BME ASSOCIATES
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS

November 20, 2024

Planning Board
Town of Perinton
1350 Turk Hill Road
Fairport, NY 14450

Re: Three90 Woodcliff Place **2837**
Response to Town DPW and PCB Comments

Dear Board Members:

On behalf of the applicant/owner, Woodmark Associates LLC, we have reviewed the Engineering and Planning comments relative to the Planning Board meeting scheduled for Wednesday, November 20, 2024, for the above-referenced project. We also received the Conservation Board's comment letter, dated November 18, 2024. We provide the following responses for the Planning Board's consideration.

Engineering and Planning Comments, letter dated November 15, 2024

Engineering Comments:

1. This project was issued a SEQR negative declaration by the Town Board on September 25, 2024.

   Acknowledged.

2. A sidewalk contribution in the amount of $22,522.71 was received for Woodcliff Sections VI and VII on May 1, 2001. As such, no further contribution will be required for this property.

   Acknowledged.

3. DPW recommends the project provide pedestrian connectivity to Woodcliff Drive. Contact Town Engineer to coordinate possible options to accomplish this.

   We have discussed with the Town Engineer the possibility of providing a sidewalk along the access drive along the north of 370 Woodcliff within the shared access easement, but it was determined it would not be feasible due to the proximity of the existing trees, light poles, grades, and retaining wall. A sidewalk cannot be physically constructed within this easement along this drive. However, the applicant will provide a pedestrian walkway along the driveway with striping and signage so that pedestrians from the proposed project will be able to walk along this private drive out to Woodcliff Drive. They will also have direct access on-site from the property to the Crescent Trail which provides pedestrian access throughout Woodcliff, including to Woodcliff Drive.

4. The applicant shall provide a Letter of Credit (LOC) prior to receiving Town signatures on the site plans and commencing construction. Coordinate with the Town Engineer what items need to be included in the LOC estimate.

   Acknowledged. An engineer's estimate will be provided for the Town Engineer's review in order to establish the letter of credit amount for this project. We will coordinate ahead of time for the necessary items to be included in the estimate.

5. Applicant shall file the proposed sidewalk easement along New York State Route 96 property with County Clerk. Coordinate with Town Engineer and Town Attorney for appropriate language for easement document.

   We are proposing the 10' wide sidewalk easement along the NYS Route 96 right-of-way to the Town of Perinton, as shown on the Site Plan (SWE-1). Legal descriptions will be prepared and submitted for the Town's review, along with coordinating for the appropriate easement language, prior to being filed.

6. The bottom of Stormtech chamber is proposed to be installed approximately 10' below existing ground elevation. Provide DPW with test pit and infiltration test data at the proposed bottom of chamber elevation to confirm the soil will behave as assumed in the SWPPP water quality computations.

   The volumes provided for quantity controls of the stormwater facility did not take into account infiltration. The drainage calculations show that the design storms are contained in the volume of the chambers. The stone base under the chambers is intended to infiltrate the volume within the stone voids. Initial geotechnical information showed positive infiltration in the soils in the approximate area and depth of the chambers. Applicant will review the soils information with the Town Engineer prior to obtaining plan signatures.

7. A plan showing relocation of the existing cooling tower shall receive administrative site plan approval prior to securing signatures on the 390 Woodcliff plans.

   The applicant will work with the owner of 370 Woodcliff to relocate the existing cooling tower and understands that such relocation will require administrative site plan approval. Applicant requests that the administrative site plan approval be obtained prior to conducting the relocation rather than prior to signatures on the 390 Woodcliff plans. The building is currently on the 390 Woodcliff property with no easements and will be the responsibility of the owner at 370 to either remove, or relocate the cooling building/ equipment from the 390 site. Any site plan requirements for 370 Woodcliff would also be the responsibility of the owner of that property along with the design or redesign of the building equipment for the existing building.

8. Provide a typical retaining wall detail with maximum wall height labeled and timber railing connection. Add a note to coordinate installation of railing with retaining wall geogrid reinforcement (if required based on wall type) per manufacturers recommendation.

   The proposed retaining walls are proposed to be precast concrete Redi-Rock retaining walls. The site plans will be revised to include typical details for the preliminary design of the three wall areas. The details will note that the final design for construction drawings will need to be completed, and shop drawings submitted to the DPW for review prior to the start of construction. This would typically be completed by the structural engineer or manufacturer at the time of the completion of the building permit plans for construction.

