390 Woodcliff

Revised Application January 2023

PDD Rezoning

Town of Perinton – Town Board

Woodmark Associates LLC

MARK IV ENTERPRISES

MARK IV ENTERPRISES
301 Exchange Blvd, Ste 200
Rochester, NY 14608
Phone: 585.232.1760, Fax: 585.325.2967

January 10, 2023

Perinton Town Board
1350 Turk Hill Road
Fairport, NY 14450

RE: 390 WOODCLIFF

Dear Supervisor Hanna and Members of the Town Board,

Mark IV Enterprises is pleased to present the enclosed plan revisions and additional information for its PDD rezoning application to the Perinton Town Board. These revisions are in response to the feedback we received from the Town Board at its meeting on November 9, 2022.

We have eliminated an entire story from each of the four buildings, and have reduced the unit count in each building by at least 10%. Existing infrastructure continues to be sufficient to service the project and peak hour vehicle trips will be even less than determined in the enclosed Trip Generation and Distribution Analysis.

It is important to remember that the project site is currently zoned I-Industrial, and has been approved, cleared, and graded for a 3-story, 120,000 SF office building. Attached is the approved site plan and architectural design for this office use. Our proposed apartment project will reduce the intensity of use from the approved office use, while generating significantly more in property tax revenue.

The Town's recently adopted Comprehensive Plan specifically encourages mixed use and higher density development in this location. The proposed project preserves the existing slopes and forest in the northern portion of the site, and is bordered to the east by 5 acres of vacant, forested land owned by the Town, which will further reduce any perceived problems caused by density.

The Planning Board and the Conservation Board have both reviewed the project and determined that the infrastructure and utilities are present to allow for increased density, and have both recommended that the proposal has *merit* and should continue through the site plan process.

In accordance with these recommendations we are requesting that the Town Board make a determination pursuant to Town Code § 205-52(E)(1)(b) that the project has merit and should be sent to the Planning Board for site plan approval. This section of Town Code further provides that the Town Board should make findings that the project has community value and that the development area has adequate resources and public facilities, including

transportation, water supply, waste disposal and fire protection to handle the development being proposed. The Planning Board and Conservation Board have both recommended to the Town Board that the proposed project DOES have community value, that the proposed project IS consistent with the Comprehensive Plan, and that existing resources and public facilities ARE adequate to support the proposed project.

Please find the following documents and materials enclosed to assist you with your review of the project:

(1) Presentation discussing reductions made to the project

(2) Revised site plan showing reduced buildings and unit count

(3) Revised architectural rendering showing reduced building height and reduced unit count

(4) SRF Traffic Trip Generation and Distribution Analysis

(5) Letter from Foundation Design PC related to geotechnical impact of proposed project on neighboring properties

We look forward to discussing these materials with you at your next Town Board meeting. Please contact us if you have any questions or concerns prior to that time.

Sincerely,

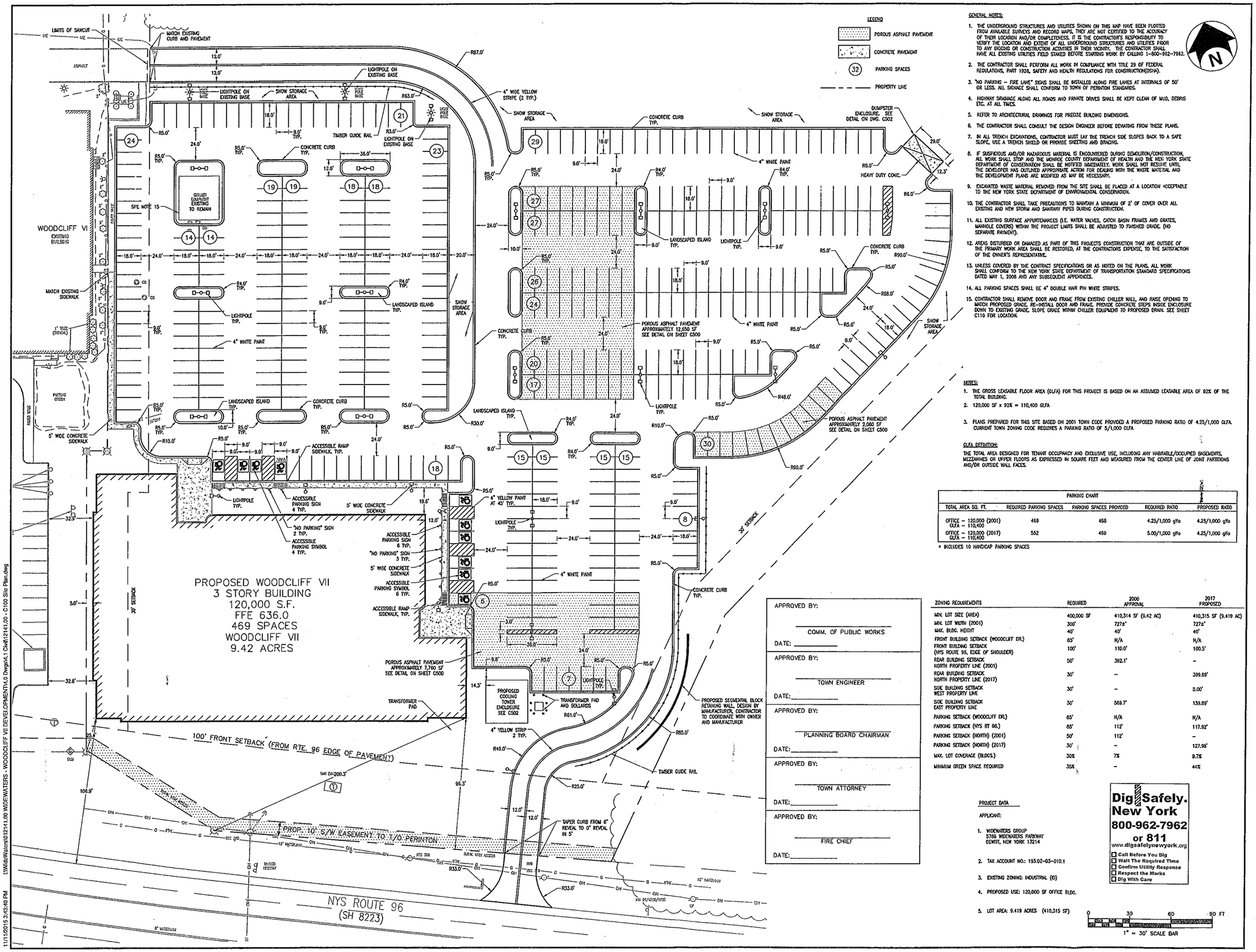
Christian M. Nadler, Esq.
General Counsel

Encls.

CC: Planning Board
Conservation Board

Index

Current Office Building Approval



GENERAL NOTES:

1. THE UNDERGROUND STRUCTURES AND UTILITIES SHOWN ON THIS MAP HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORD MAPS. THEY ARE NOT CERTIFIED TO THE ACCURACY OF THEIR LOCATION AND/OR COMPLETENESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND EXTENT OF ALL UNDERGROUND STRUCTURES AND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION ACTIVITIES IN THEIR VICINITY. THE CONTRACTOR SHALL HAVE ALL EXISTING UTILITIES FIELD STAKED BEFORE STARTING WORK BY CALLING 1-800-962-7962.
2. THE CONTRACTOR SHALL PERFORM ALL WORK IN COMPLIANCE WITH TITLE 29 OF FEDERAL REGULATIONS, PART 1926, SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION(OSHA).
3. "NO PARKING – FIRE LANE" SIGNS SHALL BE INSTALLED ALONG FIRE LANES AT INTERVALS OF 50' OR LESS. ALL SIGNAGE SHALL CONFORM TO TOWN OF PERINTON STANDARDS.
4. HIGHWAY DRAINAGE ALONG ALL ROADS AND PRIVATE DRIVES SHALL BE KEPT CLEAN OF MUD, DEBRIS ETC. AT ALL TIMES.
5. REFER TO ARCHITECTURAL DRAWINGS FOR PRECISE BUILDING DIMENSIONS.
6. THE CONTRACTOR SHALL CONSULT THE DESIGN ENGINEER BEFORE DEVIATING FROM THESE PLANS.
7. IN ALL TRENCH EXCAVATIONS, CONTRACTOR MUST LAY THE TRENCH SIDE SLOPES BACK TO A SAFE SLOPE, USE A TRENCH SHIELD OR PROVIDE SHEETING AND BRACING.
8. IF SUSPICIOUS AND/OR HAZARDOUS MATERIAL IS ENCOUNTERED DURING DEMOLITION/CONSTRUCTION, ALL WORK SHALL STOP AND THE MONROE COUNTY DEPARTMENT OF HEALTH AND THE NEW YORK STATE DEPARTMENT OF CONSERVATION SHALL BE NOTIFIED IMMEDIATELY. WORK SHALL NOT RESUME UNTIL THE DEVELOPER HAS OUTLINED APPROPRIATE ACTION FOR DEALING WITH THE WASTE MATERIAL AND THE DEVELOPMENT PLANS ARE MODIFIED AS MAY BE NECESSARY.
9. EXCAVATED WASTE MATERIAL REMOVED FROM THE SITE SHALL BE PLACED AT A LOCATION ACCEPTABLE TO THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.
10. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO MAINTAIN A MINIMUM OF 2' OF COVER OVER ALL EXISTING AND NEW STORM AND SANITARY PIPES DURING CONSTRUCTION.
11. ALL EXISTING SURFACE APPURTENANCES (I.E. WATER VALVES, CATCH BASIN FRAMES AND GRATES, MANHOLE COVERS) WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO FINISHED GRADE. (NO SEPARATE PAYMENT).
12. AREAS DISTURBED OR DAMAGED AS PART OF THIS PROJECTS CONSTRUCTION THAT ARE OUTSIDE OF THE PRIMARY WORK AREA SHALL BE RESTORED, AT THE CONTRACTORS EXPENSE, TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
13. UNLESS COVERED BY THE CONTRACT SPECIFICATIONS OR AS NOTED ON THE PLANS, ALL WORK SHALL CONFORM TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED MAY 1, 2008 AND ANY SUBSEQUENT APPENDICES.
14. ALL PARKING SPACES SHALL BE 4" DOUBLE HAIR PIN WHITE STRIPES.
15. CONTRACTOR SHALL REMOVE DOOR AND FRAME FROM EXISTING CHILLER WALL, AND RAISE OPENING TO MATCH PROPOSED GRADE. RE-INSTALL DOOR AND FRAME. PROVIDE CONCRETE STEPS INSIDE ENCLOSURE DOWN TO EXISTING GRADE. SLOPE GRADE WITHIN CHILLER EQUIPMENT TO PROPOSED DRAIN. SEE SHEET C110 FOR LOCATION.

NOTES:

1. THE GROSS LEASABLE FLOOR AREA (GLFA) FOR THIS PROJECT IS BASED ON AN ASSUMED LEASABLE AREA OF 92% OF THE TOTAL BUILDING.
2. 120,000 SF x 92% = 110,400 GLFA
3. PLANS PREPARED FOR THIS SITE BASED ON 2001 TOWN CODE PROVIDED A PROPOSED PARKING RATIO OF 4.25/1,000 GLFA. CURRENT TOWN ZONING CODE REQUIRES A PARKING RATIO OF 5/1,000 GLFA

GLFA DEFINITION:

THE TOTAL AREA DESIGNED FOR TENANT OCCUPANCY AND EXCLUSIVE USE, INCLUDING ANY HABITABLE/OCCUPIED BASEMENTS, MEZZANINES OR UPPER FLOORS AS EXPRESSED IN SQUARE FEET AND MEASURED FROM THE CENTER LINE OF JOINT PARTITIONS AND/OR OUTSIDE WALL FACES.

PARKING CHART

TOTAL AREA SQ. FT.	REQUIRED PARKING SPACES	PARKING SPACES PROVIDED	REQUIRED RATIO	PROPOSED RATIO
OFFICE – 120,000 (2001) GLFA – 110,400	469	468	4.25/1,000 gfa	4.25/1,000 gfa
OFFICE – 120,000 (2017) GLFA – 110,400	552	469	5.00/1,000 gfa	4.25/1,000 gfa

* INCLUDES 10 HANDICAP PARKING SPACES

APPROVED BY:

COMM. OF PUBLIC WORKS

DATE:

APPROVED BY:

TOWN ENGINEER

DATE:

APPROVED BY:

PLANNING BOARD CHAIRMAN

DATE:

APPROVED BY:

TOWN ATTORNEY

DATE:

APPROVED BY:

FIRE CHIEF

DATE:

ZONING REQUIREMENTS	REQUIRED	2000 APPROVAL	2017 PROPOSED
MIN. LOT SIZE (AREA)	400,000 SF	410,314 SF (9.42 AC)	410,315 SF (9.419 AC)
MIN. LOT WIDTH (2001)	300'	727±'	727±'
MAX. BLDG. HEIGHT	40'	40'	40'
FRONT BUILDING SETBACK (WOODCLIFF DR.)	85'	N/A	N/A
FRONT BUILDING SETBACK (NYS ROUTE 96, EDGE OF SHOULDER)	100'	110.0'	100.5'
REAR BUILDING SETBACK NORTH PROPERTY LINE (2001)	50'	392.1'	–
REAR BUILDING SETBACK NORTH PROPERTY LINE (2017)	30'	–	399.89'
SIDE BUILDING SETBACK WEST PROPERTY LINE	30'	–	5.00'
SIDE BUILDING SETBACK EAST PROPERTY LINE	30'	569.7'	139.89'
PARKING SETBACK (WOODCLIFF DR.)	85'	N/A	N/A
PARKING SETBACK (NYS RT 96.)	85'	112'	117.92'
PARKING SETBACK (NORTH) (2001)	50'	112'	–
PARKING SETBACK (NORTH) (2017)	30'	–	127.98'
MAX. LOT COVERAGE (BLDGS.)	30%	7%	9.7%
MINIMUM GREEN SPACE REQUIRED	35%	–	44%

PROJECT DATA

APPLICANT:

