movement of all rooftop units).
 - Relocation of some rooftop refrigeration units below roofline level.
 - Concomitant net reduction in decibel level outputs (at source and at property line) at most property juncture locations are expected. See May 21, 2014 FES Associates *Supplemental Noise Analysis* document¹.
 - Planned reduction of overnight (12 midnight to 6AM) deliveries to "two from the usual three to four." Additionally, the Applicant will commit to a "not-to-exceed" number.
 - Relocation of truck delivery activity to the newly-constructed eastern loading bay facilities.
 - Initiation of operational changes – engine idling and run times.
 - Use of electrical refrigeration units (vs. previous gas-powered) for turkey trailers during holidays.
 - The Georgetown garage building (adjacent to the Applicant's property) will function as an effective noise barrier – even for second floor windows.
- Improved Lighting Illumination Levels:** Replacement LEDs will afford a more even (15 foot candles or less) illumination wash.

¹ See Data Table 1 of the document. [(Leq (1-Hr.) reductions of 13 to 18 db at two example "worst-case" locations.)]

Mr. Gardner made a motion to grant a Negative Declaration of SEQR for the reasons as cited by the Conservation Board.

Ms. Neu seconds the motion.

Motion carries 4 – 0.

Mr. Brasley made a motion that the three tax id #'s:
#165.20-3-53.2 - 11.39 acre parcel,
#165.20-3-53.1 - .78 acre parcel
#166.17-2-33 - 10.3 acre parcel

that make up the Wegman's Plaza at 6604 Pittsford-Palmyra Road be declared a Development Area according to Town Code Section 208-42A, as this parcel does meet all of the definitions of a Development Area in the Code.

Mr. Gardner seconds the motion.

Motion carries 4 – 0.

Mr. Brasley made a motion to grant preliminary site plan approval for a 31,300 sq ft expansion to the existing food market and associated site improvements including improvements to the existing food market's front facade and reconfiguration of the food market's existing parking lot, for plans received by the Town on 3/28/14, subject to the following conditions:

1. Satisfaction of any remaining concerns of the DPW.
2. Expansion not to exceed 31,300 sf for a grand total of the completed store not to exceed 122,000 sf.
3. Applicant shall move the center north/south arterial landscape island in the middle of the parking lot to the east or the west as has been recommended by the DPW tonight to avoid the sanitary sewer easement underneath, and consider providing pedestrian access along it.
4. Applicant shall provide improved pedestrian access from Route 31 to the store entrance, perhaps along that center aisle or along one of the sides of the main parking lot as per the discussion tonight.
5. Signage is a separate application and no signs are being approved tonight. Applicant shall return to a future Planning Board meeting for all exterior signage.
6. Any unenclosed dumpsters anywhere on the site shall be removed from the property or enclosed with a proper dumpster enclosure to the satisfaction of CED/DPW.
7. Applicant shall show the location of the emergency generator on the final plans and add a note as to the type of generator on the final plans.
8. Applicant shall add the variances and the date(s) granted by the Zoning Board of Appeals to the final plans.
9. Applicant shall add the Special Use Permit and the date granted by the Town Board to the final plans.
10. Any rooftop mechanicals must be removed from the roof or provided with rooftop mechanical screening according to the Town Code and to be shown on the final elevations.
11. Applicant shall add a standard signature block to the final plans.
12. The green space for this project, at approximately 24% shall remain the same at approximately 24%, which is beneath Code, however the Planning Board is waiving that as a part of the Development Area with the justification that the applicant is improving the environmental conditions on the site as described by the Conservation Board this evening. Applicant to add a note to the final plans with this information.

Mr. Gardner seconds the motion.

Motion carries 4 – 0.

Mr. Brasley made a motion to defer final site plan approval for a 31,300 sq ft expansion to the existing food market and associated site improvements including improvements to the existing food market's front facade and reconfiguration of the food market's existing parking lot, for plans received by the Town on 3/28/14, subject to the following conditions:

1. Until such time as the conditions of preliminary are satisfied.

Mr. Gardner seconds the motion.

Motion carries 4 – 0.

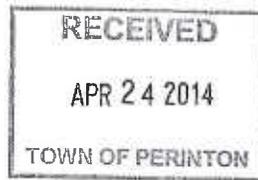
Discussion(s):

Recommendation to Town Board – proposed Special Use Permit – Dick Ide – 347 North Washington Street

Kurt Rappazzo, MRB Group presented the application to the Board as per letter of intent as shown below.

April 24, 2014

Supervisor Michael G. Barker
Town of Perinton
1350 Turk Hill Road
Fairport, New York 14450



**RE: LETTER OF INTENT – SPECIAL USE PERMIT FOR 347 N. WASHINGTON STREET
MRB GROUP PROJECT NO. 3033.14001.000**

Dear Supervisor Barker and Members of the Town Board,

The Dick Ide family of dealerships has purchased the property immediately north of their Volkswagen dealership, to expand its use and provide an exciting, new opportunity to their customers. To accomplish this, they request you consider granting a special use permit for the sales and display/storage of automobiles on the property located at 347 North Washington Street.

Dick Ide wishes to develop the property to support the existing Dick Ide Volkswagen dealership next door, and provide a unique opportunity. When it comes to the display and sales of new vehicles, car manufacturers restrict their franchisees to just vehicles produced by the manufacturer. Dick Ide has purchased this property under an LLC, and as the property is not attached to any particular franchise intends to display and sell new vehicles from all three of its dealerships. Their customers will be able to side-by-side comparison shop Volkswagens, Hondas and Mazdas. An opportunity that is not available elsewhere in the Rochester area.