9. A stormwater maintenance agreement will be required for this project. Contact the Town Engineer for information on the format and required inspection checklist.

   Applicant will contact the Town Engineer for executing the required stormwater maintenance agreement.

10. On the Existing Conditions Plan, a storm clean out is labeled "to be removed" near building 400. DPW reviewed this feature in the field and it appears to be an observation well of some type (e.g. groundwater monitoring). Due to the wet silty clay soils observed in the vicinity of this observation well, DPW recommends a test pit be conducted and soil evaluated to understand any

water concerns or soil condition issues that may need to be addressed during mass grading and utility installation.

All previous geotechnical study, test pits & borings, and subsequent earth moving operations did not reveal any issues of concern regarding subsurface water conditions. Review of the current site condition by the geotechnical engineer did not identify any surface conditions (i.e. slope erosion) indicating changes to the soil conditions on-site. We will review the soils information with the Town Engineer prior to obtaining plan signatures.

11. Show and label the 8" sanitary sewer main and manholes located along the north property line of 390 Woodcliff Drive. DPW would like to work with the applicant to improve access to this sanitary sewer. Contact Town Engineer to discuss.

    The existing sanitary main information along the north property line will be shown on the revised plans along with the easement areas. Access to the existing easement over the sanitary sewer is provided with points of connection where the easement extends into both the 390 Woodcliff property and also within the neighboring 370 Woodcliff property, and overlaps the proposed trail connection access easement. We will continue to review with the Town Engineer.

12. On the Profile Sheet, add a note that states all pipes located in fill areas shall be installed on select material compacted to 95% modified proctor density.

    The above note will be added to the Profile sheet. Additionally, Grading Note #7 references the compaction of the fill material also.

13. The landscape plan currently shows three deciduous trees proposed to be planted on the west side of Building 100. DPW would like the applicant to consider installing evergreen trees on the east side of this building (at the same offset as the west side plantings) to mitigate vegetation cleared on the hillside. It may be possible to create a level planting area on top of the proposed retaining wall for these evergreen trees.

    We will revise the Landscape Plan to include the use of evergreen trees in lieu of the deciduous trees. We will review the possibility of additional trees in the location near the retaining wall along the north side of building 100. The location of additional trees in this location will need to be coordinated with the retaining wall location and existing storm sewer easement along the north side of the retaining wall. We will look to add additional evergreens where feasible or replace the deciduous trees with evergreens near that location.

14. The NYSDOT requested in their August 19, 2024 letter that the existing stone driveway and culvert pipe to the east of the permanent driveway should be removed, and that Two Way Left Turn Lane Markings on Route 96 shall be installed on the approaches to the new driveway (265' intervals). These NYSDOT improvements shall be shown on the plans submitted for approval and a NYSDOT highway work permit shall be secured to perform this work within the ROW as appropriate.

    Acknowledged. We will revise the site plans to note the work required in the NYS Rt 96 right-of-way, including the removal of the gravel driveway and storm pipe and additional turn lane markings. The site plans will reference the separate NYSDOT permit plans for the work within the right-of-way.

<u>Planning Comments:</u>

1. This applicant is proposing a Planned Development District (PDD)-zoned project: development of a 9.4-acre parcel located at 390 Woodcliff Drive into a four-building, 178-unit apartment

complex. The property previously had been approved for a three-story, 120,000-sf office building in 2017.

No response required.

2. There is a housing shortage in Perinton. According to the most recent American Community Survey 5-year Estimates Data Profiles (United States Census Bureau):

    a. Perinton's overall residential unit vacancy rate is 3 percent (97 percent occupied), which includes detached single family, attached single family, semi-detached single family, and multi-family units. The American Planning Association suggests that a 95 percent occupancy rate (or 5 percent vacancy rate) represents a healthy balance for a municipality. If the vacancy rate is lower than 5 percent, there is more demand than supply, causing housing and rental prices to be artificially high, and hurting affordability, particularly for young families.

    b. The lack of available inventory has caused residential values to surge during the last 10 years. Home values have increased 42 percent from $189,000 to $268,000. Median apartment rental costs have increased 30 percent from $920 to $1,195 per month.

    c. The owner-occupied vacancy rate is 0.2 percent (99.8 percent occupied), and the rental occupied vacancy rate is 4.6 percent (95.4 percent occupied).

    d. The Perinton 35-to-44 population, now considered prime home-buying age, has grown nearly 10 percent during the last 10 years-the largest growth of any segment of the population under 65. The combination of high occupancy and increased adult population has kept housing costs artificially high (demand outstripping supply), which largely makes Perinton housing options unaffordable for people beginning their adult lives.

    e. Children and grandchildren of current residents may not be able to afford to live in the community in which they grew up.