1. WIDEWATERS GROUP
   5786 WIDEWATERS PARKWAY
   DEWITT, NEW YORK 13214
2. TAX ACCOUNT NO.: 193.02-03-010.1
3. EXISTING ZONING: INDUSTRIAL (D)
4. PROPOSED USE: 120,000 SF OFFICE BLDG.
5. LOT AREA: 9.419 ACRES (410,315 SF)

Dig Safely. New York
800-962-7962
or 811
www.digsafelynewyork.org
- ☐ Call Before You Dig
- ☐ Wait The Required Time
- ☐ Confirm Utility Response
- ☐ Respect the Marks
- ☐ Dig With Care

0 30 60 90 FT
1" = 30' SCALE BAR

WOODCLIFF VII OFFICE DEVELOPMENT

Route 96
Perinton NY, 14450

THE WIDEWATERS GROUP

5786 WIDEWATERS PKWY.
DEWITT, NY 13214

BERGMANN ASSOCIATES

Bergmann Associates, Architects, Engineers, Landscape Architects & Surveyors, D.P.C.
260 East Broad Street
Suite 200
Rochester, NY 14604

office: 585.232.5135
fax: 585.232.4652

www.bergmannpc.com

REVISIONS

NO.	DATE	DESCRIPTION	REV.	CK'D
1.	06/15/17	REV. PERTOWN COMM.	PFD	KJC

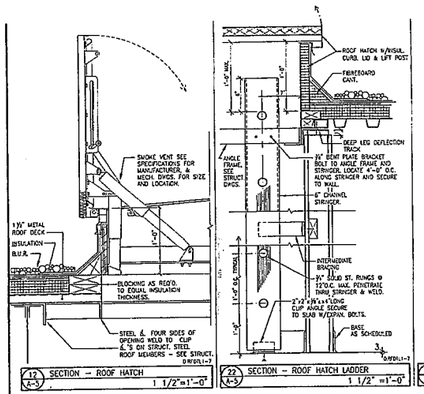
Project Manager: K. CHARLAND
Designed By: D. CHRISTOPHER
Drawn By: J. LATTIERRE, PE
Checked By: D. CHRISTOPHER
Date Issued: 04/14/17
Scale: 1"=30'
Project Number: 12141.00

SITE PLAN

Drawing Number: C100

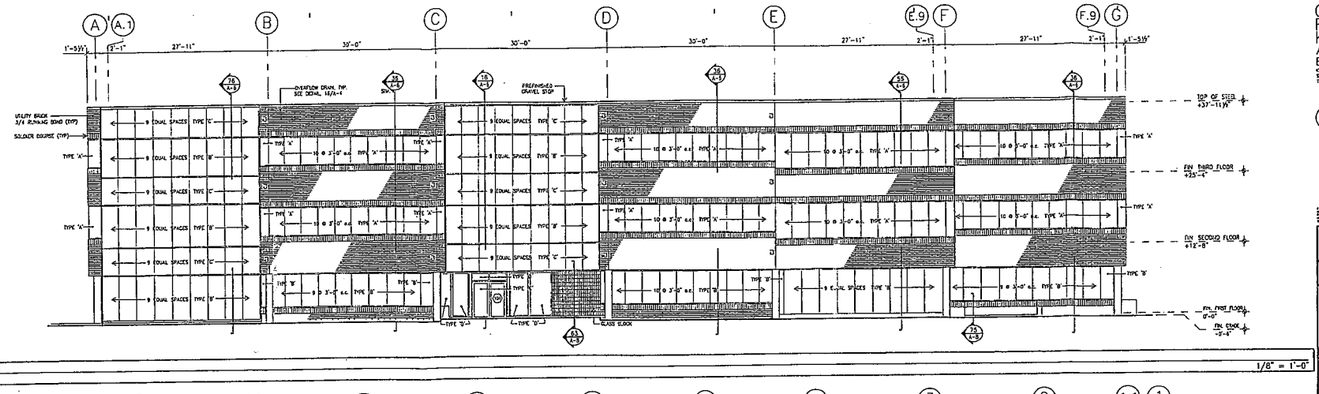
4 of 14

11/17/2015 3:45:40 PM I:\Wide\Water\2012\141.00 WIDEWATERS - WOODCLIFF VII DEVELOPMENT\4.0 Dwgs\4.1 Civil\12141.00 - C100 Site Plan.dwg

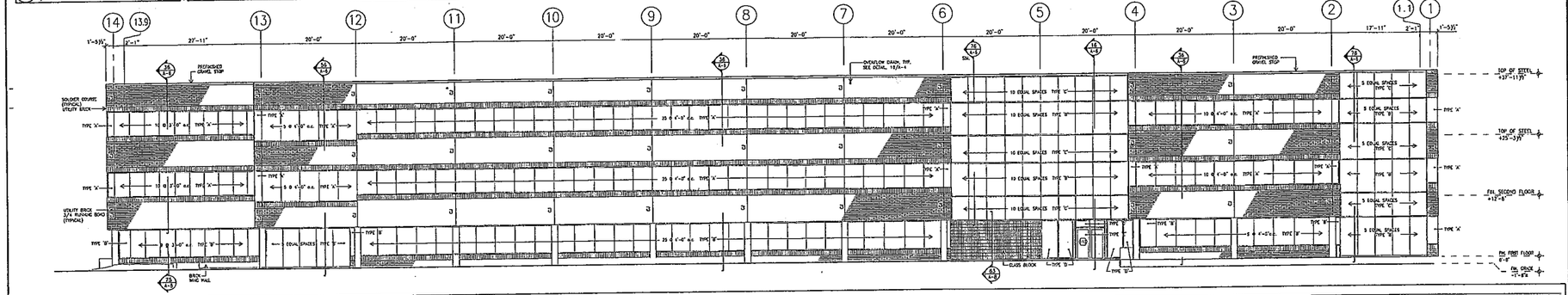


12 A-5 SECTION - ROOF HATCH 1 1/2"=1'-0"

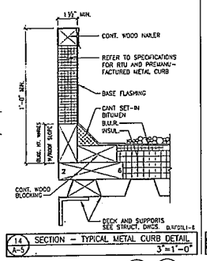
22 A-5 SECTION - ROOF HATCH LADDER 1 1/2"=1'-0"



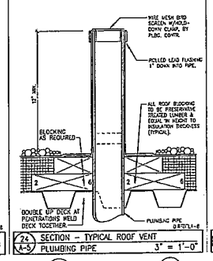
32 A-5 EAST ELEVATION 1/8" = 1'-0"



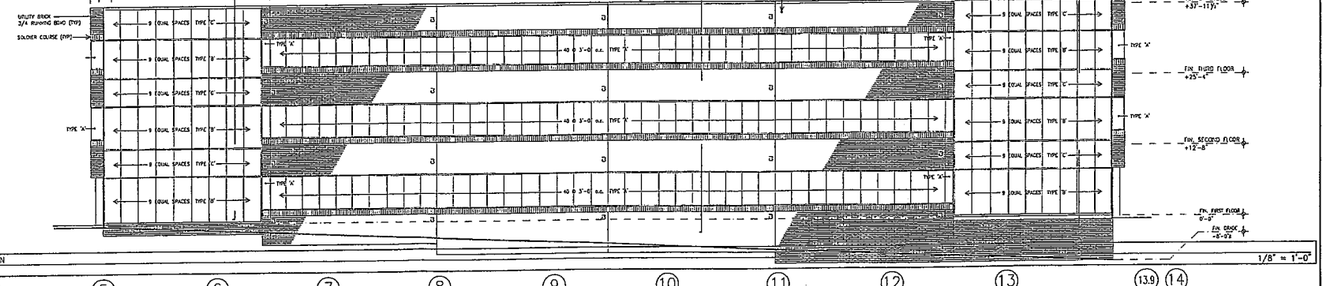
13 A-5 NORTH ELEVATION 1/8"=1'-0"



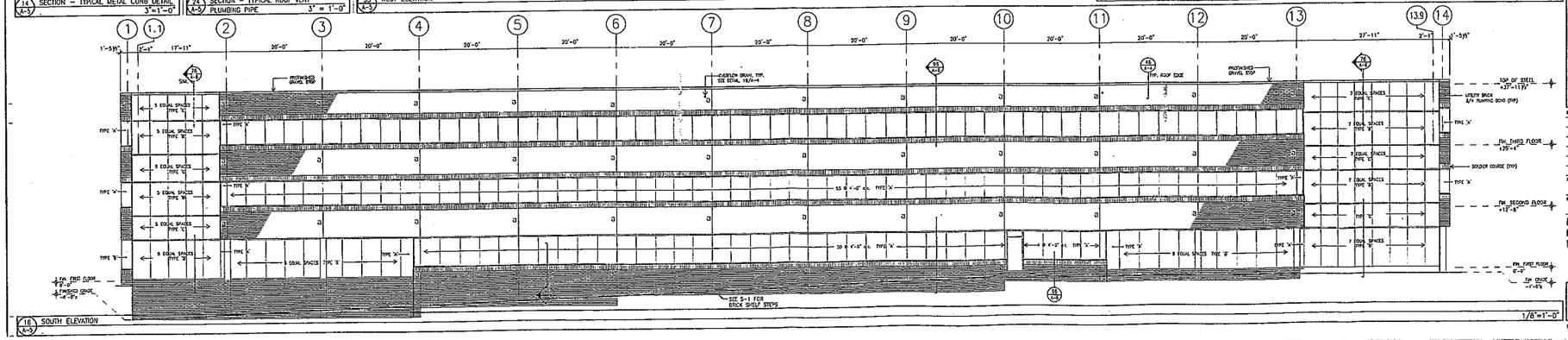
14 A-5 SECTION - TYPICAL METAL CURB DETAIL 3"=1'-0"



24 A-5 SECTION - TYPICAL ROOF VENT PLUMBING PIPE 3" = 1'-0"



33 A-5 WEST ELEVATION 1/8" = 1'-0"



16 A-5 SOUTH ELEVATION 1/8"=1'-0"

QUINLIVAN PIERIK & KRAUSE
ARCHITECTS
ENGINEERS
100 E. SMITH ST. P.O. BOX 39
SYRACUSE, NEW YORK 13201
TELEPHONE (315) 472-1606
QPK

Christen & Sack
Consulting Engineers, P.C.
Syracuse, New York
(315)471-4313 FAX (315)471-4044

THE WIDEWATERS GROUP
255 WOODCLIFF DRIVE COMPANY
TOWN OF PERINTON
FAIRPORT, NEW YORK

WOODCLIFF VII

PROGRESS PRINTS NOT FOR CONSTRUCTION

REVISIONS

RECEIVED
AUG - 8 2006
WIDEWATERS GROUP CONSTRUCTION

PROJECT
205204.00

DATE
AUG 3, 2006

EXTERIOR ELEVATIONS & MISC. DETAILS

A-5

02-AUG-06 at 10:24AM [AM]

Revised PDD Application

Original PDD Application – April 2022

4-Residential Buildings
4-Stories Tall
246 Units
190 Underground Parking Spots
180 Surface Parking SPots

Concerns from Boards and neighbors

Height, Traffic, Density

Revised Proposal January 2023:

- 4 Buildings (same)
- 3-stories (Reduction of 11’ in height)
- 225 units (10% Reduction in Units)
- Parking (reduction of on-site parking)
- Architectural styling changes
- (Use of more residential type materials to create a less contemporary look)

Concerns Addressed :

Reduction in Height

- Now more consistent with code
- Improved Viewshed from Neighborhood
- Smaller as perceived from passers by

Reduction in traffic

Peak hour exiting gap increased to 1 car every 15 minutes

Reduction in Units

-Reduces the overall size of the buildings

-Reduces all uses of public utilities

-Reduces Traffic

-Reduces Parking

-Reduces Density

Traffic Study

SRF ASSOCIATES
Transportation Planning / Engineering / Design

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

(585) 272-4660
www.srfa.net

Mr. Christian M. Nadler, Esq.
General Counsel
Mark IV Enterprises
301 Exchange Boulevard, #200
Rochester, New York 14608

August 15, 2022

RE: Proposed 390 Woodcliff Apartments, Town of Perinton, NY
Trip Generation and Distribution Assessment Letter

Dear Mr. Nadler:

This technical letter provides a trip generation and distribution assessment related to the proposed apartment project located at 390 Woodcliff Drive in the Town of Perinton, NY for informational purposes and to understand the possible traffic impacts resulting from the proposed project. Additionally, this letter discusses the thresholds for completing a Traffic Impact Study (TIS). All supporting materials are included in the attachments.

PROJECT DESCRIPTION

The proposed project consists of rezoning to allow constructing 246 units of market-rate apartments between four new multi-story buildings. Access is proposed via an existing curb cut along NY-96 (Pittsford Victor Road) and Woodcliff Drive. The concept site plan is included in the attachments.

TRIP GENERATION

Data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was used to project the volume of the traffic generated by the proposed project. Data published by the ITE is the nationally accepted standard for generating trips for new uses. Given the functional characteristics of the study corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday commuter AM and PM peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these peak periods.

Table 1 shows the total site generated trips for the proposed residential project. It is noted that the project site was approved as an office development for up to ±120,000 square feet (SF). The potential trip generation for this office use is also included in the table as a point of comparison.

TABLE 1: SITE GENERATED TRIPS

DESCRIPTION	ITE LUC	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Former Approval – Office	715	±120,000 SF	195	24	32	182
Apartments	220	246 units	23	75	79	46
Difference in Trips			**-172**	**51**	**47**	**-136**

Note:
1. ITE LUC = ITE Land Use Code.

The proposed apartment project is expected to generate the following new vehicle trips: 23 entering/75 exiting vehicle trips during the AM peak hour and 79 entering/46 exiting vehicle trips during the PM peak hour.

When compared to the approved use as an office building, the proposed use is projected to generate 121 fewer vehicle trips during the AM peak hour (55% decrease) and 89 fewer vehicle trips during the PM peak hour (42% decrease).

TRIP DISTRIBUTION

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

- Commercial/employment centers in the area using US Census Data
- Site access locations via NY-96 and Woodcliff Drive
- Proximity and access to I-490
- Existing traffic controls (e.g., traffic signal at NY-96/Woodcliff Drive)
- Hourly traffic patterns using most recent available Annual Average Daily Traffic (AADT) data obtained from the New York State Department of Transportation (NYSDOT)

Figure 1 shows the anticipated trip distribution pattern percentages for the traffic from the proposed project. **Figure 2** illustrates the peak hour site generated traffic based on those percentages.