To accomplish this, Dick Ide wishes to provide parking for 102 display vehicles on the lot, along with four (4) visitor/employee spaces. Dick Ide also wishes to display vehicles within the front setback along North Washington Street. They intend to demolish the existing house, and remodel the existing garage to serve as a remote sales office and maintenance equipment storage. Architectural details of the garage improvements will be presented at the meeting. The lot will be adequately lit, and attractively landscaped. Access to the site will be through the Dick Ide Volkswagen property. The existing residential driveway will be used to facilitate construction, and then removed. Bioretention facilities and a small detention area will be provided to mitigate the stormwater impacts. A stormwater pollution prevention plan will be developed.

Dick Ide wishes the Town Board to consider this request, which is in keeping with their adjacent dealership, favorably. Enclosed with this letter is the application, including the short environmental assessment form, and our Site Plan (G-1), showing the proposed improvements and surrounding area. Twelve copies of this application package were submitted to the Town, along with a check in the amount of \$30.

The property was a residential use, until Dick Ide purchased it last year. Since then, a portion of the property was cleared, and some asphalt millings and gravel placed. Work on the property has ceased until all of the proper approvals are in place. Immediately to the south of property is Dick Ide Volkswagen, to the north is the former drive-in theater. The property, like all of those along North Washington Street, is currently zoned Restricted Business (RB). It is understood the Town Board is considering rezoning them to Commercial, and this could happen concurrently with Dick Ide's special use permit request.

In addition to the special use permit, it is understood that the project will require site plan approval from both the Town of Perinton and Pittsford Planning Boards. Those Boards' review of the project will require a coordinated review of the environmental impacts under SEQRA. We will request the Town of Perinton Planning Board declare itself to be Lead Agency.

We look forward to discussing this project at your May 14, 2014 meeting. If you have any questions in the meanwhile, please do not hesitate to call me at 381-9250.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt M. Rappazzo".

Kurt M. Rappazzo, P.E.
Civil Engineer III

Enclosures as noted.

c: Michael Szlachetka – Dick Ide Volkswagen

Mr. Lewis inquires if they plan to combine the parcels and Mr. Rappazzo states it is not their intent at this time.

Mr. Brasley asked Mr. Rappazzo to point out on the plans the four parcels on North Washington Street that the Town is proposing to rezone.

Mr. Lewis inquired if the applicant is going through a similar process in the Town of Pittsford and the applicant states yes. Mr. Lewis states that these lots are partially in both Towns. Mr. Lewis feels that this is an extension of an existing business and is a good use.

Mr. Gardner inquired if there is access out. If sold off, it could be land locked.

The Planning Board found favor with this request as the location desired is immediately adjacent to the present Volkswagen dealership. The proposed use is compatible with the current uses surrounding this property. Furthermore, if the consideration for proposed rezoning of this and the three adjacent parcels is done, no Special Use Permits would be required.

Recommendation to Town Board – proposed rezoning – 4 parcels on North Washington Street 333, 347, 355 (Restricted Business) and 359 (Industrial) North Washington Street to Commercial

Mr. Doser presented the application to the Board as per letter of intent as shown below.



Memo

To: Town Board
From: Mike Doser
CC: Tom Beck, Bob Place, Jen West
Date: 5/8/14
Re: Public hearing: Rezoning four parcels on N. Washington Street to Commercial District zoning

The Town of Perinton is proposing to rezone the following four properties (4.77 total acres) to Commercial District zoning:

| Street | Tax Number | City, St, Zip | Current Zoning |
|-----------------------------|------------|--------------------------|---------------------|
| 333 North Washington Street | 139.13-3-4 | East Rochester, NY 14445 | Restricted Business |
| 347 North Washington Street | 139.13-3-3 | East Rochester, NY 14445 | Restricted Business |
| 355 North Washington Street | 139.13-3-2 | Rochester, NY 14625 | Restricted Business |
| 359 North Washington Street | 139.13-3-1 | Rochester, NY 14625 | Industrial |

The new zoning would match the Town of Pittsford's zoning (C2-Commercial) for the adjoining properties directly to the west, and will better fit the development along North Washington Street and Panorama Trail. The proposed rezoning is simply an administrative matter and does not immediately affect environmental resources.

I have enclosed a map of the four properties proposed to be rezoned, the Town Code related to the properties' current and proposed zoning, and a short-form SEQR document.

The proposed changes will not impact the current legal uses and structures on the properties that are permitted under the current zoning. Future uses under the proposed zoning will continue to allow professional offices, and expand to include retail and motor vehicle sales.

Mr. Lewis asked what Town's are around these parcels. Mr. Doser states that it is Penfield to the north, East Rochester to the east, and Pittsford to the west. Mr. Doser thinks that Penfield is some type of Commercial, as PayChex is right there. East Rochester has the apartments there. Mr. Lewis asked what is to the south; the other side of Dick Ide. Mr. Doser states that it is a sub shop - Pelligrino's. Mr. Place states that all of these Town's will receive notice.

The Board reviewed and determined that the proposed rezoning to commercial would be compatible with the parcels in the vicinity and be similar to the zoning of adjacent parcels in three other towns (villages). Furthermore, a rezoning to commercial would be compatible with the current uses of these parcels.

Any future uses for these four parcels would be more difficult under the current zoning than it will be under proposed change to commercial zoning.

Minutes:

5/7/14

Mr. Brasley made a motion to approve the minutes of 5/7/14 as submitted.

Mr. Gardner seconds the motion.

Motion carries 4 – 0.

There being no further business before the Board, the meeting adjourned at 10:00 PM.

Respectfully Submitted,

Lori L. Stid, Clerk