    No response required.

3. The Comprehensive Plan's Future Land Use map identifies this area as appropriate for mixed use development featuring "higher density residential units," given the following:

    a. Proximity to four-lane highway
    b. Presence of utilities
    c. Accessibility to NY 490 and the NYS Thruway
    d. Continual decline in office space demand will necessitate the repurposing and redevelopment of buildings along the NY 96 corridor.

    No response required.

4. Multi-family housing is the most energy efficient and environmentally sustainable form of residential housing, according to a 2011 study from the U.S. Environmental Protection Agency.

    No response required.

5. The Comprehensive Plan supports the proposed project:

    a. Encourage the development of a range of housing types enhancing access and choice to support a diverse and inclusive population.

i. ...a mix of housing types, models and densities; housing options for seniors; affordable and inclusive housing opportunities.

b. Encourage development in mixed-use areas to improve walkable access to services and commerce.
   i. ...a greater mix of uses, such as commercial and residential development, in areas depicted in the Future Land Use Plan.

   ii. …underutilized buildings and sites for redevelopment.

No response required.

6. The application is within the 95 percent confidence interval range of the parking requirement for the Institute of Transportation Engineers (ITE) 6th Generation Parking Generation Manual for multi-family housing, 2+ bedroom, mid-rise complex. The applicant is proposing to land-bank 18 of 229 total parking spaces.

   We acknowledge the Planning comments provided above. No further response is required.

Conservation Board Comments, letter Dated November 18, 2024

In addition to the comments above, provided in the DPW's memo to the Planning Board, we provide the responses below to comments provided by the Conservation Board in the letter dated November 18, 2024. These comments were also discussed at the Conservation Board's November 12th meeting.

1. PCB supports and recommends providing pedestrian connectivity from the site to Woodcliff Drive. Applicant should consider using the corridor west of proposed building 300 and proceed along the southern portion of the parking lot of 370 Woodcliff Drive. Connectivity will support direct pedestrian access to Woodcliff Drive, the golf course, hotel, office buildings and Willow Brook office park to the south. Applicant will need to seek permission from the owner of 370 Woodcliff for this sidewalk connection when they coordinate with them to relocate the cooling tower as part of the project.

   Please refer to the similar comment above from the DPW letter (comment #2).

2. PCB supports the maximum intended heights of retaining walls (~ 6-feet). PCB notes that if one or two additional courses were added, a flat area could be made to accommodate evergreen tree plantings (see, No. 4, below).

   Acknowledged. The retaining wall heights will be reviewed with the Landscape Plan revisions, noted in the DPW's comment response above (#13), for the intent of adding some additional evergreen trees where possible.

3. The applicant confirmed that the site can accommodate school buses, fire and emergency support vehicles. PCB encouraged the Applicant to verify that articulated truck traffic (i.e. large moving vans) can be accommodated as well.

   Enclosed are two additional truck turning movement exhibits showing that access can be provided through the site for a school bus and for a WB-40 truck. This is in addition to the fire truck movement exhibit provided in the Engineer's Report. The Victor School District has also been contacted and they acknowledged their ability to serve the site and their intent to enter the site for pick-up and drop-off.

4. PCB strongly encourages the placement of a large number of plantings (evergreen species of at least 8-feet) along the northern boundary, adjacent to the proposed Crescent Trail access area.

Taller plantings will help enhance the screening of nearby neighbor site line views of the development.

Please refer to the response to DPW's similar comment above (#13).

5. PCB encourages the Applicant to engage with Crescent Trail Association representatives regarding the final design of the proposed access area and determine if any trail access signage from Rt. 96 and within the facility would be beneficial.