Under the proposed condition, approximately 10 vehicle trips are expected to use Woodcliff Drive north of the site during the AM peak hour and 13 vehicle trips are expected to use Woodcliff Drive during the PM peak hour. The approved office was projected to generate approximately 22 vehicle trips during the AM peak hour and 21 vehicle trips during the PM peak hour north of the site. This is a difference of 12 vehicle trips during the AM peak hour and nine vehicle trips during the PM peak hour.

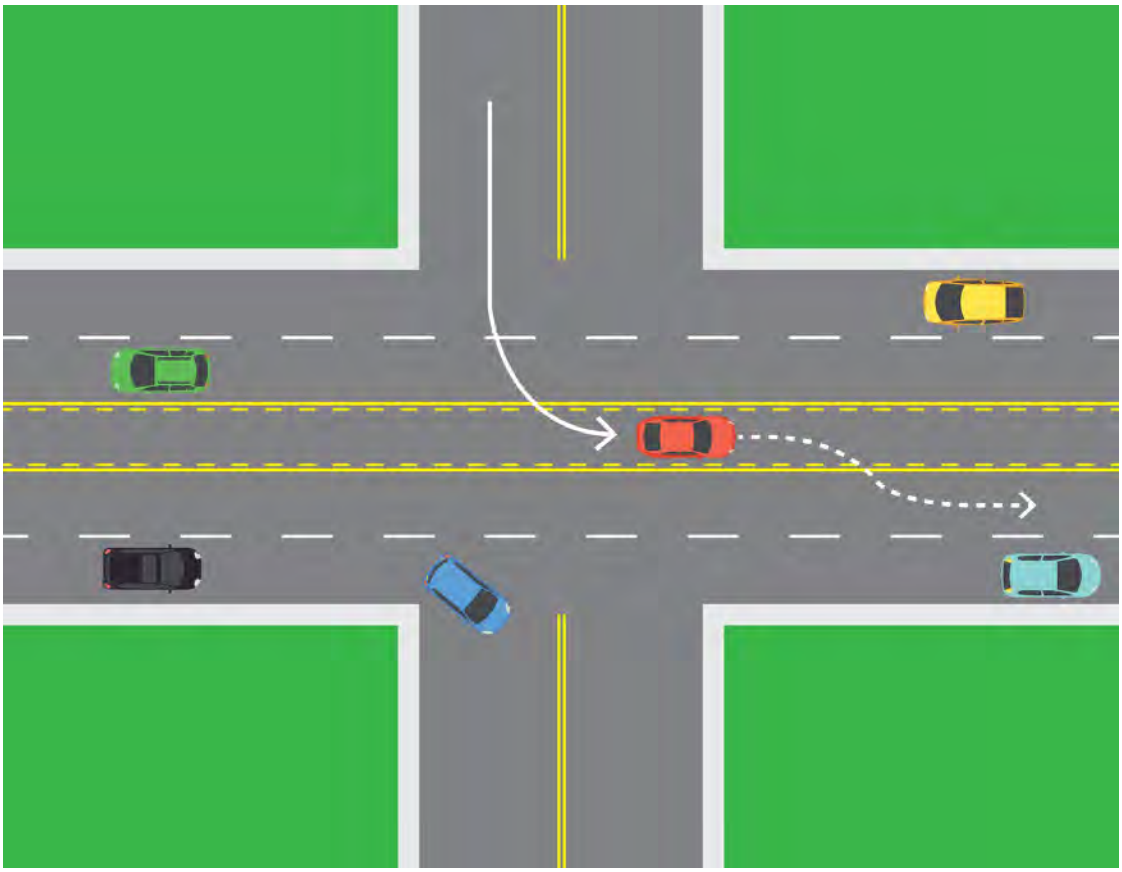
The roads anticipated to be primarily used by the additional trips generated by the proposed project are listed in **Table 2**. Functional classification of roadways within the study area is determined by the NYSDOT and the Federal Highway Administration (FHWA).

TABLE 2: EXISTING HIGHWAY SYSTEM

ROADWAY	CLASS[1]	AGENCY[2]	SPEED LIMIT[3]	TRAVEL LANES[4]	TRAVEL PATTERN/ DIRECTION	EST. AADT & SOURCE[5]
Pittsford Victor Road (NY-96)	16	NYSDOT	45	4	Two-way/ North-South	19,748 NYSDOT (2019)
Woodcliff Drive	19	Town	30	2	Two-way/ North-South	No Data Available

Notes:
1. State Functional Classification of Roadway. 16 = Urban Minor Arterial, 19 = Urban Local
2. Jurisdictional Agency of Roadway.
3. Posted or Statewide Limit in Miles per Hour (mph).
4. Number of travel lanes. Excludes turning/auxiliary lanes developed at intersections.
5. Estimated AADT in Vehicles per Day (vpd). AADT Source (Year).

It should be noted that NY-96 has a center two-way left-turn lane benefiting drivers entering and exiting the site. For example, drivers exiting the site can perform a two-stage left-turn maneuver. This can increase the number of prevailing traffic gap opportunities afforded to a driver as the driver, upon seeing an acceptable gap in traffic on the near side of the street (westbound NY-96), can enter this space before proceeding into the far side traffic stream (eastbound NY-96) when an acceptable gap in traffic is created. An example of this is shown in the following graphic.



Typical Project Entrance

THRESHOLDS FOR THE REQUIREMENT OF A TRAFFIC IMPACT STUDY

Many reviewing agencies, including the NYSDOT, use a guideline in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 or more site generated vehicles per hour (vph) to an adjacent intersection during either peak study period, then that intersection should be studied for potential traffic impacts.

Based upon the ITE trip generation projections and the resulting traffic assignment estimates shown in **Figure 2**, 68 or fewer total site generated peak hour trips are added to a single adjacent intersection during the peak hours studied.

CONCLUSIONS AND RECOMMENDATIONS

Given the projected site generated traffic; the projected site traffic distribution; the thresholds for completing a TIS; the site's multiple access points; existing signalized access control at NY-96/Woodcliff Drive; and the roadway characteristics previously described, a full TIS report is not warranted. This letter supports our professional opinion that the majority of vehicle trips generated by the project site will use NY-96 based upon the layout and proximity of the project site to NY-96, as well as access to I-490.

If you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,
SRF Associates, D.P.C.

David Kruse, AICP, PTP
Senior Transportation Planner

Attachments

ATTACHMENT

August 15, 2022

Letter to
Mr. Christian M. Nadler, Esq.
Mark IV Enterprises

Proposed 390 Woodcliff Apartments
390 Woodcliff Drive

Trip Generation and Distribution Assessment

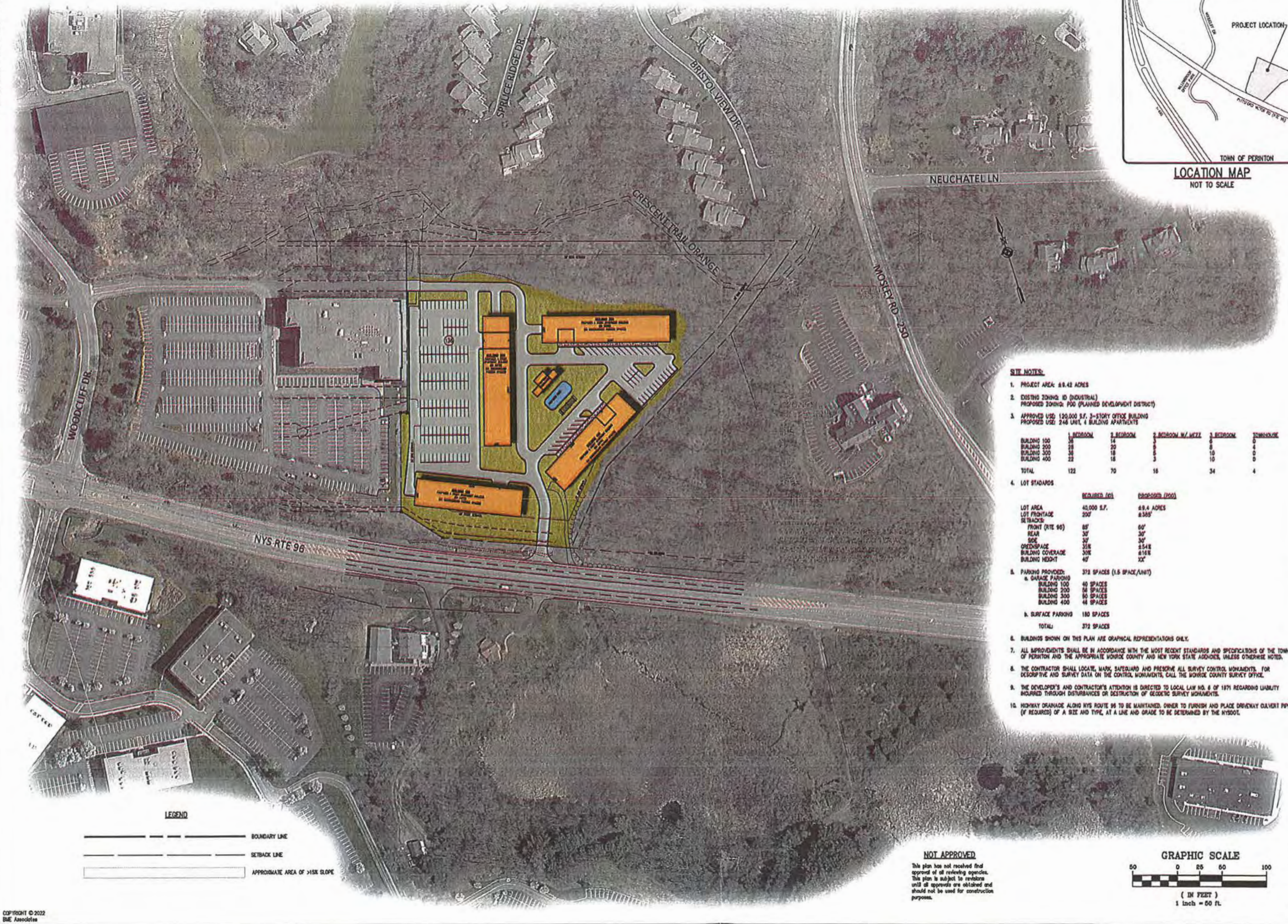
Town of Perinton
Monroe County, New York

SRF ASSOCIATES

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

PROPOSED APARTMENT PROJECT DATA

P:\2837\Drawings\Final\2837 Rendering 4-18-22.dwg



LOCATION MAP
NOT TO SCALE

SITE NOTES:

1. PROJECT AREA: ±9.42 ACRES
2. EXISTING ZONING: ID (INDUSTRIAL)
   PROPOSED ZONING: PDD (PLANNED DEVELOPMENT DISTRICT)
3. APPROVED USE: 120,000 S.F. 3-STORY OFFICE BUILDING
   PROPOSED USE: 248 UNIT, 4 BUILDING APARTMENTS

	1 BEDROOM	2 BEDROOM	2 BEDROOM W/ MEZZ	3 BEDROOM	TOWNHOUSE
BUILDING 100	38	14	3	6	0
BUILDING 200	28	20	3	8	0
BUILDING 300	38	18	9	10	0
BUILDING 400	22	18	3	10	0
TOTAL	122	70	18	34	4

4. LOT STADARDS

	REQUIRED (ID)	PROPOSED (PDD)
LOT AREA	40,000 S.F.	9.4 ACRES
LOT FRONTAGE	200'	±385'
SETBACKS:		
FRONT (RTE 96)	85'	60'
REAR	30'	30'
SIDE	30'	30'
OPENSPACE	35%	±54%
BUILDING COVERAGE	30%	±16%
BUILDING HEIGHT	40'	XX'

5. PARKING PROVIDED: 372 SPACES (1.5 SPACE/UNIT)
   a. GARAGE PARKING
      BUILDING 100 40 SPACES
      BUILDING 200 56 SPACES
      BUILDING 300 80 SPACES
      BUILDING 400 46 SPACES
   b. SURFACE PARKING 150 SPACES
   TOTAL: 372 SPACES
6. BUILDINGS SHOWN ON THIS PLAN ARE GRAPHICAL REPRESENTATIONS ONLY.
7. ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE MOST RECENT STANDARDS AND SPECIFICATIONS OF THE TOWN OF PERINTON AND THE APPROPRIATE MONROE COUNTY AND NEW YORK STATE AGENCIES, UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS. FOR DESCRIPTIVE AND SURVEY DATA ON THE CONTROL MONUMENTS, CALL THE MONROE COUNTY SURVEY OFFICE.
9. THE DEVELOPER'S AND CONTRACTOR'S ATTENTION IS DIRECTED TO LOCAL LAW NO. 6 OF 1971 REGARDING LIABILITY INCURRED THROUGH DISTURBANCES OR DESTRUCTION OF GEODETIC SURVEY MONUMENTS.
10. HIGHWAY DRAINAGE ALONG NYS ROUTE 96 TO BE MAINTAINED. OWNER TO FURNISH AND PLACE DRIVEWAY CULVERT PIPE (IF REQUIRED) OF A SIZE AND TYPE, AT A LINE AND GRADE TO BE DETERMINED BY THE NYSDOT.

LEGEND

- BOUNDARY LINE
- SETBACK LINE
- APPROXIMATE AREA OF >15% SLOPE

NOT APPROVED

This plan has not received final approval of all reviewing agencies. This plan is subject to revisions until all approvals are obtained and should not be used for construction purposes.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

T.A.# 193.02-03-10.112

Drawing Alteration

The following is an excerpt from the New York State Education Law Article 145 Section 7209 and applies to this drawing

"It is a violation of this law for any person, unless he is acting under the direction of a licensed professional engineer or land surveyor to alter any item in any way. If an item bearing the seal of an engineer or land surveyor is altered, the altering engineer or land surveyor shall affix to the item his seal and the notation "altered by" followed by his signature and the date of such alteration, and a specific description of the alteration."