   The Applicant has reached out to the Crescent Trail organization for the proposed signage or trail markings at the location proposed for Crescent Trail parking. The proposed location of the signage is shown on the Site plan. The Applicant will continue to work with the Crescent Trail organization to finalize the details of the signage. Site Note 11 notes that any proposed signage will require a separate signage application to the Town for review and approval.

6. PCB supports the Applicant performing additional field evaluation of the soils beneath the proposed stormchambers to confirm their ability to meet water quality requirements of the Stormwater Management Plan (SMP). The PCB is satisfied with the peak flow attenuation and erosion and sediment control components of the SMP.

   Please refer to the response to DPW's similar comment above (#10). Soils information will be reviewed with the Town Engineer.

Revised plans will be submitted under separate cover for review. If you have any additional comments or require any additional information, please contact our office.

Sincerely,
BME Associates

Michael Bogojevski

Michael Bogojevski, P.E.

/MCB

Encl.

c: C. DiMarzo; Woodmark Associates
C. Nadler, Esq.; Woodmark Associates

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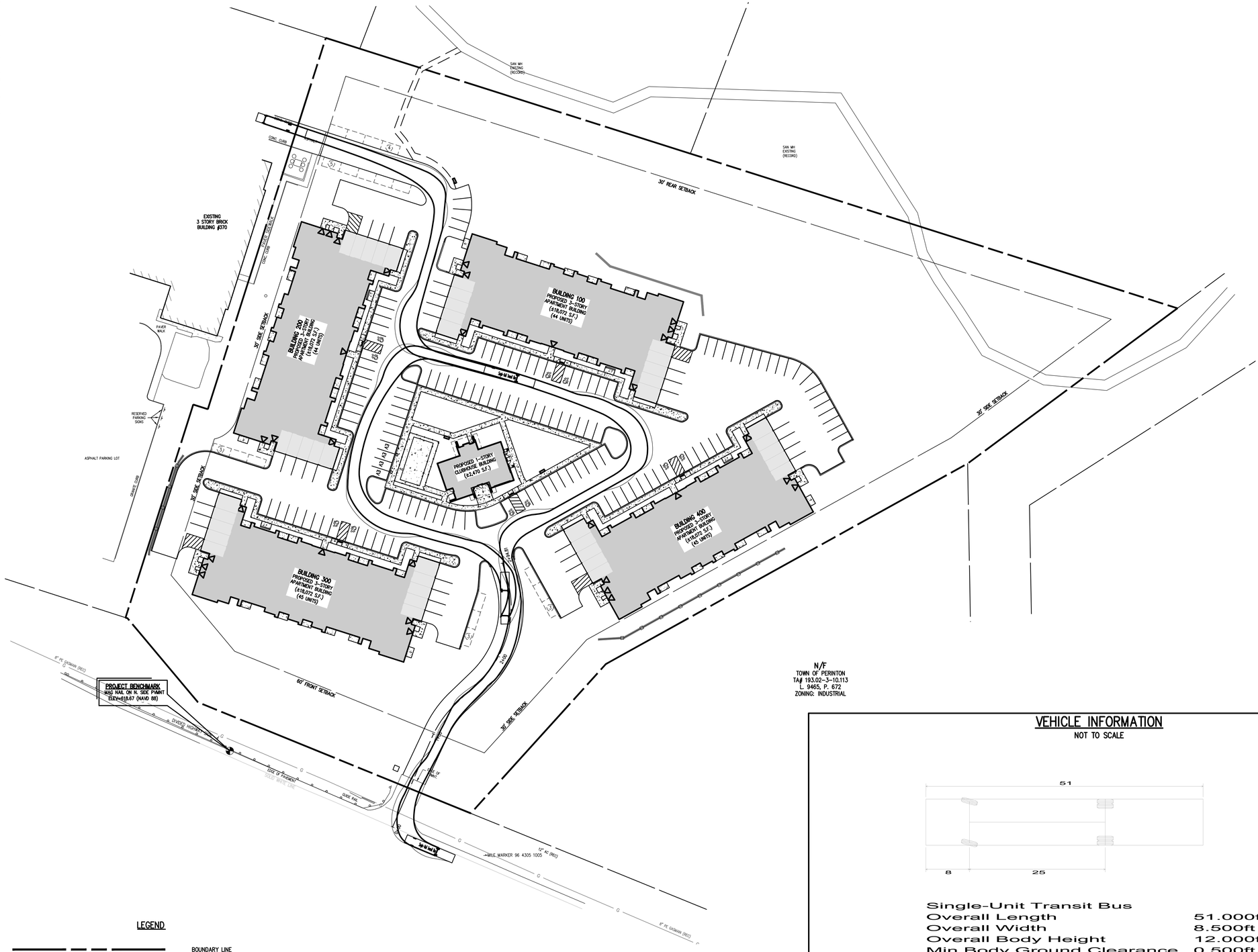
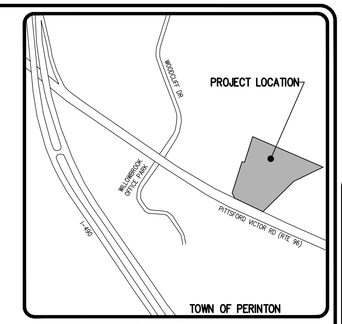


LOCATION MAP
NOT TO SCALE



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."

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REVISIONS

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

LEGEND

- BOUNDARY LINE
- PROPOSED LOT LINE
- CENTERLINE
- SETBACK LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPERTY MARKER FOUND
- CONCRETE HIGHWAY MONUMENT FOUND
- WOOD FENCE POST FOUND

VEHICLE INFORMATION
NOT TO SCALE

Single-Unit Transit Bus	
Overall Length	51.000ft
Overall Width	8.500ft
Overall Body Height	12.000ft
Min Body Ground Clearance	0.500ft
Track Width	8.500ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	41.700ft

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

PHELPS & GORHAM PURCHASE, TOWNSHIP 12, RANGE R, TOWN LOT 49, TAX MAP NUMBER 193.02-3-10.112

PROJECT: THREE90 WOODCLIFF PLACE
LOCATION: TOWN OF PERINTON, MONROE COUNTY, NEW YORK STATE
CLIENT: WOODMARK ASSOCIATES, LLC
301 EXCHANGE BOULEVARD, SUITE 200
ROCHESTER, NEW YORK 14608
DRAWING TITLE: PRELIMINARY/FINAL
TRANSIT BUS EXHIBIT

PROJECT MANAGER	
P. VARS/M. BOGOJEVSKI	
PROJECT ENGINEER	
R. SPURR	
DRAWN BY	
D. TURNER	
SCALE	DATE ISSUED
1" = 40'	JUNE 14, 2024
PROJECT NO.	
2837	
DRAWING NO.	
EXHIBIT 4	