7								
6								
5								
4								
3								
2								
1								
							DATE	BY

REVISIONS

BME ASSOCIATES
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS
30 LIFT BRIDGE LANE EAST
FAIRPORT, NEW YORK 14450
PHONE 585-377-7360
FAX 585-377-7389
WWW.BMEPC.COM

PROJECT: 390 WOODCLIFF APARTMENTS
LOCATION: TOWN OF PERINTON, MONROE COUNTY, NEW YORK
CLIENT: MIKE M ENTERPRISES, 201 EXCHANGE BLVD, ROCHESTER, NY 14608
DRAWING TITLE: RENDERING

PROJECT MANAGER	DATE
P. VARS	
PROJECT ENGINEER	DATE
M. BOGOJEVSKI	
DRAWN BY	DATE
J. BASILE	
SCALE	DATE ISSUED
1" = 100'	APRIL 13, 2022
PROJECT NO.	
2837	
DRAWING NO.	

OnTheMap

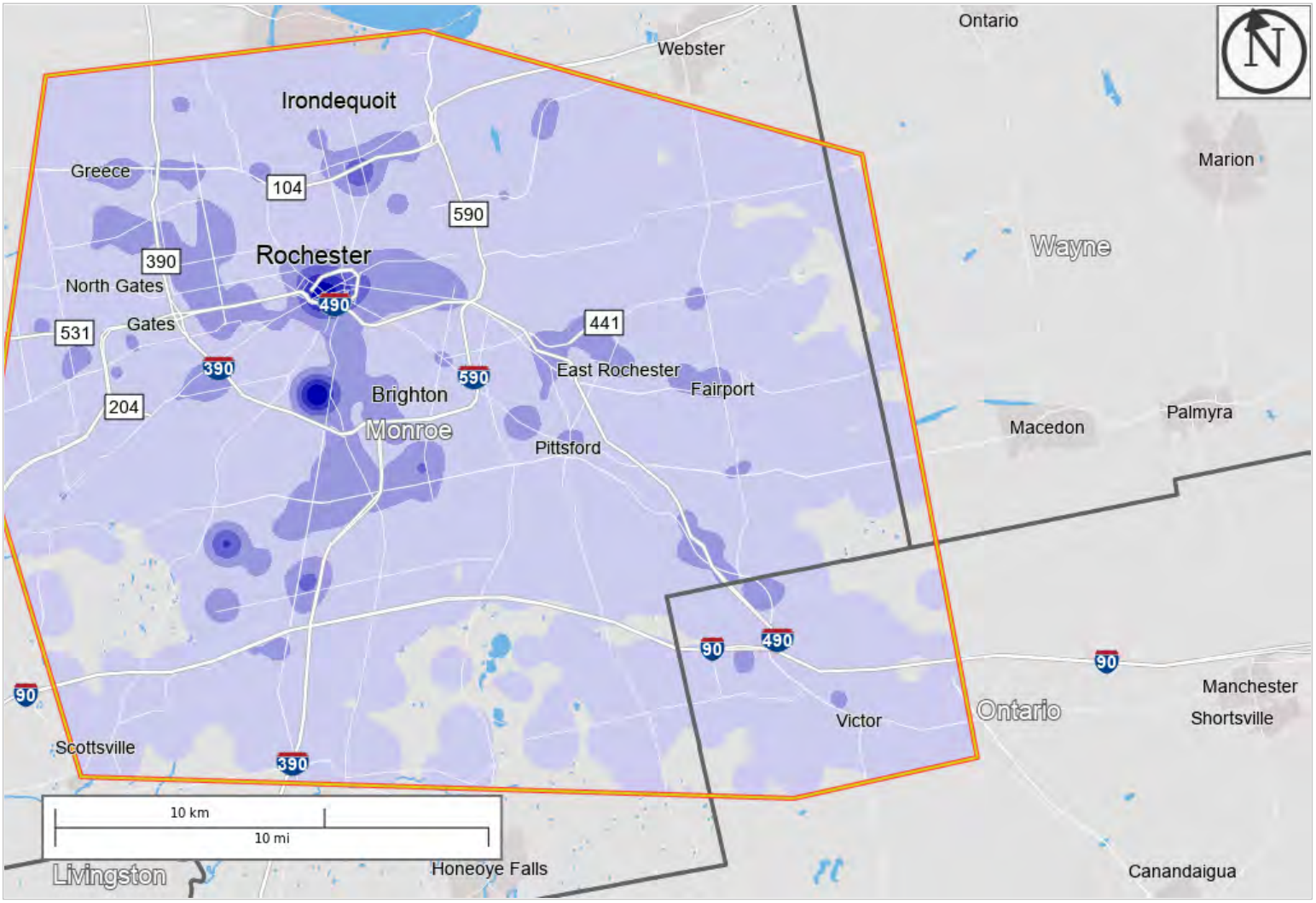
Work Area Profile Report

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap https://onthemap.ces.census.gov on 08/08/2022

Density of All Jobs in Work Selection Area in 2019

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 2,664
- 2,665 - 10,642
- 10,643 - 23,939
- 23,940 - 42,554
- 42,555 - 66,489

Selection Areas

- Analysis Selection

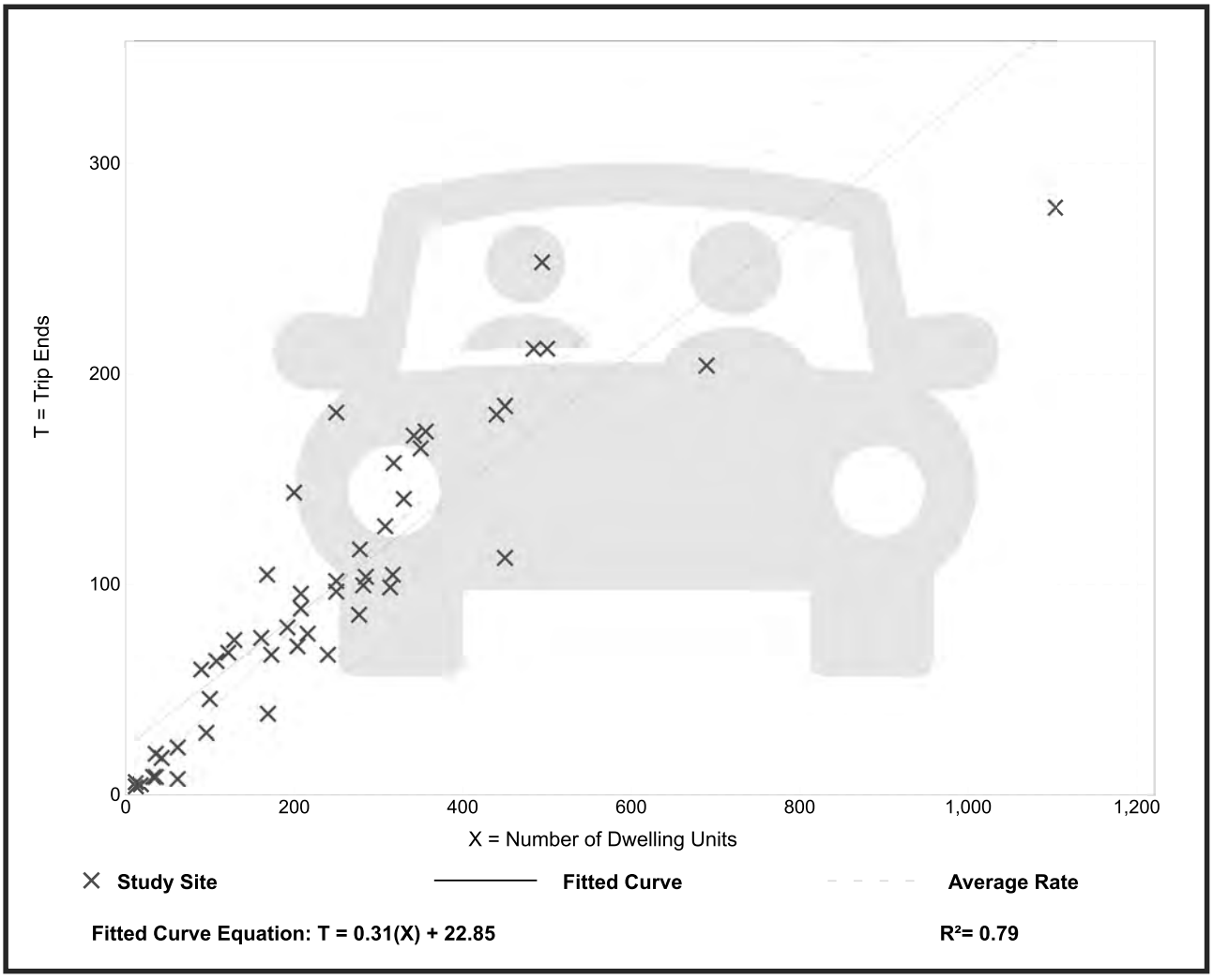
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



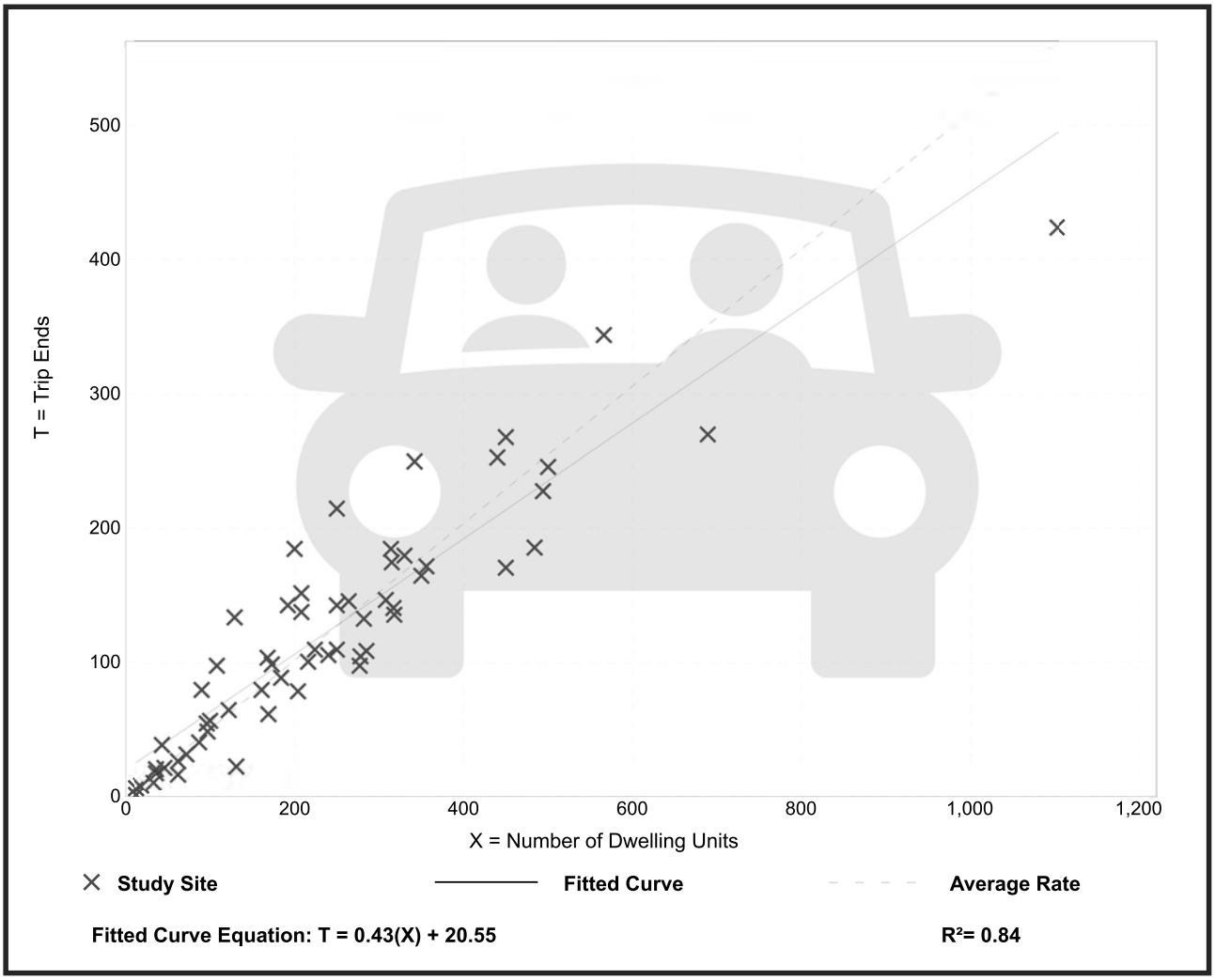
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



ITE Hourly Trip Generation Information

ITE Trip Generation, 10th Edition

Percent of Daily Traffic During the 60-minute Period		
	AM	PM
12:00	0.7%	5.4%
1:00	0.4%	4.6%
2:00	0.3%	5.7%
3:00	0.4%	6.2%
4:00	0.6%	7.6%
5:00	1.3%	9.1%
6:00	2.9%	7.9%
7:00	7.4%	5.7%
8:00	6.3%	5.1%
9:00	5.3%	3.6%
10:00	4.0%	2.9%
11:00	5.3%	1.2%

PROPOSED PROJECT: **390 Woodcliff Apartments**
LOCATION: **390 Woodcliff Drive, Town of Perinton, NY**
PEAK HOUR: **AM Peak Hour**

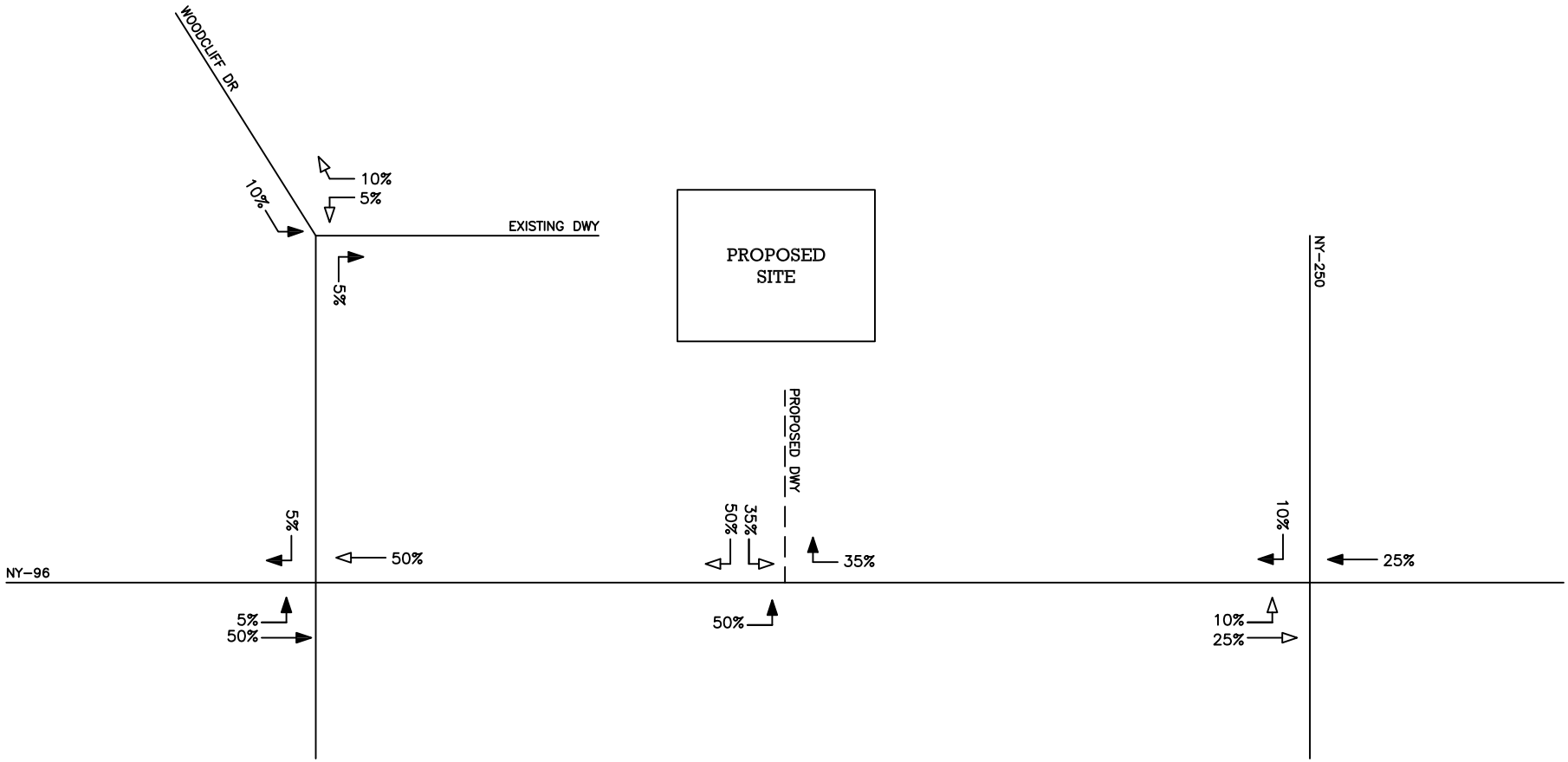
Figure Number: 1 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	Proposed Project				Total Site Trips
		Enter Dist. %	Exit Dist. %	Trips IN 23	Trips OUT 75	
1	Woodcliff Drive Existing Access					
	SR					
	ST					
	SL	10%		2		2
	WR		10%		8	8
	WT					
	WL		5%		4	4
	NR	5%		1		1
	NT					
	NL					
	ER					
	ET					
	EL					
2	NY-96 Woodcliff Drive					
	SR		5%		4	4
	ST					
	SL					
	WR					
	WT		50%		38	38
	WL					
	NR					
	NT					
	NL					
	ER					
	ET	50%		12		12
	EL	5%		1		1
3	NY-96 Proposed Driveway					
	SR		50%		38	38
	ST					
	SL		35%		25	25
	WR	35%		8		8
	WT					
	WL					
	NR					
	NT					
	NL					
	ER					
	ET					
	EL	50%		12		12
4	NY-96 NY-250					
	SR	10%		2		2
	ST					
	SL					
	WR					
	WT	25%		6		6
	WL					
	NR					
	NT					
	NL					
	ER					
	ET		25%		19	19
	EL		10%		8	8

PROPOSED PROJECT: **390 Woodcliff Apartments**
LOCATION: **390 Woodcliff Drive, Town of Perinton, NY**
PEAK HOUR: **PM Peak Hour**

Figure Number: 1 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	Proposed Project				Total Site Trips
		Enter Dist. %	Exit Dist. %	Trips IN 79	Trips OUT 46	
1	Woodcliff Drive Existing Access					
	SR					
	ST					
	SL	10%		8		8
	WR		10%		5	5
	WT					
	WL		5%		2	2
	NR	5%		4		4
	NT					
	NL					
	ER					
	ET					
	EL					
2	NY-96 Woodcliff Drive					
	SR		5%		2	2
	ST					
	SL					
	WR					
	WT		50%		23	23
	WL					
	NR					
	NT					
	NL					
	ER					
	ET	50%		39		39
	EL	5%		4		4
3	NY-96 Proposed Driveway					
	SR		50%		23	23
	ST					
	SL		35%		16	16
	WR	35%		28		28
	WT					
	WL					
	NR					
	NT					
	NL					
	ER					
	ET					
	EL	50%		39		39
3	NY-96 NY-250					
	SR	10%		8		8
	ST					
	SL					
	WR					
	WT	25%		20		20
	WL					
	NR					
	NT					
	NL					
	ER					
	ET		25%		11	11
	EL		10%		5	5



SRF ASSOCIATES
Transportation Planning / Engineering / Design
www.srfa.net / (585) 272-4660

N

NOT TO SCALE

FIGURE 1

TRIP DISTRIBUTION

PROPOSED 390 WOODCLIFF APARTMENTS
TOWN OF PERINTON, NY

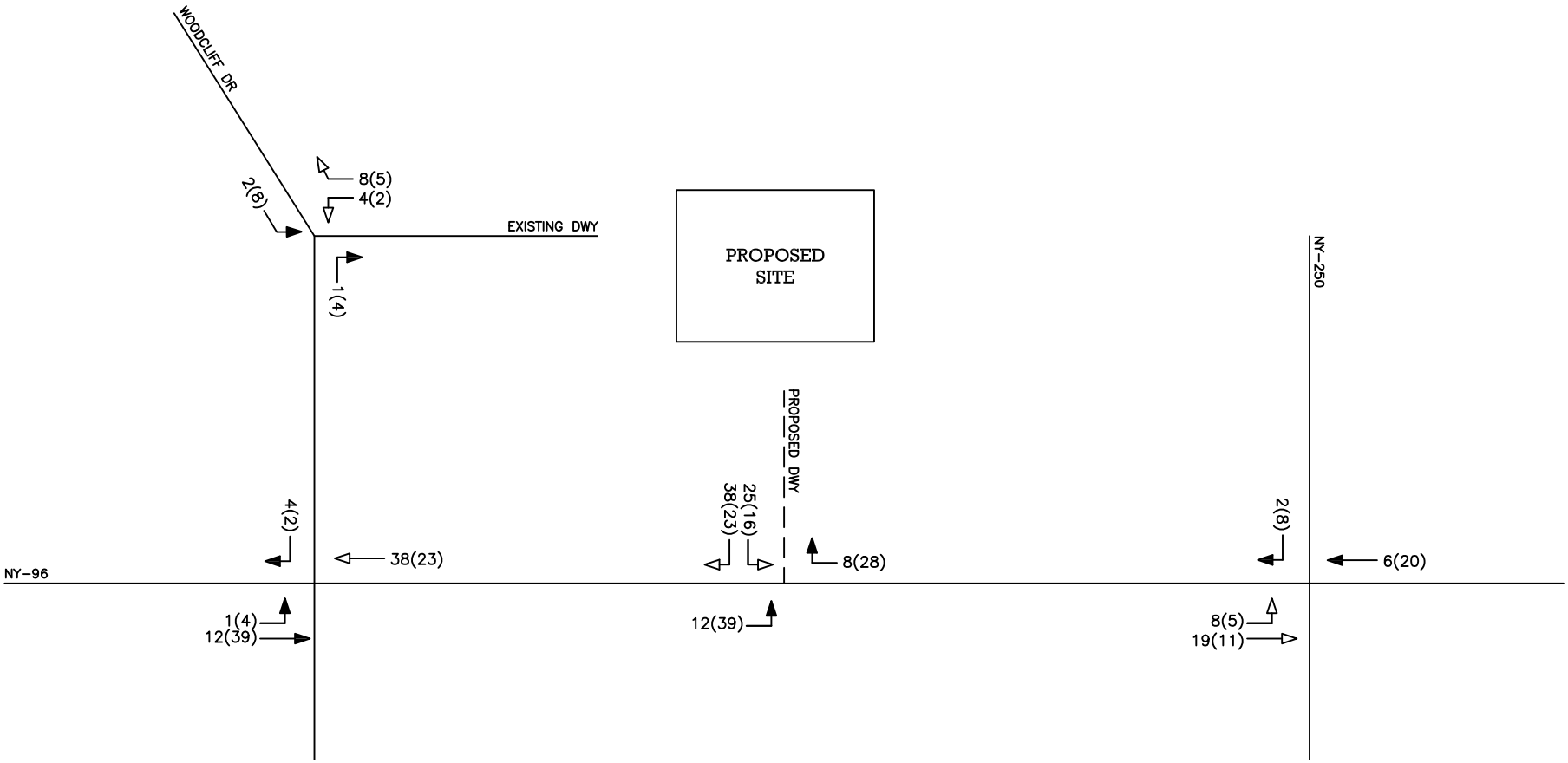
KEY

00(00) = AM(PM)

→ = ENTERING TRIPS

→ = EXITING TRIPS

PROJECT NO: 42075



SRF ASSOCIATES
Transportation Planning / Engineering / Design
www.srfa.net / (585) 272-4660

N

NOT TO SCALE

FIGURE 2

SITE GENERATED TRIPS

PROPOSED 390 WOODCLIFF APARTMENTS
TOWN OF PERINTON, NY

KEY

00(00) = AM(PM)

→ = ENTERING TRIPS

→ = EXITING TRIPS

PROJECT NO: 42075

APPROVED OFFICE DATA

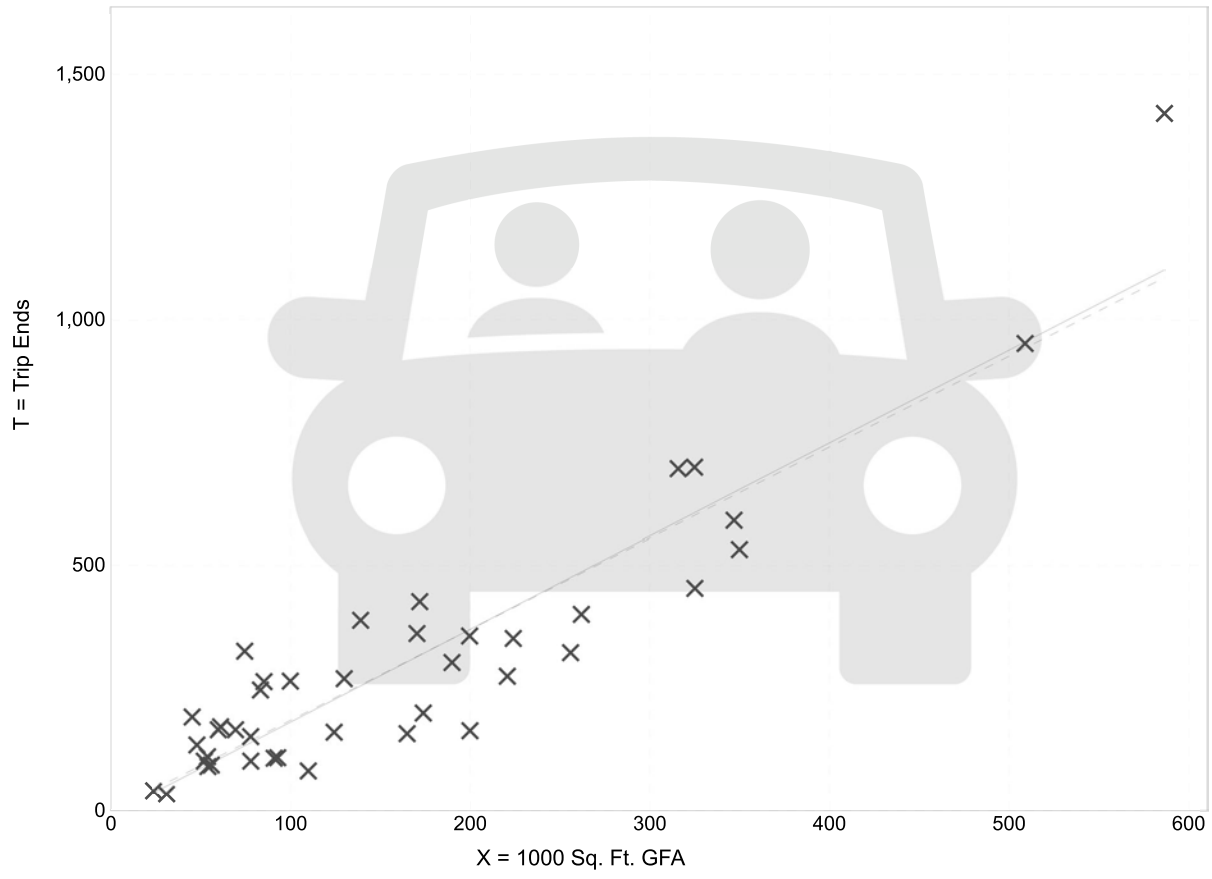
Single Tenant Office Building
(715)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 164
Directional Distribution: 89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.85	0.75 - 4.37	0.65

Data Plot and Equation



Fitted Curve Equation: T = 1.89(X) - 7.67

R^2= 0.84

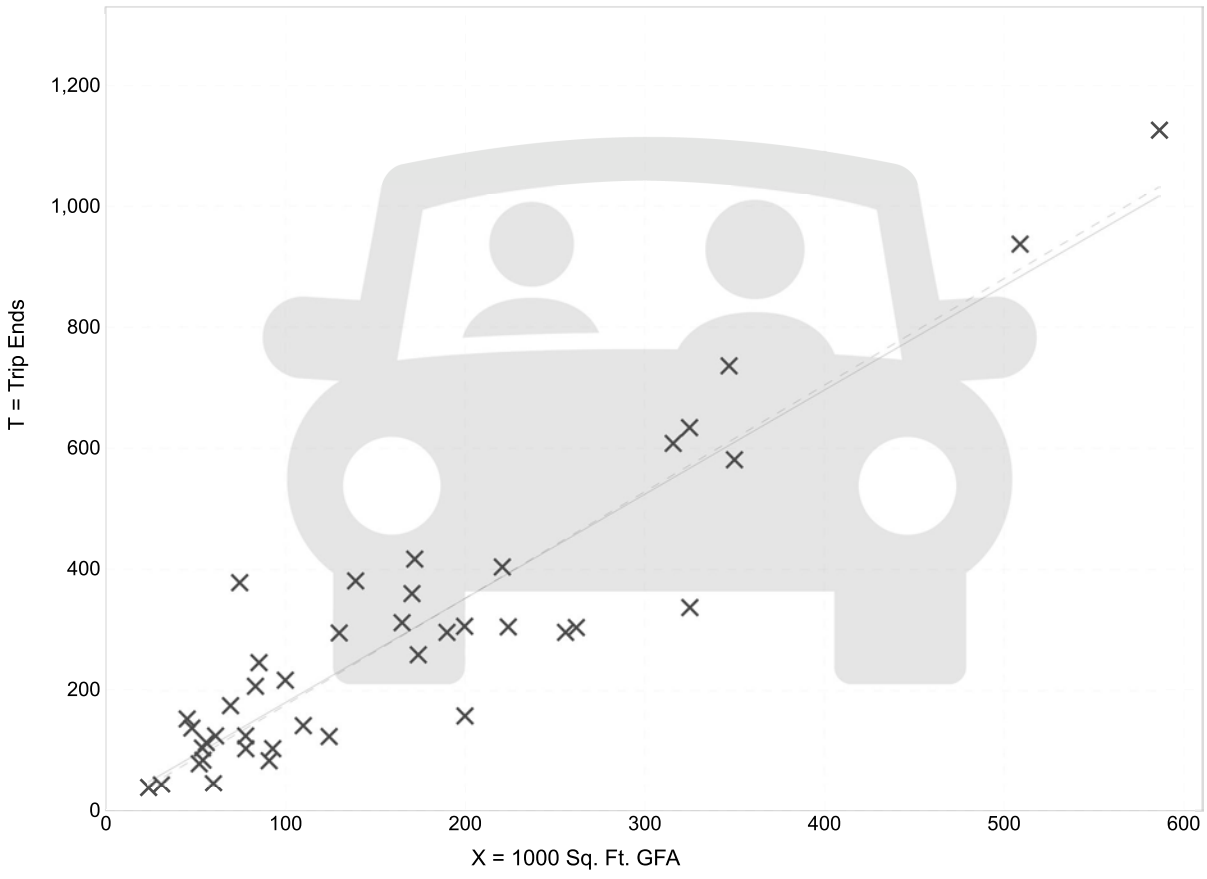
Single Tenant Office Building
(715)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 164
Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.76	0.77 - 5.07	0.61

Data Plot and Equation



Fitted Curve Equation: T = 1.72(X) + 7.89

R^2= 0.85

PROPOSED PROJECT: **390 Woodcliff Apartments (OFFICE TRIP GENERATION)**
LOCATION: **390 Woodcliff Drive, Town of Perinton, NY**
PEAK HOUR: **AM Peak Hour**

Figure Number:

LOCATION NUMBER	INTERSECTION DESCRIPTION	Proposed Project				Total Site Trips
		Enter Dist. %	Exit Dist. %	Trips IN 195	Trips OUT 24	
1	Woodcliff Drive Existing Access					
	SR					
	ST					
	SL	10%		20		20
	WR		10%		2	2
	WT					
	WL		5%		1	1
	NR	5%		10		10
	NT					
	NL					
	ER					
	ET					
	EL					
2	NY-96 Woodcliff Drive					
	SR		5%		1	1
	ST					
	SL					
	WR					
	WT		50%		12	12
	WL					
	NR					
	NT					
	NL					
	ER					
	ET	50%		98		98
	EL	5%		10		10
3	NY-96 Proposed Driveway					
	SR		50%		12	12
	ST					
	SL		35%		8	8
	WR	35%		68		68
	WT					
	WL					
	NR					
	NT					
	NL					
	ER					
	ET					
	EL	50%		98		98
4	NY-96 NY-250					
	SR	10%		20		20
	ST					
	SL					
	WR					
	WT	25%		49		49
	WL					
	NR					
	NT					
	NL					
	ER					
	ET		25%		6	6
	EL		10%		2	2

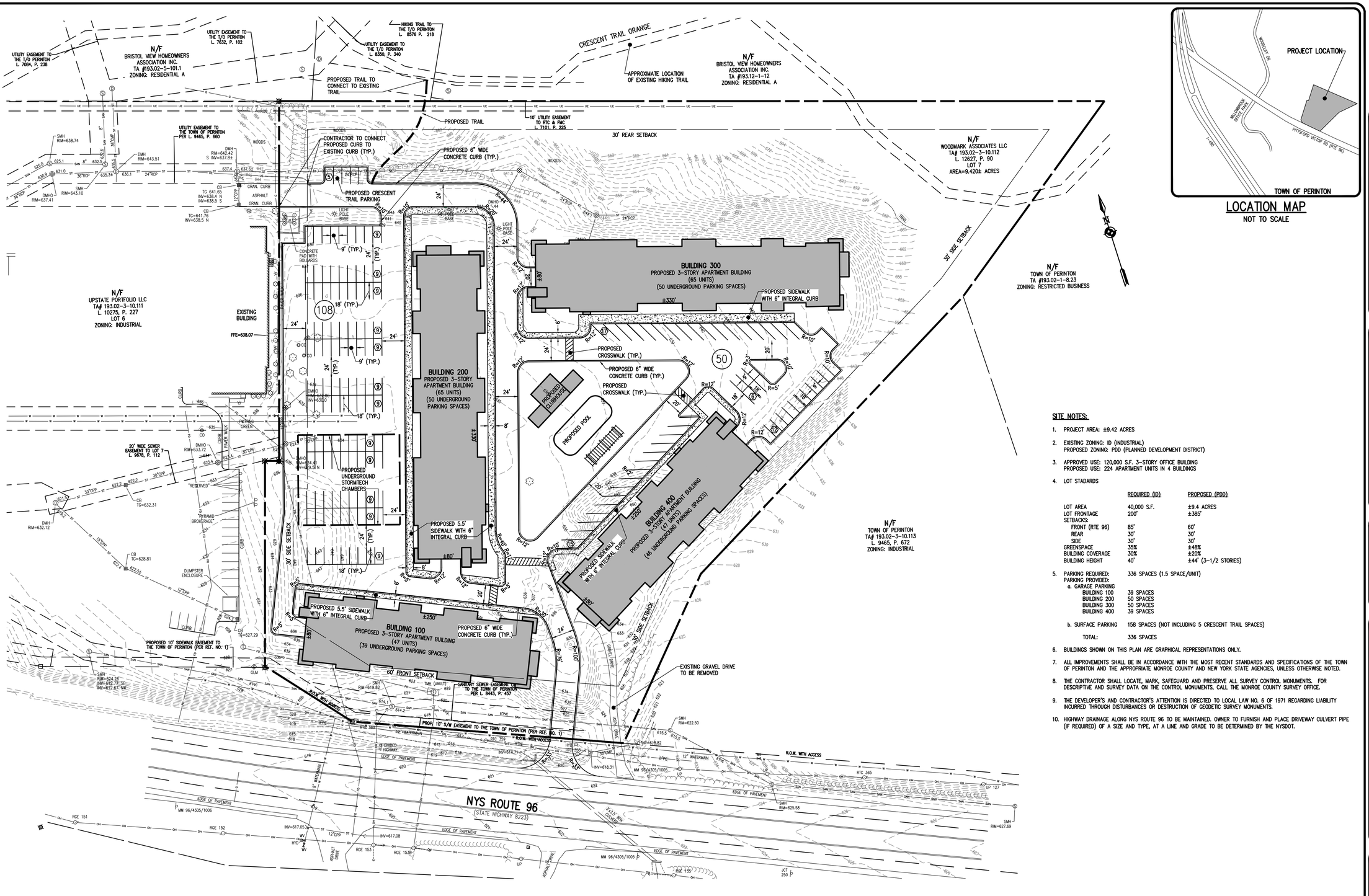
PROPOSED PROJECT: **390 Woodcliff Apartments (OFFICE TRIP GENERATION)**
LOCATION: **390 Woodcliff Drive, Town of Perinton, NY**
PEAK HOUR: **PM Peak Hour**

Figure Number:

LOCATION NUMBER	INTERSECTION DESCRIPTION	Proposed Project				Total Site Trips
		Enter Dist. %	Exit Dist. %	Trips IN 32	Trips OUT 182	
1	Woodcliff Drive Existing Access					
	SR					
	ST					
	SL	10%		3		3
	WR		10%		18	18
	WT					
	WL		5%		9	9
	NR	5%		2		2
	NT					
	NL					
	ER					
	ET					
	EL					
2	NY-96 Woodcliff Drive					
	SR		5%		9	9
	ST					
	SL					
	WR					
	WT		50%		91	91
	WL					
	NR					
	NT					
	NL					
	ER					
	ET	50%		16		16
	EL	5%		2		2
3	NY-96 Proposed Driveway					
	SR		50%		91	91
	ST					
	SL		35%		64	64
	WR	35%		11		11
	WT					
	WL					
	NR					
	NT					
	NL					
	ER					
	ET					
	EL	50%		16		16
3	NY-96 NY-250					
	SR	10%		3		3
	ST					
	SL					
	WR					
	WT	25%		8		8
	WL					
	NR					
	NT					
	NL					
	ER					
	ET		25%		46	46
	EL		10%		18	18

Site Plan

P:\2837\Drawings\Final\2837 Concept Base 01-03-23.dwg



LOCATION MAP
NOT TO SCALE

SITE NOTES:

1. PROJECT AREA: ±9.42 ACRES
2. EXISTING ZONING: ID (INDUSTRIAL)
   PROPOSED ZONING: PDD (PLANNED DEVELOPMENT DISTRICT)
3. APPROVED USE: 120,000 S.F. 3-STORY OFFICE BUILDING
   PROPOSED USE: 224 APARTMENT UNITS IN 4 BUILDINGS
4. LOT STADARDS

	REQUIRED (ID)	PROPOSED (PDD)
LOT AREA	40,000 S.F.	±9.4 ACRES
LOT FRONTAGE	200'	±385'
SETBACKS:		
FRONT (RTE 96)	85'	60'
REAR	30'	30'
SIDE	30'	30'
GREENSPACE	35%	±48%
BUILDING COVERAGE	30%	±20%
BUILDING HEIGHT	40'	±44' (3-1/2 STORIES)

5. PARKING REQUIRED: 336 SPACES (1.5 SPACE/UNIT)
   PARKING PROVIDED:
   a. GARAGE PARKING
      BUILDING 100 39 SPACES
      BUILDING 200 50 SPACES
      BUILDING 300 50 SPACES
      BUILDING 400 39 SPACES
   b. SURFACE PARKING 158 SPACES (NOT INCLUDING 5 CRESCENT TRAIL SPACES)
   TOTAL: 336 SPACES
6. BUILDINGS SHOWN ON THIS PLAN ARE GRAPHICAL REPRESENTATIONS ONLY.
7. ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE MOST RECENT STANDARDS AND SPECIFICATIONS OF THE TOWN OF PERINTON AND THE APPROPRIATE MONROE COUNTY AND NEW YORK STATE AGENCIES, UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS. FOR DESCRIPTIVE AND SURVEY DATA ON THE CONTROL MONUMENTS, CALL THE MONROE COUNTY SURVEY OFFICE.
9. THE DEVELOPER'S AND CONTRACTOR'S ATTENTION IS DIRECTED TO LOCAL LAW NO. 6 OF 1971 REGARDING LIABILITY INCURRED THROUGH DISTURBANCES OR DESTRUCTION OF GEODETIC SURVEY MONUMENTS.
10. HIGHWAY DRAINAGE ALONG NYS ROUTE 96 TO BE MAINTAINED. OWNER TO FURNISH AND PLACE DRIVEWAY CULVERT PIPE (IF REQUIRED) OF A SIZE AND TYPE, AT A LINE AND GRADE TO BE DETERMINED BY THE NYSDOT.

LEGEND

BOUNDARY LINE

SETBACK LINE

NOT APPROVED

This plan has not received final approval of all reviewing agencies. This plan is subject to revisions until all approvals are obtained and should not be used for construction purposes.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

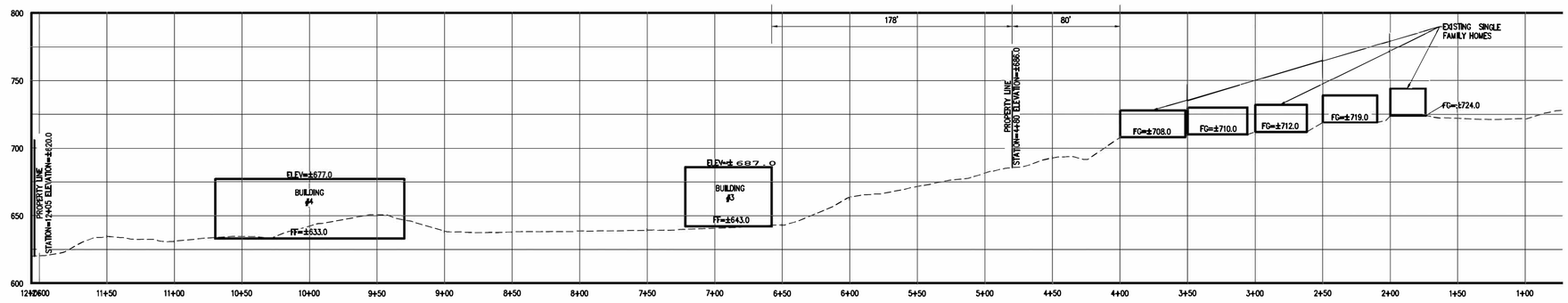
T.A.# 193.02-03-10.112

7	6	5	4	3	2	1	REVISIONS	DATE	BY

BME ASSOCIATES
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS
10 LIFT BRIDGE LANE EAST
FAIRPORT, NEW YORK 14450
WWW.BMEPC.COM
PHONE 585-377-7360
FAX 585-377-7309

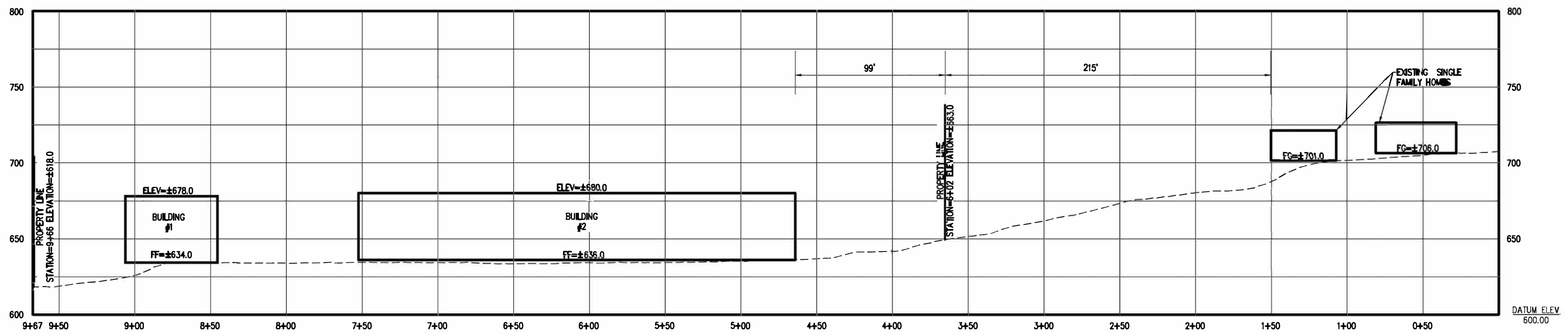
PROJECT: 390 WOODCLIFF APARTMENTS
LOCATION: TOWN OF PERINTON, MONROE COUNTY, NEW YORK
CLIENT: WOODMARK ASSOCIATES, LLC
301 ROCHESTER BOULEVARD, SUITE 200
ROCHESTER, NEW YORK 14618
DRAWING TITLE: CONCEPT SITE PLAN

PROJECT MANAGER	DATE
P. VARS	
PROJECT ENGINEER	DATE
M. BOGOJEVSKI	
DRAWN BY	DATE
A. D'ANGELO	
SCALE	DATE ISSUED
1" = 50'	JANUARY 5, 2023
PROJECT NO.	
2837	
DRAWING NO.	
SK-3	



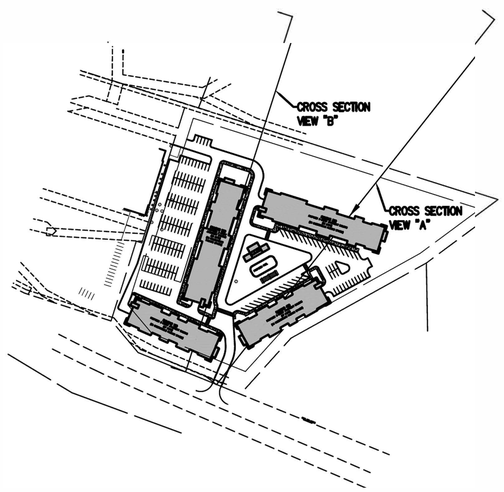
CROSS SECTION "A"

SCALE = 1"=50'



CROSS SECTION "B"

SCALE = 1"=50'



AERIAL VIEW

SCALE = 1"=200'

390 WOODCLIFF APARTMENTS

TOWN OF PENFIELD, MONROE COUNTY, NEW YORK

WOODMARK ASSOCIATES, LLC
301 ROCHESTER BUILDING, SUITE 200
ROCHESTER, NEW YORK 14618

A. D'ANGELO

JANUARY 5, 2023

NOT APPROVED

This plan has not received final approval of all reviewing agencies. This plan is subject to revisions until all approvals are obtained and should not be used for construction purposes.

Geo Tech Report

Foundation Design, P.C.

SOIL • BEDROCK • GROUNDWATER

August 25, 2022

Mark IV Enterprises
301 Exchange Boulevard
Rochester, New York 14608

Attention: Steve DiMarzo
Chief Operating Officer

Reference: 390 Woodcliff Apartments
Route 96, Perinton, New York
Preliminary/Desktop Assessment, 5265.0

Dear Mr. DiMarzo:

This letter presents our Desktop/Preliminary Geotechnical Review of the project. We base this on a recent site walk, review of the year 2000 Geotechnical Evaluation for Lots 6 and 7, and review of your current design concept and updated survey. The 390 Woodcliff Apartments project will occupy Lot 7 at Woodcliff. Rather than the earlier project (multi-story office building) this project will consist, in general terms, of four, 4 story apartment buildings with associated pavements and amenities. Most specifically, some concerns have been raised about the potential impact of the associated construction on the residences upslope from this parcel. In brief, we do not share this concern.

The earlier Geotechnical Evaluation showed the soil profile to generally consist of a layer of outwash sands and silts/gravel over dense glacial till, and had recommended a spread footing foundation system. Some cutting into the north slope was anticipated in the overall development. We expect that both soil types have some inherent strength and stability to potentially facilitate the proposed construction. The upslope residences are nominally at elevation 690 and the nearest proposed apartment has a lower floor elevation of about 645. Overall, this 45 foot elevation rise is accomplished across a horizontal distance of about 135 feet (so an overall gradient of 3H:1V, a fairly modest gradient for these soils). Mass grading for Lot 6 and 7 was done as part of the construction of Lot 6, approximately 20 years ago. This included cutting into the slope at the northeast corner of the parcel to create a 20 foot tall slope over a distance of about 30 feet (so 1.5H on 1V, not unheard of for stable soil types. It does appear that slopes of this or a similar gradient already exist directly behind the upslope residences, well away from the previous grading on Lot 7. We cannot say if this was a natural condition or a result of grading work done for that development.).

During our site walk we made a few observations:

The exposed soil surface at the toe of the slope appears to be the anticipated glacial till soil. Our experience in the nearby area on other projects concurs with this assessment. This reasonably validates the earlier geotechnical data on a conceptual level.

The cut slope is well vegetated and does not show signs of movement/degradation, or erosion. There is some wetter-type vegetation in an area partway up the slope. Our preliminary judgement is that this is likely the interface between the overburden sands and the dense glacial till. Water is likely perching above the till and daylighting on the slope. While this condition could be an item of concern, we did not see signs of the slope eroding or slumping in this area. Therefore either the actual volume of flow is limited or the soil strength (and the roots from the vegetation) are adequate to address the matter.

Given that the new construction will not directly impact the slope and that the slope has been in service for approximately 20 years we do not anticipate that the proposed project would destabilize the slope and cause the upslope residences to fail. When you are on site doing your proposed earthwork you should pay attention to the existing cut slope and confirm that some additional water/erosion control measures are not necessary. (While we do not have specific concerns, any items of work to be added based on field conditions would be much easier to accomplish prior to putting the nearby apartment building into service.)

This concludes our Preliminary/Desktop Assessment. We remain available for review/consultation as the design progresses and look forward to performing a more traditional Geotechnical Evaluation when the project status warrants it.

Very truly yours,

FOUNDATION DESIGN, P.C.

James M. Baker, P.E.
President
Enc.

Photo 1: Base of slope looking eastward

Photo 2: Top of slope looking westward

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for information purposes only.* To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer's services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration*** by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

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Architectural Elevation

CJS ARCHITECTS

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ENTRACE ELEVATION

CJS ARCHITECTS

MARK IV ENTERPRISES
WOODCLIFF VII
390 WOODCLIFF DR
FAIRPORT, NY 14450
12/22/22 MARK IV ENTERPRISES

Key Points

•Key Points

Comprehensive Plan
- Exemplifies Criteria for PDD

Current approval : 120,000 sf Office with 460 parking spots
- Not desired in this market

Infill site
- Infrastructure and Utilities accessible and have capacity

Not a “precedent”
- This proposal is for a very specific parcel with very unique characteristics

Mixed use development
- complimentary residential use to the adjacent Commercial and Medium Density residential surrounding uses

Planning Board determined the project *has merit*

Conservation board determined the project *has merit*

CHAPTER 2

FUTURE LAND USE PLAN

OVERVIEW OF LAND USE PLANNING

WHAT IS A FUTURE LAND USE PLAN?

A future land use plan (FLUP) encompasses the community's vision for growth, protection, preservation and development. It identifies appropriate development for various areas of the Town in accordance with the established vision and goals of this Comprehensive Plan.

The FLUP differs from the zoning law. Zoning law dictates where certain land uses can be located on a parcel-by-parcel basis, as compared to Perinton's FLUP, which is intended to reflect a general vision and provides the framework for future policies and regulatory updates. As it is forward looking, the FLUP does not restate existing land uses or conform to the current zoning law.

The purpose of the Future Land Use Plan is to provide guidance for potential changes to the zoning law, if necessary, to achieve the Town's goals associated with development, preservation, and community character goals.

Perinton's Future Land Use Plan, as described on the next page, shows an optimal vision for how land within the Town is recommended to be used in the next 10 to 15 years. However, it is expected that much of the Town's land use pattern will remain the same as Perinton is fairly built-out, with a well-established community character.

Perinton Square Mall on Route 31.

PERINTON'S FUTURE LAND USE PLAN

OVERVIEW

Perinton's Future Land Use Plan identifies "character areas" – or land use categories – each with distinct land use patterns and scales and characters of development. These character areas are described in brief at right and are explained in further detail with representative imagery on the following pages.

Desired future land use is generally consistent with the existing character seen in the Town today. In these areas, the future land use plan promotes the preservation and strengthening of that existing character. In other areas, where modest changes are recommended, the future land use plan acts as a guide for revising zoning regulations and implementing complementary placemaking strategies.

Since the character areas are established to guide future regulatory changes as appropriate over the next ten years, they do not conform to parcel lines or rights-of-way. When a prospective land use lies on the border of two different character areas, Town planners should consider land use design elements to transition between the two areas.

In addition to the land use character areas, a Erie Canal Scenic and Cultural Conservation Corridor has been proposed. This area is intended to encourage added consideration regarding development and vegetation clearing to protect natural and historic resources in proximity to the Erie Canal through the Town.

Suburban Residential
Primarily single-family homes on small lots in traditional neighborhoods.

Low Density Residential and Agriculture
Single-family homes on large lots in more rural settings, in addition to farmland, parks and open spaces, other agricultural uses, and care of animals.

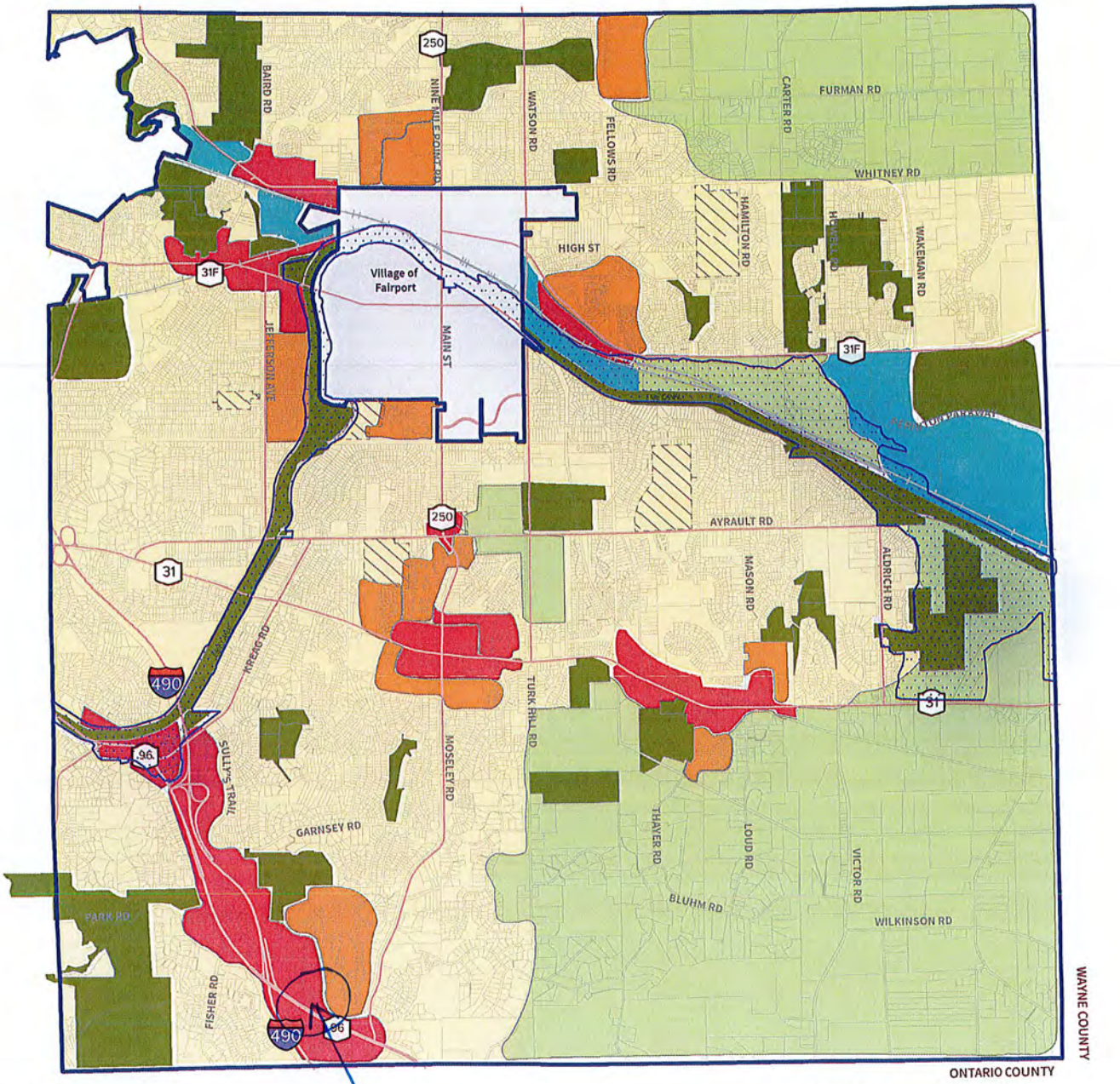
Medium Density Residential
Apartment communities, townhomes, and other multi-family residential developments.

Mixed-Use Area
A mix of retail spaces, offices, higher-density residential units, pocket parks, and other uses concentrated in a relatively small area to promote walkability.

Light Industrial
Small-scale factories, research labs, offices, and other facilities with appropriate buffering and noise and odor standards.

Erie Canal Scenic and Cultural Conservation Corridor
Protection of the existing natural and historic resources to conserve the cultural integrity and scenic views provided by the Erie Canal.

FUTURE LAND USE PLAN



CHARACTER AREAS

- Suburban Residential
- Low Density Residential + Agriculture
- Medium Density Residential
- Mixed-Use Area
- Light Industrial
- Erie Canal Scenic + Cultural Conservation Corridor

REFERENCE LAYERS

- Parks + Public/Private Open Space
- Fairport Central School District

CHARACTER AREAS

SUBURBAN RESIDENTIAL

Perinton is one of the early second ring suburb towns of the Greater Rochester region. Early residential subdivisions such as Forest Hills and the Jefferson Avenue corridor established the Town's growing popularity as a great place to live with access to services and employment centers within a "15-minute drive". Over time, suburban residential development accelerated, quickly becoming the dominant land use and character area in the Town.

The Suburban Residential Character Area is the largest land use in Perinton. Much of this area is well established and includes single-family detached dwelling units. Future development should consist of infill development or small-scale subdivisions. Therefore, development and redevelopment should be done in a manner consistent with or complementary to the scale and character of the existing surrounding residential neighborhoods. Residential uses encouraged within this district include single-family and two-family dwellings; however, depending on the design, small-scale multi-family units may be appropriate. Special consideration for the provision of housing to meet the needs of first-time home buyers and seniors looking to downsize should be given by the Town.

Mixing of land uses such as the allowance of conversions of residential properties to small offices, retail uses, restaurants and other higher intensity uses should be avoided. The provision of small pocket parks and open spaces within existing residential neighborhoods or future developments is considered appropriate and desirable. Additionally, enhancing access to safe and accessible pedestrian and bicycle facilities in these areas is consistent with the character of Perinton and is intended to contribute to a high quality of life for residents. Consideration should also be given to improvements to enhance connectivity to parks, trails and areas of commerce and employment.

The suburban neighborhoods around Turk Hill Road.

CHARACTER AREAS

SUBURBAN RESIDENTIAL

Single-family home on Hanford Way.

The Vineyard Hill neighborhood off Garnsey Road.

The Hickory Ridge neighborhood off Route 31

The Forest Hills neighborhood off Fairport Road.

Single-family homes off Ayrault near Fairport High School.

The Eagle Vale neighborhood off Route 250

CHARACTER AREAS

LOW DENSITY RESIDENTIAL + AGRICULTURE

The Town of Perinton's unique, glacially sculpted landscape results in areas where the conservation of open landscapes should be an essential consideration for future development. The Low Density Residential and Agriculture Character Area is primarily found in the southeast and northeast quadrants of the Town. This area is intended to maintain a predominantly rural residential and agricultural in character. The Town should encourage and support agricultural enterprises with large lot residential uses allowed when developed in a manner that is sensitive to the rural character, natural features, and existing farmlands.

Development that negatively impacts active agricultural parcels or natural resources should be avoided. Appropriate land uses within this character area include farming operations; parks; outdoor recreation facilities; farm support businesses; care for animals; and large-lot residential. Creative residential development utilizing cluster development strategies may be appropriate and are encouraged in this character area.

Renewable energy generation, such as solar farms, are growing in popularity throughout New York. While the Town supports small scale solar development for on-site residential and agricultural electricity needs, it does not envision large scale solar farms designed to provide power for off-site uses in this area; however, the incorporation of renewable energy installations in future developments is encouraged.

Large-lot, single-family homes and an agricultural plot on Huber Road.

CHARACTER AREAS

LOW DENSITY RESIDENTIAL + AGRICULTURE

Furman Heights.

Ryan Road.

Bluhm Road.

Chase Farms Market on Pannell Road.

Natural area along Wilkinson Road.

The Diehl Equine Training and Rehabilitation Center at Lollypop Farm

CHARACTER AREAS

MEDIUM DENSITY RESIDENTIAL

Over the past twenty years, the Town of Perinton has experienced an increase demand for multi-family and higher density residential development. This was driven by several market forces including the increasing cost of land, a growing need for affordable family and senior housing options, the impacts of the Great Recession (2007 - 2009) on access to mortgages and consumer desire for lower maintenance living. The scale and character of this development style lends itself well to bordering commercial areas, enhancing opportunities for non-motorized access to services, commerce, and employment. Future development should consist of well-designed, walkable apartment communities, patio homes and townhomes within close proximity to services. The provision of on-site parks, open spaces, recreational resources is encouraged.

Creekstone in Egypt.

Stonebrook Townhomes and Cottages in Egypt.

The Glen at Perinton Hills features extensive sidewalks to accommodate pedestrians in Perinton's key commercial area along Route 31.

CHARACTER AREAS

LIGHT INDUSTRIAL

Industrial uses often come with a negative connotation, conjuring images of smoke stacks, water pollution, noise and blighted properties. However, modern industrial uses may include uses such as research labs and clean manufacturing facilities. Industrial uses play an important part in the stability of Perinton's employment base and typically require less services as compared to taxes required.

Existing industrial land uses in the Town are concentrated along the Erie Canal and 31F corridor. Proper buffering, with enhanced landscaping, between industrial development and surrounding land uses should be addressed and incorporated into future development plans. Ensuring performance standards are codified to define acceptable noise, odors, vibration, hours of operation and general design standards will further result in improved compatibility. This character area envisions product assembly, repair, fabrication, enclosed storage, offices, research and development facilities, and agricultural support businesses as appropriate uses.

Bosch in Perinton Industrial Park.

Self-storage on O'Connor Road

Nifty Bar on Whitney Road West.

CHARACTER AREAS

MIXED-USE

Mixed-use districts can be highly variable in both land use and scale. The Village of Fairport and Town of Perinton reflects a traditional, mixed use town center incorporating residential, commercial, industrial and open space at a scale defined around the pedestrian user. The mixed-use area at the intersection of State Routes 250 and 31 is less dense and more auto-dominated in scale and use. Both types of mixed-use are important to the Town, allowing for development that meets the needs of residents as well as the region.

The Town seeks to integrate compatible and complementary uses, focusing on scale and design to establish the desired sense of place and purpose. Mixed-use development is designated in areas where infrastructure and utilities are present to allow for higher density and more intensive land uses. These locations are considered prime opportunities for infill and conversion development while encouraging a balanced approach to safe multi-modal accessibility. Common land uses may include commercial retail, hospitality, residential, office and other employment centers. This designation is meant to encourage creative development proposals that embrace good design, quality materials and flexibility while maintaining the character of the Town. As shown on the Future Land Use Plan, these areas already have some mixing of uses or are bounded by areas of with higher intensity uses.

Whitney Town Center mixed-use development on Whitney Road.

CHARACTER AREAS

MIXED-USE

The Glen mixed-use development at Perinton Hills Plaza.

Cottage-style retail in Bushnell's Basin.

Mixed-use character appropriate for Bushnell's Basin or Hamlet of Egypt.

Sterling on Main in the Village of Fairport.

West Avenue in the Village of Fairport

Park Point mixed-use student housing and commercial space at RIT.

CHARACTER AREAS

ERIE CANAL SCENIC AND CULTURAL CONSERVATION CORRIDOR

The Erie Canal was a key contributor to the Town's establishment as a transportation and industrial hub in the 1800s. Today, this feature has transformed into a cultural resource of the Town, supporting a wide range of recreational activities and tourism opportunities, contributing to the integrity and health of wildlife and natural systems, and providing unmatched scenic viewing locations. The maintenance and safe guarding of this resource is seen as a critical element of the Town's future and sustainability.

Town officials and residents identified the need to protect the integrity of the Erie Canal as a primary resource; therefore, the Town seeks to establish an **Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC)** as an overlay component of the Future Land Use Plan. This overlay acts as the basis for future actions and policies to protect this critical resource. The overlay generally extends a distance of 200 feet from both sides of the Canal to protect key natural and cultural resources, including mature trees and vegetation, historic landmarks, New York State wetlands, endangered and threatened species, recreational park spaces, public access points, trails, and scenic views along the Erie Canal. All private and public actions in the ECSCCC should receive a higher level of review and public engagement due to the critical importance of this area to the community.

ERIE CANAL RESOURCES WITHIN THE ECSCCC

Historic + Cultural Resources

- Bushnell's Basin Historic District
- Richardson's Tavern

Natural Resources

- Existing Mature Trees + Vegetation
- Water Quality
- Wetlands
- Flood Zones
- Endangered and Threatened Species

Recreational Resources

- Kreag Road Park
- Perinton Park
- Erie Canalway Trail
- Crescent Trail
- Ayrault Road Boat Launch
- Bushnell's Basin Boat Docks

Scenic Views

- Major Roadways and Bridges
- Parks and Open Spaces
- Trails

*A detailed description of resources within the Erie Canal Scenic and Cultural Conservation Corridor is provided in the Appendix.

CHARACTER AREAS

ERIE CANAL SCENIC AND CULTURAL CONSERVATION CORRIDOR

View of Erie Canal from Perinton Park.

Erie Canal Boat Docks at Ayrault Road.

Public Docking Facilities at Bushnell's Basin.

Erie Canal Views at Bushnell's Basin.

CHARACTER AREAS

ERIE CANAL SCENIC AND CULTURAL CONSERVATION CORRIDOR RECOMMENDATIONS

Since the Erie Canal is a recreational, economic, and cultural resource in the Town, Perinton should explore opportunities to protect and conserve its viability. The recommendations proposed for the Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC) are intended to assist the Town in implementing procedures to preserve and enhance the integrity of the Erie Canal, including:

NYS EARTHEN EMBANKMENT INTEGRITY PROGRAM (EEIP)

The NYS EEIP describes the methods the Canal Corporation will use to manage and maintain earthen embankments along the Erie Canal system through the state. As part of the program, a guide book will be developed to set forth protocols for safety, inspection, maintenance and rationale for potential tree removal. The Guidebook will also include opportunities to consider alternatives to tree clearing in areas used for recreation, parks, municipal, residential and commercial areas.

1. Existing trees and vegetation along the Erie Canal should be maintained and left in place, to the greatest extent practicable. All activities within the Erie Canal embankment should consult the New York State Canal Corporation Earthen Embankment Integrity Program (EEIP) for guidance on vegetation planting and removal.
2. The Town should consider implementing a tree inventory requirement and/or a visual impact assessment as part of future development applications in the ECSCCC.
3. The Town should consider implementing Clearing Guidelines in the ECSCCC to inform selective clearing and replacement strategies for vegetation.
4. The Town should ensure all work that involves earth disturbance in proximity to the Erie Canal does not significantly impact potential erosion of the existing embankment. The Town should continue to enforce the NYS DEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges for actions within the ECSCCC.
5. The Town should maintain partnerships with entities and organizations, such as the Village of Fairport and New York Canal Corporation to regularly communicate on maintenance and development activities in proximity to the Canal.
6. The Town should explore the adoption of the ECSCCC as an Overlay District in the Town Code. This overlay should include the extent of the ECSCCC as shown in the Future Land Use Plan. The purpose of the overlay would be to maintain the health and integrity of the Erie Canal, including scenic views, vegetation, wildlife habitats, historic and cultural resources, and natural features.
7. The Town and Village of Fairport should consider applying to complete a New York State Local Waterfront Revitalization Program (LWRP) for the lands adjacent to the Erie Canal. The LWRP provides municipalities funding to develop land and water use plans, as well as regulatory policies to protect critical waterbodies, enhance recreational opportunities and activity nodes, and support tourism and economic development.
8. The Town should consider establishing a committee to organize community-based activities related to the health and integrity of the Erie Canal. Volunteer activities could include environmental clean-ups, and historic research and advocacy of the Erie Canal, among others.

CHARACTER AREAS

RECOMMENDED PLANT SPECIES IN THE ERIE CANAL SCENIC AND CULTURAL CONSERVATION CORRIDOR

It is the Town of Perinton's goal to protect and maintain the existing scenic and historic character that exists along the Erie Canal and within the ECSCCC. While the planting of woody trees and shrubs within the Erie Canal embankment is not permitted by the NYS Canal Corporation, the ECSCCC also encompasses portions of public and private lands in proximity to the Canal. The following list of plants is a sampling of appropriate trees and shrubs on public and private lands (not owned by the NYS Canal Corporation) along the Erie Canal to complement the existing vegetation and protect scenic views. Selection of trees and shrubs are not limited to this list; however, all plant material shall be native / non-invasive species.

Trees

- Red Maple (Acer Rubrum)
- River Birch (Betula Nigra)
- Thornless Honeylocust (Gleditsia Triacanthos 'Inermis')
- White Oak (Quercus Alba)
- Eastern White Pine (Pinus Strobu)

Ornamental Trees

- Eastern Redbud (Cercis Canadensis)
- Flowering Dogwood (Cornus Florida)

Shrubs

- Gray Dogwood (Cornus Racemosa)
- Red Dogwood (Cornus Sericea)
- Witch Hazel (Hamamelis Virginiana)
- Staghorn Sumac (Rhus Typhina 'Tiger Eyes')

Thornless Honeylocust (Gleditsia Triacanthos 'Inermis')

Flowering Dogwood (Cornus Florida)

Witch Hazel (Hamamelis Virginiana)

Merit

•

PDD Criteria

1. Permit development of land for specialized purposes

2. Suitability of land shall be guided by the comprehensive plan
   - -Comp plan Mixed-use area

3. Preservation of the natural features of the site
   - -Site is previously cleared for industrial use, no further disruption

4. Reduce improvement costs through more efficient use of infrastructure
   - -Utilities are in place and have capacity
   - - Significant increase in tax revenue to Perinton

Next Steps

- Planning Board
  - – Site plan & SEQR
- Conservation Board
  - SEQR
- Town Board
  - SEQR