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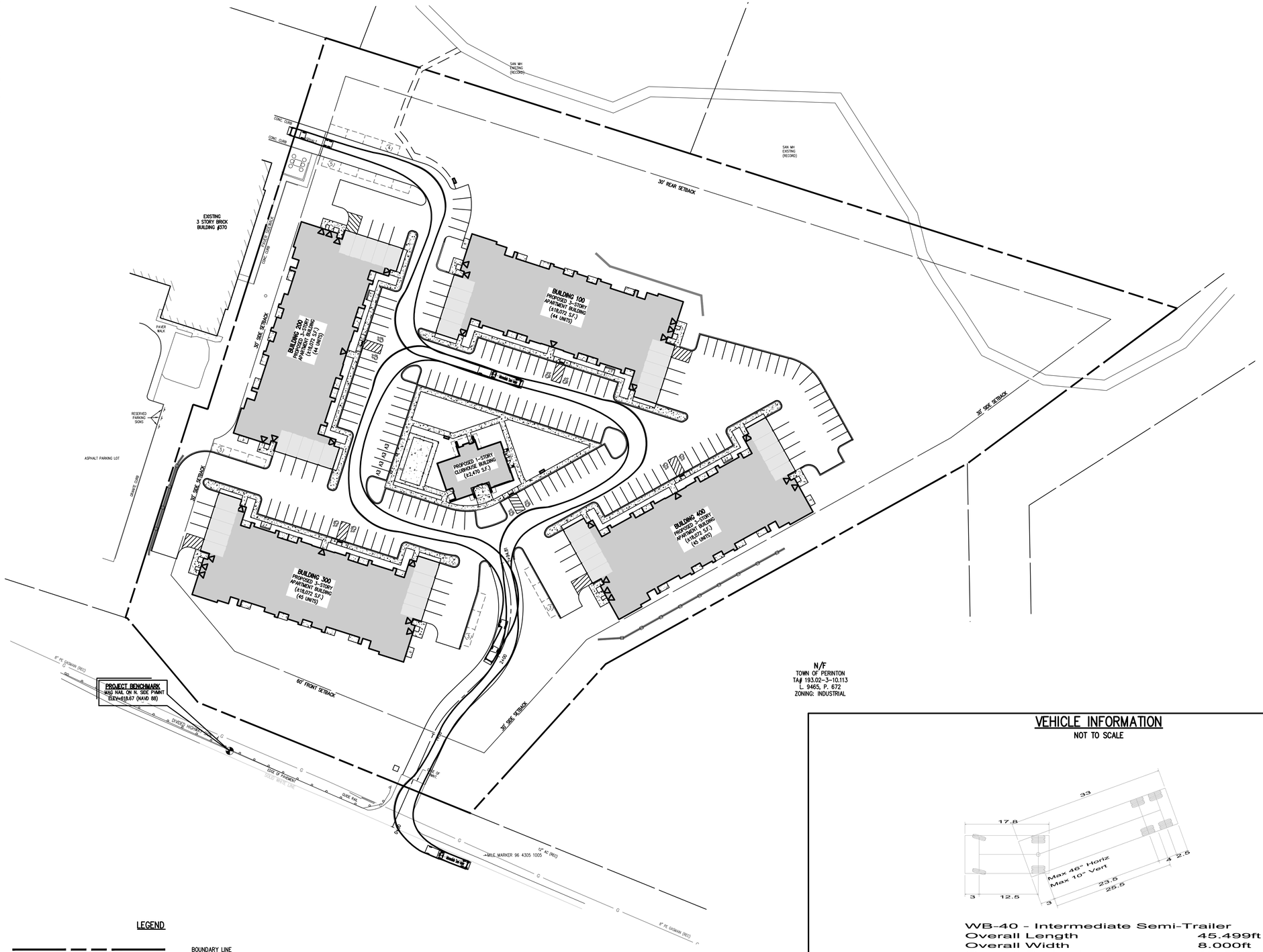

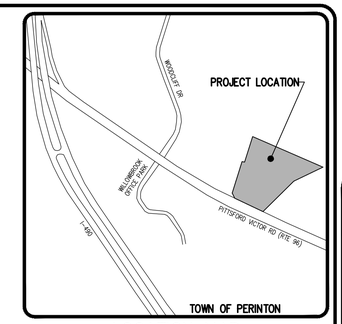

LOCATION MAP
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7			BY
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BME ASSOCIATES
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS
10 LIFT BRIDGE LANE EAST
FAIRPORT, NEW YORK 14450
PHONE 585-377-7360
FAX 585-377-7309
WWW.BMEPC.COM

PROJECT: THREE90 WOODCLIFF PLACE
LOCATION: TOWN OF PERINTON, MONROE COUNTY, NEW YORK STATE
CLIENT: WOODMARK ASSOCIATES, LLC
301 EXCHANGE BOULEVARD, SUITE 200
ROCHESTER, NEW YORK 14608
DRAWING TITLE: PRELIMINARY/FINAL
WB-40 INTERMEDIATE
SEMI-TRAILER EXHIBIT

PROJECT MANAGER	
P. VARS/M. BOGOJEVSKI	
PROJECT ENGINEER	
R. SPURR	
DRAWN BY	
M SERENI	
SCALE	DATE ISSUED
1" = 40'	NOVEMBER 18, 2024
PROJECT NO.	
2837	
DRAWING NO.	
EXHIBIT 6	

PHELPS & GORHAM PURCHASE, TOWNSHIP 12, RANGE R, TOWN LOT 49, TAX MAP NUMBER 193.02-3-10.112

LEGEND

- BOUNDARY LINE
- PROPOSED LOT LINE
- CENTERLINE
- SETBACK LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPERTY MARKER FOUND
- CONCRETE HIGHWAY MONUMENT FOUND
- WOOD FENCE POST FOUND

VEHICLE INFORMATION
NOT TO SCALE

WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources