



a town for a lifetime
IRONDEQUOIT *New York*

REGULAR TOWN BOARD MEETING
AUGUST 18, 2020
7:00 PM

08-17-2020

PLEDGE OF ALLEGIANCE

ROLL CALL

SUPERVISOR'S REMARKS & ANNOUNCEMENTS

PUBLIC INPUT

FINANCIAL REPORT

APPROVAL OF MINUTES

July 14, 2020 Workshop Meeting

July 21, 2020 Regular Town Board Meeting

PUBLIC HEARINGS

8PH2020-1 On the Matter of Adopting a Local Law to Amend Chapter 180, Article IV
7:35 PM of the Town Code of Irondequoit Relating to the Standards for Connecting
to the Public Sewer

8PH-1A Resolution Adopting a Local Law Standardizing New Grinder Pumps for
Residents to Connect to the Sanitary Sewer

8PH2020-2 On the Matter of Granting a Special Use Permit for 1233 & 1267
7:36 PM E. Ridge Road in a M-Manufacturing District

8PH-2A Resolution Approving a Special Use Permit for 1233 & 1267 E. Ridge
Road in a M-Manufacturing District

ITEMS FOR BOARD ACTION

Appointments

8A2020-3 Resolution Approving the Appointment of a Fire Marshal in the
Community Development Department

8A2020-4 Resolution Approving the Appointment of a School Traffic Guard in the
Irondequoit Police Department

8A2020-5 Resolution Authorizing the Appointment of an Alternate Member to the
Town Zoning Board of Appeals

8A2020-6 Resolution Authorizing the Provisional Appointment of an Assistant Fire
Marshal

8A2020-7 Resolution Approving the Appointment of Police Captain in the Irondequoit Police Department

8A2020-8 Resolution Approving the Appointment of Police Captain in the Irondequoit Police Department

Community Development

8A2020-9 Resolution Calling for a Public Hearing on the Matter of Granting a Special Use Permit for 1115 E. Ridge Road in a M-Manufacturing District

8A2020-10 Resolution Calling for a Public Hearing on the Matter of Rezoning a Portion of 2590 Culver Road from R-1 Residential to C-Business District

8A2020-11 Resolution Calling for a Public Hearing on the Matter of Rezoning a Portion of 2590 Culver Road from R-1 Residential to R-5 Residential

8A2020-12 Resolution Declaring the Town Board's Intent to Serve as Lead Agency Regarding State Environmental Quality Review (SEQR)

Comptroller

8A2020-13 Resolution Authorizing the Renewal of an Agreement with Harper Danesh LLC to Perform Actuarial Analyses of the Cost of Other (Non-Pension) Post Employment Benefits of Town Employees as Required by the Government Accounting Standards Board Pronouncement No. 75

Police

8A2020-14 Resolution Authorizing Chief of Police to Enter into a Memorandum of Understanding with GRANET

8A2020-15 Resolution Entering into an Intermunicipal Agreement with the City of Rochester for a New Delta Sonic Location

Public Works

8A2020-16 Resolution Declaring Certain Items as Surplus Equipment

8A2020-17 Resolution Renewing an Agreement for the Grinding of Wood Waste

8A2020-18 Resolution Authorizing the Award of Bid for REDi Pump Station Improvements

Supervisor

8A2020-19 Resolution Authorizing the Supervisor to Enter into a Payment in Lieu of Taxes Agreement for Irondequoit Senior Housing Development Fund Corp. and Irondequoit Senior Living LLC

Town Clerk

8A2020-20 Resolution Approving the Special Event License for YellowJacket Racing/Fleet Feet's Rochester Marathon (Full and Half) and Relay

NEXT WORKSHOP MEETING--TUESDAY, SEPTEMBER 8, 2020 @ 4:00 PM
NEXT REGULAR TOWN BOARD MEETING--TUESDAY, SEPTEMBER 15, 2020 @ 7:00 PM

EXPENSES	Fund	Original Budget	Amended Budget	Cumulative, Year to Month End			Percent of Year Elapsed	Percent of Budget Spent & Enc'brd
				Expended	Encumb'd	Available Balance		
001 General (includes cemetery)		21,718,772	22,008,101	10,996,439	1,203,015	9,808,647	58.3%	55.4%
percent of amended budget				50.0%	5.5%	44.6%		
005 Library		2,704,039	2,711,153	1,488,590	13,464	1,209,098	58.3%	55.4%
percent of amended budget				54.9%	0.5%	44.6%		
021 Highway # 1, Road Impvts.		3,232,915	3,253,640	1,172,455	1,093,066	988,119	58.3%	69.6%
percent of amended budget				36.0%	33.6%	30.4%		
023 Highway # 3, Equipment Maint.		1,124,154	1,124,154	505,246	260,852	358,056	58.3%	68.1%
percent of amended budget				44.9%	23.2%	31.9%		
024 Highway # 4, ROW / Winter		1,077,653	1,079,153	602,426	76,448	400,279	58.3%	62.9%
percent of amended budget				55.8%	7.1%	37.1%		
031 Consolidated San. Sewer Dist.		4,132,254	4,196,041	2,278,789	124,453	1,792,798	58.3%	57.3%
percent of amended budget				54.3%	3.0%	42.7%		
038 Stormwater Drainage Dist.		839,493	1,252,944	709,445	52,247	491,253	58.3%	60.8%
percent of amended budget				56.6%	4.2%	39.2%		
039 Rock Beach San. Sewer Dist.		9,094	9,094	672	0	8,422	58.3%	7.4%
percent of amended budget				7.4%	0.0%	92.6%		
040 Orland Road San. Sewer Dist.		15,985	15,985	1,992	0	13,993	58.3%	12.5%
percent of amended budget				12.5%	0.0%	87.5%		
051 Sea Breeze Water District		1,074,113	1,074,113	497,859	0	576,254	58.3%	46.4%
percent of amended budget				46.4%	0.0%	53.6%		
071 - 098 Lighting Districts		162,250	162,250	75,772	86,478	0	58.3%	100.0%
percent of amended budget				46.7%	53.3%	0.0%		
TOTAL		36,090,722	36,886,628	18,329,686	2,910,023	15,646,919	58.3%	57.6%
				21,239,709				
Percent of Amended Budget Spent				49.7%				
Percent of Amended Budget Encumbered				7.9%				
Total Percent Spent & Encumbered							57.6%	

Tax Levy Sensitive	29,857,533	30,176,201	14,765,157	2,646,845	12,764,199	58.3%	57.7%
Total Spent + Encumbered		17,412,002	48.9%	8.8%	42.3%		57.7%

REVENUES	Original Budget	Amended Budget	Cumulative Receipts Through This Month	Balance to be Received	Percent of Real Estate Tax	Percent of Year Elapsed	Percent of Revenue Received
001 General:							
Real Estate Tax (001-1001)	11,185,756	11,185,756	11,185,756	0	63.9%		100.0%
Payment In Lieu of Tax (001-1081)	257,779	257,779	295,665	22,114			91.4%
Sales Tax (001-1120)	5,180,640	5,180,640	833,444	4,347,196			16.1%
Mortgage Tax (001-3005)	815,000	815,000	249,488	565,512			30.6%
Per Capita State Aid (001-3001)	613,283	613,283	0	613,283			0.0%
Interest Earnings (001-2401)	25,000	25,000	30,227	-5,227			120.9%
Franchise Cable TV (001-1170)	750,000	750,000	-3,721	753,721			-0.5%
Recreation Program Fees (001-2001)	330,000	330,000	143,660	186,340			43.5%
Cemetery Revenues (001-2190/2665)	133,000	133,000	54,695	78,305			41.1%
Fines & Bail Forfeitures (001-2610)	247,500	247,500	74,060	173,440			29.9%
Other Sources of Revenue	1,990,814	2,015,814	1,194,064	821,750			59.2%
Appropriated Fund Balance	190,000	190,000	190,000	0			
Total, Revenue & Fund Balance	21,718,772	21,743,772	14,187,337	7,556,435		58.3%	65.2%

Fund	Original Budget	Amended Budget	Cumulative Receipts as of This Month	Balance to be Received	Percent of Real Estate Tax	Percent of Year Elapsed	Percent of Revenue Received
005 Library							
Real Estate Tax	2,507,625	2,507,625	2,507,625	0	14.3%		100.0%
Other Sources of Revenue	196,414	196,414	79,746	116,668			40.6%
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	2,704,039	2,704,039	2,587,371	116,668		58.3%	95.7%
021, 023, 024 Highway Funds							
Real Estate Tax	3,812,038	3,812,038	3,812,038	0	21.8%		100.0%
All Other Sources	1,622,684	1,622,684	597,995	1,024,689			36.9%
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	5,434,722	5,434,722	4,410,033	1,024,689		58.3%	81.1%
031 Consolidated San. Sewer District							
Sewer Service Charges	4,012,722	4,012,722	4,012,722	0			100.0%
Other Sources of Revenue	119,532	119,532	103,629	15,903			86.7%
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	4,132,254	4,132,254	4,116,351	15,903		58.3%	99.6%
038 Stormwater Drainage District							
District Service Charges	836,493	836,493	836,493	0			100.0%
Other Sources of Revenue	3,000	3,000	12,446	-9,446			414.9%
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	839,493	839,493	848,939	-9,446		58.3%	101.1%
039 Rock Beach San. Sewer District							
District Capital Charges	9,094	9,094	9,094	0			100.0%
Other Sources of Revenue	0	0	6	-6			#DIV/0!
Total Revenue	9,094	9,094	9,100	-6		58.3%	100.1%
040 Orland Road San. Sewer District							
District Capital Charges	15,985	15,985	15,985	0			100.0%
Other Sources of Revenue	0	0	30	-30			#DIV/0!
Total Revenue	15,985	15,985	16,015	-30		58.3%	100.2%
051 Sea Breeze Water District							
District Real Estate Tax	0	0	0	0			#DIV/0!
Other Sources of Revenue	1,074,113	1,074,113	553,039.99	521,073			51.5%
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	1,074,113	1,074,113	553,040	521,073		58.3%	51.5%
071 - 098 Lighting Districts							
District Real Estate Tax	162,250	162,250	162,250	0			100.0%
Other Sources of Revenue	0	0	212	-212			
Appropriated Fund Balance	0	0	0	0			
Total, Revenue & Fund Balance	162,250	162,250	162,462	-212		58.3%	100.1%
Summary of Revenues and Appropriated Fund Balances							
Real Estate Tax	17,505,419	17,505,419	17,505,419	0	100.0%		100.0%
Special District Real Estate Tax	162,250	162,250	162,250	0			100.0%
Sanitary Sewer Service Charges	4,037,801	4,037,801	4,037,801	0			100.0%
Stormwater District Service Charges	836,493	836,493	836,493	0			100.0%
Other Sources of Revenue	13,358,759	13,383,759	4,158,685	9,225,074			31.1%
TOTAL	35,900,722	35,925,722	26,700,648	9,225,074		58.3%	74.3%
Appropriated Fund Balance	190,000	190,000	190,000	0			100.0%
Grand Total, Revenues and Appropriated Fund Balance	36,090,722	36,115,722	26,890,648	9,225,074			74.5%

Town Board Meeting Notes

The financial results for the Town as of July 31, 2020: total expenses—actual as well as encumbered—are \$21,240k or 57.6% of budget which is slightly below the 58.3% of the year that has elapsed. The breakdown is: \$18,330k for actual expenses and \$2,910k for encumbrances. Encumbrances are 7.9%—departments are continuing to commit to services and supplies for the remainder of the year.

General Fund expenses are favorable to budget at 55.4% or \$12,199k. The split here is: actual expenditures - 10,996k encumbered expenses - \$ 1,203k. Contained within the General Fund encumbrances are: instalment debt for equipment leased by the Solid Waste, Tree Program and Parks departments; Information Technology projects and services; attorney fees; and other contracted expenses throughout the Town. Included also are the 2020 projected but unexpended energy costs of the general fund street lighting account.

Jointly, the highway funds' expenses are greater than the percent of the year that has elapsed at 68% or \$3,710k. These costs are typically driven by salt, gas, fuel, roadwork and paving services and materials such as oil and stoning and asphalt, as well as equipment parts. During July, Highway 1 realized sizable roadwork and paving expenditures as well as paving materials encumbrances.

Expenditures in the Library are 55.4% of budget at \$1,502k. Included in this amount is a bond payment of \$475k for principal and interest for the Consolidated Library.

Sewer Fund expenses of \$2,403k equate to 57.3% of budget.

Expenses in Stormwater Drainage total \$762k—60.8% of budget. Included in

Drainage is a \$386k expense for a vector truck. The Town was awarded a grant of \$281,500 to partially offset this expense.

We are underscoring again that the expenses excluding encumbrances for the Town as well as the three major funds are less than the percent of the year that had elapsed. 58.3% of the year has elapsed and the actual expenditures percentage (exclusive of encumbrances) for the Town is 49.7%; the General Fund is 50%; Sewer is 54.3%; and for the collective Highway funds—41.7%.

Revenue received in the General Fund is \$ 14,187k or 65.2% of budget. Real estate taxes are \$ 11,185k. Payments In Lieu Of Taxes are \$235k—91.4% of budget.

The 1st quarter Mortgage Tax of \$249k has been received—that revenue is at 30.6% of budget. Mortgage tax for the 2nd and 3rd quarters is expected in December.

2nd quarter estimates from Monroe County indicate receipts to be approximately \$217k (for a first half total of \$466k or 57% of budget).

Two months of Sales Tax of \$833k have been recorded; 2nd quarter sales tax is anticipated to be received in August, and 3rd quarter receipts in November.

Other Sources of Revenue are at 59.2% and includes a \$222k building permit receipt in July. Other major revenue items are expected later in the year include

Franchise fees, generally received in September, and AIM (Aid and Incentives for Municipalities) is expected in December.

Regarding the entire Town: \$26.9M or 74.5% of revenue and appropriated fund balance have been received to-date; approximately \$17.5M is real estate tax.

At the end of July, the Library had received \$2,587k or 95.7% of its budgeted revenue.

81.1% or \$4,410k is in for the Highway.

Sewer has received \$ 4,116k—99.6% of that fund's budget.

Stormwater Drainage has received \$849k—101.1% of Budget.

This concludes my financial report for the month of July 2020.

Workshop Meeting conducted via Zoom and streamed digitally in compliance with Gov. Cuomo’s directives re: safe distancing during COVID-19 medical crisis.

Workshop Meeting of the Town Board of the Town of Irondequoit, held via Zoom, on the 14th day of July 2020 at 4:00 P.M.:

PRESENT: David Seeley Supervisor
 Patrina Freeman
 John Perticone
 Kimie Romeo
 Peter Wehner Councilmembers
 Harter Secrest & Emery, LLP Attorney for the Town

Others in attendance included Chief of Police Alan Laird, Director of Community Development Kerry Ivers, Comptroller Diana Marsh, Director of Human Resources Jason Vinette, Commissioner of Public Works Robert Kiley, Deputy Commissioner of Public Works Erin Magee, Director of Recreation Katrina Hall, Assessor Amy Jorstad, Town Attorney Andrew Dean and Town Clerk Genier.

Supervisor Seeley called the meeting to order, Pledge was said, and Town Clerk Genier called Roll at 4:00 p.m.

STAFF SPOTLIGHT:

Supervisor Seeley recognized three Parks employees—Joseph Battaglia, Haley Knapp and Susan Donovan. These three individuals helped clean up the Bay Park Marina and beach and did a great job. Due to a vacancy in the Building Department, Ms. Donovan has been processing permits and she has been a tremendous help keeping everything running smoothly.

Approval of Minutes: Minutes from the following meetings to be approved: June 9, 2020 Workshop Meeting and June 16, 2020 Regular Town Board Meeting.

Financial Report: Comptroller Diana Marsh reviewed the Financial Report as of June 30, 2020. **Total expenses and encumbrances** were 48.1% of budget, slightly lower than the 50% of the year that has elapsed. Actual expenses were 40% of budget; encumbrances were 8.1% of budget. Encumbrances are typically high early in the year as departments continue to commit to services and supplies that will be needed during the year. Expenses in the General Fund are lower than the percentage of the year elapsed at 47.2%. Actual expenses were 41.7%; encumbrances were 5.5% of budget. Embedded in the General Fund encumbrances are installment debt for equipment leased by the Solid Waste and Tree Program, attorney fees and contracted expenses throughout the Town. Expenses in the Highway Funds are on par with the 50% of the year that has elapsed. The costs result from substantial expenses and encumbrances for salt, gas, fuel, paving services and materials, and equipment parts. Expenditures in the Library were 47.5% of budget. The Sewer Fund expenses were 49.6% of budget; expenses in Stormwater Drainage total 56.2% of budget. Actual expenses were 21.2% of budget, and encumbrances account for 35%. Included in the encumbered amount is a vactor truck costing approximately \$386,000 carried over from the prior year. A grant was awarded to the Town to partially offset this cost (\$281,500). **The General Fund revenue** received was 63.3% of budget. \$11.2M of real estate tax has been received, 100% of budget. \$235,665 of PILOT revenue has been received, 91.4% of budget.

Another \$25,000 is due in October and that will bring that line item to budget. Two months of Sales Tax of \$833,000 or 16.1%, and three months of mortgage tax equal to \$249,000 or 30.1% has been received during the month; no other significant revenue is due until later in the year. Regarding the entire Town, 72.4% of revenue and appropriated fund balance has been received to date. Approximately \$17.5M of the amount received is real estate tax and special district assessments. The Library has received 95.7% of its budgeted revenue; 100% of budgeted revenue is in for Highway Funds. The Sewer District has received 99.5% of that fund's budget and Stormwater Drainage is at 101% of its revenue budget. Comptroller Marsh presented the second quarter year-to-date summary and comparison to the prior six years. Regarding expenditures by Fund, the percent of total budget spent and encumbered is 48.1% which is lower than the prior six years. The General Fund revenues of 63.7% of budget is lower than the prior six years and the Town-wide revenue of 72.4% is also lower than the previous six years.

REVIEW OF AGENDA ITEMS FOR JULY 21, 2020 RTB MEETING:

Public Hearings: Three (3) Public Hearings (PH) will be held on July 21st beginning at 7:35 PM. The **first PH** is on the matter of granting a Special Use Permit (SUP) for 2012 E. Ridge Road in a C-Business District. The applicant wants to convert the first floor from retail space to a residential dwelling unit to create a multi-family structure which requires a SUP. The Planning Board has reviewed the application and is recommending issuance of the SUP. The **second PH** is on the matter of including 166 St. Joseph Street to the Consolidated Sewer District. This is a Type II action and no further review pursuant to NYS Environmental Quality Review Act is required. The **third PH** is on the matter of including 137 Seneca Park Avenue to the Consolidated Sewer District. This is a Type II action and no further review is required pursuant to the NYS Environmental Quality Review Act.

Appointments: Director of Human Resources Jason Vinette reviewed **seven (7)** resolutions. The **first three resolutions** approve the permanent appointments for part-time School Traffic Guards—Ron Johnson, Scott Sigel and Margaret K. Meisenzahl. He explained that if the schools are planning to open in the fall, the Town must be ready with crossing guards. Due to the retirement of several crossing guards, there are vacancies to fill. The **fourth** appointment is for a Deputy Court Clerk. Due to a retirement, there is an opening for this position. The position is classified as an Exempt position and no Civil Service Testing is required. The candidate is Tuong-Vi Toria Nguyen and Court Administrator David Marion is very pleased with her work and is anxious for her to begin. The **fifth** appointment approves the permanent appointment of a Police Captain. This resolution is up for discussion. The **sixth** appointment fills a vacancy on the Conservation Board. The candidate, Noelle W. Conderman, will serve a term expiring on December 31, 2021. She is a new Town resident and she is very anxious to serve on this Board. The **seventh** appointment fills a vacancy for a full-time Secretary to the Planning Board. Resolution was **TABLED**.

Community Development: Director of Community Development Kerry Ivers reviewed **one (1)** resolution calling for a Public Hearing on the matter of granting a Special Use Permit (SUP) for 1233 & 1267 E. Ridge Road in a M-Manufacturing District. The agent for this Project, BME Associates, is requesting a SUP to redevelop a single-use commercial building into a mixed-use commercial building located at 1233 & 1267 E. Ridge Road with related site improvements. A SUP is required if there is more than one commercial use on a parcel in a M-Manufacturing District. The PH will be held on August 18, 2020 at 7:35 PM.

Comptroller: Comptroller Diana Marsh reviewed **seven (7)** resolutions. The **first five resolutions** authorize Agreements with various organizations as approved through the Community Development Block Grant during August 1, 2020 through July 31, 2021. The five organizations are: **Catholic Family Center** for non-medical home support services to the elderly; **the Housing Council at Pathstone** for housing counseling services to low- and moderate-income residents; **Irondequoit Community Cupboard** to provide healthy food choices to low-income residents; **Lifespan of Greater Rochester, Inc.** for the “Home Safe Home for Seniors” Program of support services to the elderly; and **Lifespan of Greater Rochester, Inc.** for transportation services to the elderly. The **sixth** resolution authorizes the renewal of an Intermunicipal Agreement with Monroe County for the supply of electricity and natural gas to Town facilities. Monroe County manages an aggregation group to provide electricity and natural gas to local governments. The costs quoted by the Monroe County Energy Aggregation Group are lower or equal to costs from other suppliers. Comptroller Marsh noted that the current contract has expired, and this resolution would renew the contract for another five years. The **seventh** resolution authorizes the annual audit of the Town Courts. The Town, as a recipient of annual grant funding from the US government in excess of \$750,000, is required to have an annual audit performed by a Certified Public Accountant. The Town had an audit performed by The Bonadio Group to meet its requirement. The Examination of the Town Courts and a Summary of the Examination are filed with the NYS Office of Court Administration.

Police: Chief of Police Alan Laird reviewed **seven (7)** resolutions. The **first** resolution authorizes Julian’s Dry Cleaners to be the vendor for cleaning the Honor Guard uniforms. Verbal quotes were requested, and Julian’s was the vendor of choice. This contract will expire in 2022. Dry cleaning services will be approximately \$350 per year. The **second** resolution authorizes the purchase of a license plate reader and the associated appropriation transfer and amendment within the 2020 Police Department budget. Chief Laird stated that the NYS Division of Homeland Security and Emergency Services provided the Monroe County Sheriff’s Office with a grant and the Sheriff’s Office, in turn, gave the Irondequoit Police Department grant funding to be used for personnel overtime, fringe benefit costs and to purchase a license plate reader. \$12,338.40 was allocated for the purchase of a license plate reader and the quote to purchase the item is \$15,410.00. The Department will transfer \$3,071.60 from another budget line to make this purchase. The license plate reader will be valuable to the Department. The **third** resolution authorizes entering into an agreement with CARFAX for Police Program. This program allows investigators access to a motor vehicle’s history for investigative purposes. The **fourth** resolution approves payment for two completed courses taken by Sgt. Whitaker per the current contract. The courses were taken online through Utica College in Cybersecurity. The **fifth** resolution authorizes the purchase of one 2021 Ford Utility Police Interceptor all-wheel drive vehicle. The Town will purchase this vehicle through the Onondaga County contract awarded to Van Bortel Ford for a cost of \$36,886.55. This is a funded purchase. The **sixth** resolution authorizes the Police Department to enter into an agreement with the NYS Division of Criminal Justice Services (DCJS). The Town is able to enter into agreements with state agencies for services to access criminal history, wanted and/or missing person data. The **seventh** resolution authorizes attendance of Sgt. Andrew Whitaker, Investigator Bradley Lape and Officer Thomas Fitzak to a one-day Taser Instructor Re-Certification class offered by Axon International in Ontario County, NY on August 24th at an approximate cost of \$1,485.00.

Public Works: Commissioner of Public Works Robert Kiley reviewed **four (4)** resolutions. The **first** resolution authorizes the calling of a Public Hearing concerning adoption of a local law standardizing new grinder pumps by residents for connection to the sanitary sewer. Residents

who connect to the public sewer often must use a grinder pump to grind waste material before it enters the public sewer. The NYS Department of Environmental Conservation requires the Town to keep an inventory of replacement grinder pumps to serve as temporary backup pumps if a resident's grinder pump should fail. There are several different makes and models of grinder pumps available for purchase by consumers, but it would be inefficient and uneconomical for the Town to maintain a broad inventory of all makes and models. It is recommended that the Commissioner of Public Works be authorized to maintain a list of approved grinder pumps available upon request to any person and recommends further that Town residents be required to purchase a grinder pump from the Approved Grinder Pump List. This action requires passage of a local law. The **second** resolution is regarding the replacement of existing submersible Flygt pumps at the Point Pleasant Pump Station (PPPS) due to their lacking ability to handle the increased flow of water caused by the high-water levels of Lake Ontario. This project is part of the Lake Ontario Resiliency and Economic Development Initiative (REDI) and is a Type II action pursuant to SEQRA. The Town would like to obtain a permanent easement on the Common Elements of Point Pleasant Estates Condominium located on Point Pleasant Circle. The **third** resolution authorizes the Supervisor to enter into an Intermunicipal Agreement with the City of Rochester in order to improve portions of the Summerville area, including St. Paul Boulevard Summerville Wastewater Pump Station, the Coast Guard Station, the Sheriff's Marine Unit and a fishing access area. The City will bid and oversee the project on behalf of the Town and the Town will be required to make a 5% local cost match for all expenses related to the Town's portion of the project. The City will be the lead agency for the project for purposes of SEQRA. *Councilmember Romeo noted that this is an opportunity to talk about various municipalities working together on projects.* The **fourth** resolution authorizes the Supervisor to enter into an Agreement to provide mat rental and cleaning services for various Town facilities. The Town currently rents entryway mats to keep the areas safe and clean. The Town requested three quotes for this service and UniFirst Corporation was the lowest responsible quote received. This Agreement will begin on August 1, 2020 and terminate on August 1, 2023. This is a budgeted item. Commissioner Kiley added that the Town will be saving a good sum of money by using this new company.

Supervisor: Supervisor Seeley reviewed **one (1)** resolution approving the American Red Cross to hold a Blood Drive at the Irondequoit Town Hall. This event will be held on August 20th from 11 AM to 4:30 PM in the Town Hall Broderick Room.

ITEMS FOR BOARD ACTION

7WS2020-1 Resolution Authorizing the Supervisor to Enter into an Agreement for Special Inspections Related to the Irondequoit Community Center

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Romeo**, a resolution was adopted **approving the hiring of CME Associates, Inc. to provide special inspection services for the Irondequoit Community Center.**

Commissioner of Public Works Robert Kiley explained that it is necessary to procure special inspection services for the construction of the Irondequoit Community Center. The Town requested written quotes from three businesses and CME Associates, Inc. was selected as the most reasonable and responsible quote for these services. This is a budgeted item. The inspections are done on an as needed basis.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number: 2020-171

7WS2020-2 Resolution Authorizing the Appropriation of Funds to Pay the Cost of Preparing a General Map, Plan and Report for the Extension of the Consolidated Sewer District to Homes Along Bay Shore Boulevard

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing the Town to contract with Labella Associates to prepare a general map, plans and report regarding the District Extension, for an amount not to exceed \$7,000 and complying with Town Law Section 209-c.**

Commissioner of Public Works Robert Kiley explained that this resolution begins the multi-month process for thirty homes on Bay Shore Boulevard to connect to the Extended Consolidated Sewer District. These homes are currently in septic situations and are right on the water. In a high-water situation, the waste from these homes would go into the Bay. This resolution is subject to a Permissive Referendum; any member of the public can circulate a petition to object to this Extended District. At the Regular Town Board meeting in August, a Public Hearing will be called and will be held in September to allow the public to comment on this matter.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number: 2020-172

7WS2020-3 Resolution Approving the Temporary Appointment of a Part-Time Light Laborer in the Building Maintenance Department

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, a resolution was adopted **authorizing the temporary rehiring of Cross Bauer as a part-time Light Laborer.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number: 2020-173

7WS2020-4 Resolution Approving the Temporary Appointment of a Part-Time Light Laborer in the Building Maintenance Department

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the temporary rehiring of Joseph L. Capuano as a part-time Light Laborer.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number: 2020-174

7WS2020-5 Resolution Approving the Temporary Appointment of a Part-Time Light Laborer in the Building Maintenance Department

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the temporary rehiring of Justin P. Bouvy as a part-time Light Laborer.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number: 2020-175***7WS2020-6 Resolution Approving the Permanent Appointment of a Part-Time Light Laborer in the Building Maintenance Department**

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, a resolution was adopted **authorizing the permanent rehiring of Joseph N. Stio as a part-time Light Laborer.**

Director of Human Resources Jason Vinette added that these four workers are already on the job and they have all passed their background checks. There was a discussion on the issue of diversity within the Town staff. Director Vinette stated that there are positions open and the Town welcomes receiving applications from anyone who might be interested in working for the Town. The Town depends on networking, publicizing openings on social media and in the local newspaper.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number: 2020-176***ROCHESTER ACCESSIBLE ADVENTURES PRESENTATION**

Anita O'Brien, Executive Director of Rochester Accessible Adventures, gave a brief overview of the work that has been done in conjunction with Irondequoit Recreation to ensure that all people can participate in the programs outlined in the Activity Guide. The Town recently renewed the contract with Rochester Accessible Adventures Program. RAA works with businesses to see what programs are in place and, if needed, modify existing programs to eliminate barriers so everyone can enjoy them. Training has been given to the staff, including training in physical and social inclusion. Ms. O'Brien is working with Director of Recreation Katrina Hall to assess the new Irondequoit Community Center at the former Irondequoit Mall. They will be looking at areas of space, parking, doors and the ease of access for individuals to the Center. The staff from the Recreation Department is looking at programs offered and recommending modifications that need to be made. It was suggested that the staff look at these programs for the long-term—5 to 10 years down the road. After the assessments and recommendations have been made, the next step would be outreach to the community. Share with the community all that has been done to make programming available for everyone.

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Perticone**, pursuant to Public Officers Law § 105, an Executive Session was called at 5:50 p.m. to discuss matters leading to the employment of a particular individual.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

.....
EXECUTIVE SESSION
.....

On a motion made by Councilmember **Wehner**, seconded by Councilmember **Perticone**, the Executive Session was adjourned at 8:03 p.m. and the Workshop Meeting was reconvened

UPON VOTING

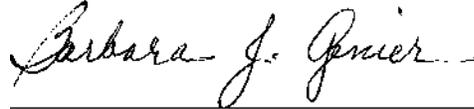
MOTION WAS UNANIMOUSLY APPROVED

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Wehner**, the Workshop Meeting was adjourned at 8:03 p.m.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Respectfully submitted,



Barbara Genier, Town Clerk

Regular Town Board Meeting of the Town Board of the Town of Irondequoit held via Zoom on the 21st day of July 2020 at 7:00 P.M. due to public gathering restrictions and Executive Orders in place because of COVID-19.

PRESENT: David Seeley Town Supervisor
 Patrina Freeman
 John Peticone
 Kimie Romeo
 Peter Wehner Councilmembers
 Harter Secrest & Emery LLP Attorney for the Town

Others in attendance via Zoom Webinar included Chief of Police Alan Laird, Court Administrator David Marion, Commissioner of Public Works Robert Kiley, Deputy of Public Works Erin Magee, Director of Community Development Kerry Ivers, Director of Human Resources Jason Vinette, Comptroller Diana Marsh, Attorney for the Town Andrew Dean and Town Clerk Genier.

SUPERVISOR'S REMARKS AND ANNOUNCEMENTS:

*Supervisor Seeley announced that there would be three Public Hearings held tonight, beginning at 7:35 PM, along with thirty agenda items. *Supervisor Seeley thanked the staff members for their team effort in helping to provide food to over 1,000 families. The food drive was held at Skyview on the Ridge and sponsored by the American Dairy Association. There will be an ongoing food distribution held next Tuesday, July 28th at the Public Works building, located at 2629 E. Ridge Road. The drive will run from 1 to 3 PM. If interested, pre-registration is required. Please call 2-1-1 or text 898-211 to register. *Supervisor Seeley said there was a celebration held on Tuesday, July 14th where the Board members presented a Proclamation making an anti-racism statement. Councilmember Freeman was responsible for drafting much of the Proclamation. The Board pledged to take steps to combat racism and look for ways to make the Town government more diverse.

PUBLIC INPUT: Supervisor Seeley noted that he did not receive any emails directed to supervisor.org from individuals wishing to share comments at Public Input.

FINANCIAL REPORT: Comptroller Diana Marsh reviewed the Financial Report as of June 30, 2020. **Total expenses and encumbrances** were 48.1% of budget, slightly lower than the percentage of year elapsed of 50%. Actual expenses were 40% of budget; encumbrances were 8.1% of budget. Encumbrances are typically high early in the year as departments establish and commit to commodities, services and supplies that will be needed during the year. Expenses in the General Fund were at 47.2% of budget. Actual expenditures were 41.7% of budget; encumbrances were 5.5% of budget. Embedded in the General Fund encumbrances are installment debt for equipment leased by the Solid Waste and Parks, attorney fees, and contracted expenses throughout the Town. Expenses in the Highway Funds were at 50%, on par with the year that has elapsed. Expenditures in the Library were at 47.5%. The Sewer Fund expenses were at 49.6% of budget; expenses in Stormwater Drainage total 56.2% of budget. Actual expenses were 21.2% of budget, and encumbrances account for 35%, which includes a vactor truck costing approximately \$386,000, 30.8% of budget, carried over from the prior year. A grant was awarded to the Town to partially offset this cost (\$281,500). **The General Fund revenue** received was 63.3% of budget. \$11.2M of real estate tax has been received, 100% of budget. 91.4% of PILOT revenue has been received; another \$25,000 is due in October and that will bring the line item to budget. Two months of Sales Tax totaling \$833,000 was received during the month and three months of Mortgage Tax was received, 30.1% of budget. Other major revenue sources, such as Franchise Cable fees and Per Capita State Aid are due later in the year. Regarding the entire Town, 72.4% of revenue and appropriated fund balance has been received to date. Approximately \$17.5M of the amount received is real estate tax and special district assessments. The Library has received 95.7% of its revenue budget; 80.2% of budgeted revenue is in for Highway Funds. The Sewer District has received 99.5% of that fund's budget; and Stormwater Drainage is at 101% of its revenue budget.

Comptroller Marsh reviewed the second quarter year-to-date summary and comparison to the prior six years. Regarding expenditures by Fund, the percentage of total budget spent and encumbered was 48.1%, which is lower than the prior six years. Revenue for the General Fund was 63.7%, which is lower than the previous six years. Revenue from Other Funds was 72.4%, also lower than the previous six years. Comptroller Marsh added that various Town revenues have decreased since 2019 as a result of the COVID-19 pandemic. Recreation and senior program fees have decreased, as well as court fines, property tax interest, property maintenance and Library fines. *Supervisor Seeley added that the Town is tracking Sales Tax*

revenue. April and May were difficult months but June was on par with last year. Mortgage Tax is favorable to budget at this time.

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, the financial report was accepted.

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

APPROVAL OF MINUTES:

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, the minutes from the **June 9, 2020 Workshop Meeting** were approved.

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Perticone**, the minutes from the **June 16, 2020 Regular Town Board Meeting** were approved.

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

ITEMS FOR BOARD ACTION:

7A2020-4 RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A PART-TIME SCHOOL TRAFFIC GUARD IN THE IRONDEQUOIT POLICE DEPARTMENT

On a motion made by Councilmember **Wehner**, seconded by Councilmember **Perticone**, a resolution was adopted **approving the appointment of Ronald Johnson as a part-time School Traffic Guard.**

Chief of Police Alan Laird explained that there were several retirements in the past few years creating vacancies in that unit. These three appointments will fill those vacancies.

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-177

7A2020-5 RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A PART-TIME SCHOOL TRAFFIC GUARD IN THE IRONDEQUOIT POLICE DEPARTMENT

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the appointment of Scott Sigel as a part-time School Traffic Guard.**

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-178

7A2020-6 RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A PART-TIME SCHOOL TRAFFIC GUARD IN THE IRONDEQUOIT POLICE DEPARTMENT

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the appointment of Margaret K. Meisenzahl as a part-time School Traffic Guard.**

UPON VOTING MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-179

7A2020-7 RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A DEPUTY COURT CLERK

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the appointment of Tuong-ViToria Nguyen as Deputy Court Clerk.**

Director of Human Resources Jason Vinette explained that there is a vacancy due to a retirement in the Court. This is a funded position and it is Exempt from Civil Service. Court Administrator David Marion added that Ms. Nguyen interned with the Courts for several months in late 2018 and early 2019. She did an exceptional job. She has now completed her degree from the University of Buffalo. Ms. Nguyen is a life-time resident of Irondequoit and she will make a great addition to the staff.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-180

7A2020-8 RESOLUTION FILLING A CONSERVATION BOARD VACANCY

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the appointment of Noelle W. Conderman as a member to the Conservation Board with a term expiring on December 31, 2021.**

Director of Community Development Kerry Ivers explained that Ms. Conderman is a Town resident and recent graduate with a degree in the field of Environmental Sciences.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-181

7A2020-9 RESOLUTION APPROVING THE APPOINTMENT OF A SECRETARY TO THE PLANNING BOARD

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing the hiring of Susan Donovan as a full-time Secretary to the Planning Board.**

Director of Human Resources Jason Vinette explained that a vacancy exists for an Office Clerk in the Building Department. Susan Donovan, from the Recreation Department, offered to work in the Building Department temporarily until the position was filled. Director of Community Development Kerry Ivers stated that when Ms. Donovan stepped in to help, she did such an outstanding job that they offered her the permanent full-time Building Clerk position. Ms. Donovan is Exempt from Civil Service and will not need to take the Civil Service test.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-182

7A2020-10 RESOLUTION CALLING FOR A PUBLIC HEARING ON THE MATTER OF GRANTING A SPECIAL USE PERMIT FOR 1233 & 1267 E. RIDGE ROAD IN A MANUFACTURING DISTRICT

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, a resolution was adopted **calling for a Public Hearing on this matter to be held on August 18, 2020.**

Director of Community Development Kerry Ivers explained that this Special Use Permit is for a project to redevelop 1233 and 1267 E. Ridge Road. The applicant is looking to combine the two parcels and redevelop the single-use commercial building into a mixed-use commercial building. The Ridge Rattan building would be demolished and a new free-standing building would be constructed. Director Ivers stated that the project is subject to site plan approval and will go before the Planning Board next month. A parking variance will also be required. This redevelopment is for the vacant Rite Aid building on Portland and Ridge. As requested by the applicant, no tenants were announced for this project. Councilmember Romeo added that she was glad to see one of the curb cuts go away which will help with access management..

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-183

7A2020-11 RESOLUTION AUTHORIZING AN AGREEMENT WITH THE CATHOLIC FAMILY CENTER FOR NON-MEDICAL HOME SUPPORT SERVICES TO THE ELDERLY AS APPROVED THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT DURING AUGUST 1, 2020 THROUGH JULY 31, 2021

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Romeo**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with the Catholic Family Center for non-medical home support services to elderly residents of Irondequoit with funding in the amount of \$26,100 available in the Community Development Block Grant.**

Supervisor Seeley noted that the next five resolutions all have to do with grants awarded through the Community Block Grant Program. All agreements are for needed services in Irondequoit.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-184

7A2020-12 RESOLUTION AUTHORIZING AN AGREEMENT WITH THE HOUSING COUNCIL AT PATHSTONE FOR HOUSING COUNSELING SERVICES TO LOW- AND MODERATE-INCOME RESIDENTS AS APPROVED THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT DURING AUGUST 1, 2020 THROUGH JULY 31, 2021

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Romeo**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with the Housing Council at PathStone for services pertaining to housing and home ownership to low- and moderate-income residents of Irondequoit with funding in the amount of \$26,000 available in the Community Development Block Grant.**

Supervisor Seeley noted that this service helps residents going through the first stages of foreclosure. He added that the Town will keep an eye on this program and try to secure additional funding for these services.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-185

7A2020-13 RESOLUTION AUTHORIZING AN AGREEMENT WITH THE IRONDEQUOIT COMMUNITY CUPBOARD TO PROVIDE HEALTHY FOOD CHOICES TO LOW-INCOME RESIDENTS AS APPROVED THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT DURING AUGUST 1, 2020 THROUGH JULY 31, 2021

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with the Irondequoit Community Cupboard to provide healthy food choices to low-income residents with funding in the amount of \$22,000 available in the Community Development Block Grant.**

Supervisor Seeley noted that the Irondequoit Community Cupboard provides a host of services to residents. This particular service supports the weekend backpack program for students.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-186

7A2020-14 RESOLUTION AUTHORIZING AN AGREEMENT WITH LIFESPAN OF GREATER ROCHESTER, INC. FOR THE "HOME SAFE HOME FOR SENIORS" PROGRAM OF SUPPORT SERVICES TO THE ELDERLY AS APPROVED THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT DURING AUGUST 1, 2020 THROUGH JULY 31, 2021

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with Lifespan of Greater Rochester, Inc. for non-medical home support services to elderly residents of**

Irondequoit with funding in the amount of \$15,000 available in the Community Development Block Grant.

Supervisor Seeley noted that this service provides modifications to homes so the seniors can stay in their homes.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-187

7A2020-15 RESOLUTION AUTHORIZING AN AGREEMENT WITH LIFESPAN OF GREATER ROCHESTER, INC. FOR TRANSPORTATION SERVICES TO THE ELDERLY AS APPROVED THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT DURING AUGUST 1, 2020 THROUGH JULY 31, 2021

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with Lifespan of Greater Rochester, Inc. for transportation services to elderly residents of Irondequoit with funding in the amount of \$12,500 available in the Community Development Block Grant.**

Supervisor Seeley noted that this service is still being provided but the need for these services has decreased due to COVID-19. Hopefully, this program can be revamped and will allow seniors to be more independent.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-188

7A2020-16 RESOLUTION AUTHORIZING THE RENEWAL OF AN INTERMUNICIPAL AGREEMENT WITH MONROE COUNTY FOR THE SUPPLY OF ELECTRICITY AND NATURAL GAS TO TOWN FACILITIES

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing Supervisor to renew the Intermunicipal Agreement with Monroe County for the supply of electricity and natural gas to Town facilities for the time period September 1, 2020 to August 31, 2025.**

Comptroller Diana Marsh stated that this is the second renewal with the Energy Aggregation Group.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-189

7A2020-17 RESOLUTION AUTHORIZING THE ANNUAL AUDIT OF THE TOWN COURTS

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **affirming that the annual audit performed by The Bonadio Group includes an examination of the Town Court and a separate document summarizing the examination of the Town Courts, a copy of which shall be filed with the NYS Office of Court Administration.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-190

7A2020-18 RESOLUTION APPROVING DRY-CLEANING SERVICES WITH JULIAN'S DRY CLEANERS

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing Julian's Dry Cleaners to be the vendor of choice for the cleaning of the honor guard uniforms pursuant to Section 3.7 of the current contract between the Town of Irondequoit and the Nightstick Club P.B.A.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-191***7A2020-19 RESOLUTION AUTHORIZING THE PURCHASE OF A LICENSE PLATE READER AND THE ASSOCIATED APPROPRIATION TRANSFER AND AMENDMENT WITHIN THE 2020 POLICE DEPARTMENT BUDGET**

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the transfer of \$3,071.60 from the Police Fuel Budget to Police Miscellaneous Equipment Budget for the purchase of a License Plate Reader and allocating \$15,410 to purchase the License Plate Reader from Vigilant Solutions.**

Chief Alan Laird explained that this purchase is possible through the monies provided by the Department of Homeland Security. There will be no financial impact to the Town.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-192***7A2020-20 RESOLUTION ENTERING INTO AN AGREEMENT WITH CARFAX FOR POLICE PROGRAM**

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the Chief of Police to execute any and all documents necessary to enter into the CARFAX for Police Program as approved by the Town Attorney.**

Chief of Police Alan Laird explained that this is an online program through CARFAX's website where the Department can get information to assist in investigations regarding criminal activity.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-193***7A2020-21 RESOLUTION AUTHORIZING THE APPROVAL FOR EDUCATIONAL EXPENSES**

On a motion made by Councilmember **Wehner**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing reimbursement to Sgt. Andrew Whitaker for the satisfactory completion of courses for the 2020 Spring Session in Utica College's online Cybersecurity BS Degree Program in the amount of \$2,223.52, pursuant to the current contract between the Town and the Nighstick Club P.B.A., Article 15, Section I, ratified on March 13, 2020.**

Chief of Police Alan Laird explained that this is a negotiated item for Sgt. Whitaker who successfully completed two courses online and will be reimbursed up to 80% pursuant to the current contract.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-194***7A2020-22 RESOLUTION AUTHORIZING THE PURCHASE OF ONE FORD UTILITY POLICE INTERCEPTOR ALL WHEEL DRIVE VEHICLE**

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the purchase of one new 2021 Ford Utility Police Interceptor All Wheel Drive vehicle from Van Bortel Ford in the amount of \$36,886.55.**

Chief of Police Alan Laird explained that this is a budgeted item for a replacement vehicle for one that was involved in a motor vehicle accident and was unrepairable.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-195

7A2020-23 RESOLUTION AUTHORIZING THE CHIEF OF POLICE TO ENTER INTO AN AGREEMENT WITH THE NYS DIVISION OF CRIMINAL JUSTICE SERVICES

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Perticone**, a resolution was adopted **authorizing the Police Chief to enter into an agreement with the NYS Division of Criminal Justice Services regarding access to criminal history, wanted, and/or missing persons information and to enter into any extensions thereof.**

Chief of Police Alan Laird explained that the Department has had an ongoing agreement with DCJS regarding access to criminal history information.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-196

7A2020-24 RESOLUTION AUTHORIZING ATTENDANCE TO TASER INSTRUCTOR RE-CERTIFICATION COURSE

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing Sgt. Andrew Whitaker, Investigator Bradley Lape and Officer Thomas Fitzak to attend the one-day Taser Instructor Re-Certification class to be held at Axon, International in Ontario County, NY on August 24, 2020 at an approximate cost of \$1,485.**

Chief of Police Alan Laird explained that this will allow the attending officers to provide instruction to all the Taser Certified Officers within the Department.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-197

7A2020-25 RESOLUTION AUTHORIZING THE SUPERVISOR TO EXECUTE A CONTRACT FOR LEGAL SERVICES RELATED TO COMPLIANCE WITH CHAPTER 96 OF 2020

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, a resolution was adopted **authorizing the Supervisor to enter into contract with Coughlin & Gerhart, LLP for legal services related to compliance with Chapter 96 of 2020.**

Supervisor Seeley explained that a recent State law made significant changes in regards to what types of employee records are to be confidential, specifically those of law enforcement personnel. Many of those records that were once confidential are now non-confidential and subject to a Freedom of Information Law request. The Town is looking to procure services from a firm that specializes in FOILs with regard to this matter. A Request for Proposals was sent out to three firms and Coughlin & Gerhart, LLP was selected. It is the Board's intent to recommend a Town contract with Coughlin & Gerhart, LLP to assist the Town in complying with Chapter 96 of 2020. This Contract will expire on December 31, 2020. The Town can renew it after the expiration date.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-198

PUBLIC HEARINGS

**7PH2020-1 ON THE MATTER OF GRANTING A SPECIAL USE PERMIT
7:35 PM FOR 2012 E. RIDGE ROAD IN A C-BUSINESS DISTRICT**

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, the Public Hearing was opened at 7:35 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Director of Community Development Kerry Ivers explained that the property owner wants to convert the first floor from retail space to a residential dwelling unit to create a multi-family

structure. A Special Use Permit is required for this use and because the lot will have multiple buildings on it.

The owner of the parcel, Michael Alesi, stated that he bought the property in 2012. It was a house at one time and an apartment is on the second floor. In 2012 there was a UPS package store on the first floor which vacated the property shortly after Mr. Alesi purchased it. It remained empty for about a year and a half. There was a bait shop and a mattress store in there for short periods of time. One problem with the parcel is that parking is very limited in front and the parcel is relatively small which makes it hard to find just the right tenant. Mr. Alesi stated he would like to turn it into a spacious two-bedroom apartment. He feels the parking would be ample for this type of use and there is parking in the rear. Director Ivers noted that the Planning Board was referred on this project and the Board issued a positive referral with the condition that it goes to the Planning Board for site plan review. They have issues with the parking, the façade and signage.

Public Hearing Public Input: Due to the COVID-19 pandemic, the public could not attend the Public Hearing but was invited to call in via Zoom and raise their hand to share comments. No one spoke for or against the matter.

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, the Public Hearing was closed at 7:42 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

7PH-1A RESOLUTION APPROVING A SPECIAL USE PERMIT FOR 2012 E. RIDGE ROAD IN A C-BUSINESS DISTRICT

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the Special Use Permit for 2012 E. Ridge Road in a C-Business District.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-199

**7PH2020-2 ON THE MATTER OF CONSOLIDATED SEWER DISTRICT
7:36 PM EXTENSION TO INCLUDE 166 ST. JOSEPH STREET**

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, the Public Hearing was opened at 7:43 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Commissioner of Public Works Robert Kiley explained that this Public Hearing would allow any current Town resident to voice any concerns they might have. The owners of 166 St. Joseph Street have not connected yet to the Sewer District.

Public Hearing Public Input: Due to the COVID-19 pandemic, the public could not attend the Public Hearing but was invited to call in via Zoom and raise their hand to share comments. No one spoke for or against the matter.

On a motion made by Councilmember **Wehner**, seconded by Councilmember **Perticone**, the Public Hearing was closed at 7:44 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

7PH-2A RESOLUTION APPROVING THE EXTENSION OF THE CONSOLIDATED SANITARY SEWER DISTRICT TO INCLUDE 166 ST. JOSEPH STREET

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the extension of the Consolidated Sewer District to include 166 St. Joseph Street, the total construction costs of which shall be paid for by the owner.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-200***7PH2020-3 ON THE MATTER OF CONSOLIDATED SEWER DISTRICT
7:37 PM EXTENSION TO INCLUDE 137 SENECA PARK AVENUE**

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, the Public Hearing was opened at 7:45 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Commissioner of Public Works Robert Kiley explained that this Public Hearing would allow any current Town resident to voice any concerns they might have. The property at 137 Seneca Park Avenue is adjacent to 166 St. Joseph Street.

Public Hearing Public Input: Due to the COVID-19 pandemic, the public could not attend the Public Hearing but was invited to call in via Zoom and raise their hand to share comments. No one spoke for or against the matter.

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Wehner**, the Public Hearing was closed at 7:46 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

**7PH-3A RESOLUTION APPROVING THE EXTENSION OF THE CONSOLIDATED
SANITARY SEWER DISTRICT TO INCLUDE 137 SENECA PARK AVENUE**

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Freeman**, a resolution was adopted **approving the extension of the Consolidated Sewer District to include 137 Seneca Park Avenue, the total construction costs of which shall be paid for by the owner.**

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

*Resolution Number 2020-201***7A2020-26 RESOLUTION CALLING FOR A PUBLIC HEARING CONCERNING
ADOPTION OF A LOCAL LAW STANDARDIZING NEW GRINDER PUMPS BY
RESIDENTS FOR CONNECTION TO SANITARY SEWER**

Supervisor Seeley motioned to propose a Local Law regarding standardizing grinder pumps to amend Chapter 180, Article IV, of the Irondequoit Town Code pertaining to standards for connection to the public sewer.

Town Board Member **Wehner** moved to accept the proposed Local Law and Councilmember **Romeo** seconded the motion.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Freeman**, a resolution was adopted **scheduling a Public Hearing to be held on August 18, 2020 at 7:35 PM on the matter of adopting a Local Law standardizing new grinder pumps for residents connecting to the sanitary sewer.**

Supervisor Seeley noted that the proposed Local Law had been given to the Board Members. Deputy Commissioner of Public Works Erin Magee explained that future residents that connect with the use of a grinder pump would standardize the type of pump that could be used by private residences. A list of at least two pumps will be maintained for the standardization. Supervisor Seeley noted that a new sewer district is being created for Bay Shore Drive. Approximately 30 residences in that area are currently on septic.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-202

7A2020-27 RESOLUTION REGARDING SANITARY SEWER EASEMENT AGREEMENT WITH POINT PLEASANT ESTATES CONDOMINIUM

On a motion made by Councilmember **Wehner**, seconded by Councilmember **Romeo**, a resolution was adopted **approving and accepting permanent sanitary sewer easement agreement from Common Elements of Point Pleasant Estates Condominium, located at Point Pleasant Circle, Rochester, NY 14622.**

Commissioner of Public Works Robert Kiley stated that since Point Pleasant Estates Condominiums have been constructed, the Town has been maintaining the sanitary main and pump station associated with that complex. The paperwork regarding the sanitary sewer easement was never filed back in the late 1990s. In order to continue to move through the REDI grant for the replacement of several pumps in that pump station, the Town needs to firm up the easements which the Town has had but were never filed. This will formalize the Town’s ownership of the sanitary main and the sanitary pump stations which the Town has been maintaining.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-203

7A2020-28 RESOLUTION AUTHORIZING THE SUPERVISOR TO ENTER INTO AN INTERMUNICIPAL AGREEMENT WITH THE CITY OF ROCHESTER

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the Supervisor to enter into an Intermunicipal Agreement for the Project with the City of Rochester in substantial form as attached hereto as Schedule A, subject to the City’s completion of SEQRA review.**

Commissioner of Public Works Robert Kiley explained that this resolution authorizes the Supervisor to enter into an Agreement with the City with regard to improving portions of the Summerville area, including St. Paul Blvd., Summerville Wastewater Pump Station, Coast Guard Station, Sheriff Marine Unit and a fishing access area. The Town will be required to make a 5% local cost match (\$12,500) for all expenses related to the Town’s portion of the Project. Commissioner Kiley noted that the Town will also partner with the City for a 50/50 split for the construction and installation of several additional retaining walls near the fishing access. Councilmember Romeo noted that it is very nice to receive grant funds and to administer those funds is a lot of work. She thanked Commissioner Kiley and his staff for all their hard work.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-204

7A2020-29 RESOLUTION AUTHORIZING THE SUPERVISOR TO ENTER INTO AN AGREEMENT TO PROVIDE MAT RENTAL AND CLEANING SERVICES FOR VARIOUS TOWN FACILITIES

On a motion made by Councilmember **Perticone**, seconded by Councilmember **Wehner**, a resolution was adopted **authorizing the Supervisor to enter into an agreement with UniFirst Corporation for a three-year term.**

Supervisor Seeley thanked Commissioner Kiley and Deputy Commissioner Magee for their work on this service. Contracting with UniFirst Corporation is at a lower rate than the previous service, saving the Town money.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-205

7A2020-30 RESOLUTION APPROVING THE AMERICAN RED CROSS TO HOLD A BLOOD DRIVE AT THE IRONDEQUOIT TOWN HALL

On a motion made by Councilmember **Freeman**, seconded by Councilmember **Wehner**, a resolution was adopted **approving the Special Event License for the American Red Cross to conduct their Irondequoit Town Hall Blood Drive on August 20, 2020 from 11:00 AM to 4:30 PM in the Irondequoit Town Hall Broderick Room.**

Supervisor Seeley stated that the Drive will include antibody testing upon request.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Resolution Number 2020-206

Next Board meetings are:

Tuesday, August 11, 2020

Workshop Meeting @ 4 PM

Tuesday, August 18, 2020

Regular Town Board Meeting @ 7 PM

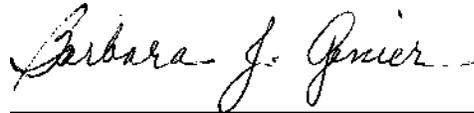
(Locations to be determined)

On a motion made by Councilmember **Romeo**, seconded by Councilmember **Perticone**, the Regular Town Board Meeting was adjourned at 7:58 PM.

UPON VOTING

MOTION WAS UNANIMOUSLY APPROVED

Respectfully submitted,



Barbara J. Genier

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING A LOCAL LAW TO AMEND CHAPTER 180, ARTICLE IV OF THE CODE OF THE TOWN OF IRONDEQUOIT RELATING TO THE STANDARDS FOR CONNECTION TO THE PUBLIC SEWER

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August, 2020 at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP Attorney for the Town

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, at a regular meeting of the Town Board, Town Supervisor Seeley motioned to propose a Local Law amending Chapter 180, Article IV of the Town Code pertaining to standards for connection to the public sewer; and

WHEREAS, the Town Board adopted a resolution on July 21, 2020 calling for a public hearing to be held on August 18, 2020 at 7:35pm to hear all interested parties on said proposed Local Law; and

WHEREAS, notice of said public hearing was duly published in the *Irondequoit Post*, the official newspaper of the Town, and posted as required by law; and

WHEREAS, said public hearing was held on August 18, 2020 and all parties in attendance were permitted the opportunity to speak on behalf of or in opposition to said proposed Local Law; and

WHEREAS, the Town Board received written copy of the proposed Local Law (Attachment "A") via electronic mail at least 10 days before this meeting (excluding Sundays), pursuant to Municipal Home Rule Section 20(4); and

WHEREAS, the Town Board, after due deliberation, finds it in the best interest of the Town of Irondequoit to adopt said Local Law.

NOW THEREFORE BE IT RESOLVED, that the Town Board hereby adopts said Local Law __ of 2020, amending Chapter 180, Article IV of the Code of the Town of Irondequoit, relating to the standards for connection to the public sewer, town property, and the Town Clerk is hereby directed to enter said Local Law in the minutes of this meeting and in the Local Law Book of the Town of Irondequoit, and to give due notice of the adoption of said Local Law to the New York Secretary of State and post the same as required by the Irondequoit Town Code.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

PROPOSED LOCAL LAW NO. ___ OF 2020
TO AMEND CHAPTER 180 ARTICLE IV OF THE TOWN OF IRONDEQUOIT TOWN CODE

Be it enacted by the Town Board of the Town of Irondequoit as follows:

Section 1. Paragraph “A” of Section 180-24 of the Code of the Town of Irondequoit, pertaining to standards for connection to the public sewer, is hereby amended by adding the matter shown in **bold** font (underscored) as follows:

A. Specifications. The connection of the building sewer into the public sewer shall conform to the requirements of the State Building Construction Code or other applicable rules and regulations of the Town or the procedures set forth in appropriate specifications of the A.S.T.M. and the W.P.C.F. Manual of Practice No. 9 or any amendments, changes or supplements thereto which may then be in effect. All such connections shall be made gastight and watertight. **Any new grinder pump that is installed shall be of a make and model prescribed by the Superintendent and specified on a list maintained by the Superintendent, to be provided to any person upon request to the Superintendent.** Any deviation from the prescribed procedures and materials must be approved by the Superintendent before installation.

Section 2. This law shall be effective upon filing with the Secretary of State of New York, as required by the Municipal Home Rule Law.

**EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING
A RESOLUTION APPROVING A SPECIAL USE PERMIT FOR
1233 & 1267 E. RIDGE ROAD IN A M – MANUFACTURING DISTRICT.**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, BME Associates, acting as agent has submitted an application to obtain a special use permit at 1233 & 1267 E. Ridge Road in a M – Manufacturing District to redevelop a single-use commercial building into a mixed-use commercial building which requires a special use permit pursuant to section §235-36.1(J) of the Town of Irondequoit Code;

WHEREAS, the Application was reviewed and discussed at the Town Planning Board Workshop held on July 27, 2020 and the Town Planning Board issued comments and a report on the issuance of a Special Use Permit to the Town Board dated July 28, 2020 recommending a Positive Referral of the Special Use Permit with the recommendation that this will be a good reuse of the parcels;

WHEREAS, a public hearing was held by the Town Board, pursuant to Section 274-b of New York State Town Law, on August 18, 2020 at the Irondequoit Town Hall, 1280 Titus Avenue, in the Town of Irondequoit, New York, at 7:35pm, where the facts in support of the requested Special Use Permit were presented and where public input was received and thereafter the public hearing was closed (the “Public Hearing”); and

WHEREAS, pursuant to the New York State Environmental Quality Review Act and its implementing regulations (collectively, “SEQRA”), the Special Use Permit is classified as a Type II Action pursuant to 6 NYCRR § 617.5(c)(18) (reuse of a residential or commercial structure, or of a structure containing mixed residential and commercial uses, where the residential or commercial use is a permitted use under the applicable zoning law or ordinance, including permitted by special use permit, and the action does not meet or exceeds any of the thresholds in section 617.4 of this Part) and no SEQRA review is required.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board hereby approves the Special Use Permit/disapproves the Special Use Permit/approves the Special Use Permit with the following conditions_____.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____



a town for a lifetime
IRONDEQUOIT *New York*

TO: The Honorable Town Board

FROM: Kerry Ivers, Director of Development Services
Division of Planning & Zoning 

DATE: July 28, 2020

SUBJECT: **SPECIAL USE PERMIT – 1233 & 1267 E. Ridge Road.**

At their regularly scheduled meeting on Monday, July 27, 2020, the Planning Board reviewed the matter of request by BME Associates, acting as agent, for a **Special Use Permit**, to redevelop a single-use commercial building into a mixed-use commercial building with related site improvements, located at **1233 & 1267 E. Ridge Road**, in an M- Manufacturing District.

On Motion by Board Member READ, Seconded by Board Member BLOCCHI, Motion Carried: 7 Aye, 0 Nay, 0 Absent, 0 Abstained.

*The Planning Board offered a **POSITIVE REFERRAL** to the Town Board with the recommendation that this will be a good reuse of the parcels.*

KI/mkn



Department of Planning & Development
Monroe County, New York

Adam J. Bello
County Executive

Ana J. Liss
Director

To: Town of Irondequoit Municipal Board

From: Patrick Gooch, Senior Planner *PG*

Date: July 24, 2020

RECEIVED
By mnichols at 3:18 pm, Jul 24, 2020

Subject: 1233 & 1267 E. Ridge Road; Special Use Permit for Re-development of +/- 11,000SF Rite Aid building into a mix of retail and restaurant uses and construction of a new +/-2,500SF restaurant. MCDP&D Response to Development Review Referral (IR20004)

Review Authority and Response:

General Municipal Law: Section 239-m (Zoning) Approval Modification Disapproval Comment No Comment
 Section 239-n (Subdivision) Approval Modification Disapproval Comment No Comment

County Charter: Section C5-4.A (Airport) Approval Approval with Conditions Disapproval
 Section C5-4.C (Advisory Review) Comment No Comment

Previously Reviewed by MCD&P (if yes, previous referral response applies to this referral):

Yes No

Referred to the Development Review Committee (DRC) (If yes, DRC Project Review Report attached):

Yes No

MCDP&D Comments:

- 1. Applicants are encouraged to contact other County Departments and non-county agencies to ensure all permitting requirements for this project have been satisfied.

If you have any questions regarding this review, please contact me at 585-753-2032 or PatrickGooch@monroecounty.gov.

xc: Development Review Committee
1267 E Ridge Holdings LLC, Ridge Portland Rochester LLC
Peter Vars, P.E., BME Associates
Monroe County Planning & Development



Subject: Attachment to File IR20004
1233 & 1267 E. Ridge Road
1233 E Ridge Rd, Rochester 14621

The Monroe County Development Review Committee (DRC) has reviewed the subject application and have the following comments that need to be addressed prior to submission of final plans for approval.

Monroe County Department of Health (MCDOH), Contact John Frazer (753-5476) with questions.

1. The proposed project may require a backflow preventer. An engineer's report shall be submitted to the supplier of water to determine the degree of hazard and the need for backflow prevention.
2. If the proposed project contains a food service establishment, plans must be submitted to and approved by the Monroe County Department of Public Health. For further information contact the Food Protection Section at 585-753-5064.
3. Plans for any extension or relocation of water main or sanitary sewer must be submitted to and approved by the Monroe County Department of Public Health.
4. The proposed project is located in the proximity of a current or former Waste Site. The applicant will need to conduct an investigation to determine any potential impact(s) of the site on the project.

Monroe County Department of Transportation (MCDOT), Contact John Raymond (753-7711) with questions.

1. Please submit one complete package, including full size (22"x34") site plans and any traffic data prepared for the Town to MCDOT Permits for review, and we will respond under separate cover.

Monroe County Department of Environmental Services (MCDES), Division of Pure Waters, Contact Richard Bianchi (753-7614) with questions.

1. Please be advised that Monroe County Pure Waters (MCPW) must review and approve plans for any site development / new construction in the "Irondequoit Bay South Central Pure Waters District" .
2. Plan resides within our "Irondequoit Bay South Central Pure Waters District" - formal Plans to be sent to MCPW. Engineer to complete the PW-2 abbreviated form. Monroe County Industrial Waste Division will need to see that grease trap or oil/water separator is included within the design of this project. They will ask for - A.) Interior plumbing plans. B.) Manufacturer cut-sheet(s) for separator. C.) Sizing calculations for any grease trap or oil/water separator.
3. Once the plans are received from the Engineer, it will be logged and reviewed by Pure Waters as a Master Plan / Capacity Stamp review. The stamp block must be added to the utility plan. The block must be minimum 1.5" tall by 3.5" wide to accommodate the stamp. The title outside of the block should be "Irondequoit Bay South Central Pure Waters District".

New York State Department of Transportation (NYSDOT), Contact Zachary Starke (272-3472) with questions.

1. This project was not sent to New York State Department of Transportation for review. Applicants should verify with this agency that they do not have jurisdictional requirements for this project.

**EXTRACT OF MINUTES OF A REGULAR MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A
FIRE MARSHAL**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time: there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to a retirement, there is an opening for a full time Fire Marshal; and

WHEREAS, the Director of Community Development recommends the appointment of George Nalivyko to the position of Fire Marshal in the Department of Community Development; and

WHEREAS, this is classified by the Monroe County Civil Service Department as a competitive position and George Nalivyko participated in the exam and scored within the top three on the list; and

WHEREAS, pursuant to Town Code Section 98-4(B), the Town Board has determined that George Nalivyko is qualified to serve as Fire Marshal of the Town.

NOW, THEREFORE BE IT RESOLVED, that the Town Board appoints George Nalivyko as a full time Fire Marshal at an annual rate of \$62,000.00 to be paid from budget code 001.3410.0100.1100.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

**EXTRACT OF MINUTES OF A REGULAR MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A
PART TIME SCHOOL TRAFFIC GUARD IN THE IRONDEQUOIT POLICE
DEPARTMENT**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time: there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to a vacancy, there is an opening for a part time School Traffic Guard in the Irondequoit Police Department; and

WHEREAS, the School Traffic Guard Coordinator has interviewed several qualified candidates and has chosen to hire Lucinda Scalia as a part time School Traffic Guard; and

NOW, THEREFORE BE IT RESOLVED, that the Town Board approves the appointment of Lucinda Scalia as a part time School Traffic Guard at an hourly rate of \$11.80 to be paid from budget code 001.3120.0105.1100.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

**EXTRACT OF MINUTES OF A REGULAR MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A
POLICE CAPTAIN IN THE IRONDEQUOIT POLICE DEPARTMENT**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time: there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
----------------------------	-----------------------

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to a vacancy, there is an opening for a Police Captain in the Irondequoit Police Department; and

WHEREAS, the Chief of Police has interviewed several qualified candidates and has chosen to appoint Mark Jesske as a Police Captain and

WHEREAS, Mark Jesske is currently reachable on the Monroe County Civil Service certified list of eligibles for Police Captain; and

NOW, THEREFORE BE IT RESOLVED, that the Town Board approves the appointment of Mark Jesske as a Police Captain at an annual rate of \$141,000.00 to be paid from budget code 001.3120.0100.1100.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

**EXTRACT OF MINUTES OF A REGULAR MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE PERMANENT APPOINTMENT OF A
POLICE CAPTAIN IN THE IRONDEQUOIT POLICE DEPARTMENT**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time: there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Peticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
----------------------------	-----------------------

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to a vacancy, there is an opening for a Police Captain in the Irondequoit Police Department; and

WHEREAS, the Chief of Police has interviewed several qualified candidates and has chosen to appoint Jessica Franco as a Police Captain and

WHEREAS, Jessica Franco is currently reachable on the Monroe County Civil Service certified list of eligibles for Police Captain; and

NOW, THEREFORE BE IT RESOLVED, that the Town Board approves the appointment of Jessica Franco as a Police Captain at an annual rate of \$141,000.00 to be paid from budget code 001.3120.0100.1100.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Peticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

**EXTRACT OF MINUTES OF A REGULAR MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE PROVISIONAL APPOINTMENT OF
AN ASSISTANT FIRE MARSHAL**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18TH day of August 2020 at 7:00 P.M. local time: there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to a promotion, there is an opening for a full time Assistant Fire Marshal; and

WHEREAS, the Director of Community Development recommends the appointment of William Dyrland to the position of Assistant Fire Marshal in the Department of Community Development; and

WHEREAS, per Civil Service Rules, when the test is administered William Dyrland must participate and score within the top three in order to remain in this title.

NOW, THEREFORE BE IT RESOLVED, that the Town Board authorizes the provisional appointment of William Dyrland as a full time Assistant Fire Marshal at an annual rate of \$51,500.00 to be paid from budget code 001.3410.0100.1100.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

reference and report thereon, which report the Town Board requests to be so provided at or after the public hearing scheduled for September 15, 2020.

This resolution shall take effect immediately upon its adoption.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____



17 Computer Drive West
Albany, NY 12205
518.438.9900

70 Linden Oaks, Third Floor, Suite 15
Rochester, NY 14625
585.866.1000

Via Overnight Delivery

July 29, 2020
Town of Irondequoit
1280 Titus Avenue
Rochester, New York 14617

Attention: Kerry Ivers, Director of Development Services

Re: Proposed Chick-fil-A Redevelopment – Special Use Permit Application Package
1115 East Ridge Road
Town of Irondequoit, NY

Dear Ms. Ivers,

On behalf of our client, Chick-fil-A, Inc., we are pleased to submit the attached Special Use Permit Applications to the Town Board for the subject project. Included in this email please find the following items in support of our application:

- A. Ten (10) signed copies of the “Town of Irondequoit Application to the Town Board”, dated July 28, 2020.
- B. Two (2) signed copies of the “Owner Authorization”, dated July 24, 2020, prepared by Donohoe Management.
- C. Ten (10) signed copies of the Short Environmental Assessment Form dated March 23, 2020.
- D. Ten (10) copies of the “Project Narrative”, dated July 24, 2020, prepared by Bohler Engineering.
- E. Ten (10) copies of the “Special Use Permit Narrative”, dated July 28, 2020, prepared by Whiteman Osterman & Hanna, LLP.
- F. Ten (10) copies of the “SEQRA Narrative”, dated July 28, 2020, prepared by Whiteman Osterman & Hanna, LLP.
- G. Ten (10) copies of the “Comprehensive Plan Narrative”, dated July 28, 2020, prepared by Whiteman Osterman & Hanna, LLP.
- H. Ten (10) copies of the “Traffic Memo”, dated March 26, 2020, last revised July 14, 2020, consisting of thirty-three (33) sheets, prepared by SRF Associates.
- I. Ten (10) 11”x17” copies of the “Floor Plan”, dated July 22, 2020, prepared by Chick-fil-A, Inc.
- J. Ten (10) 11”x17” copies of the “Exterior Elevations”, dated August 09, 2019, consisting of two (2) sheets, prepared by Chick-fil-A, Inc.
- K. Ten (10) 11”x17” copies of a plan entitled “Site Plan Render”, dated March 19, 2020, last revised July 27, 2020, prepared by Bohler Engineering.
- L. Ten (10) 24”x36” copies of the plans entitled “Site Plan”, dated March 6, 2020, last revised July 27, 2020, prepared by Bohler Engineering.
- M. Ten (10) copies of a survey entitled “Survey Map Of The Lands Of Kerry Ventures Portland, LLC”, included within the “Site Development Plans”, including a legal description of the subject property, dated March 8, 2019, last revised June 21, 2019, prepared by Ausfeld & Waldruff Land Surveyors, LLP.
- N. One (1) check in the amount of \$350.00 for the Special Use Permit Application fee.
- O. A CD containing an electronic copy of the materials listed above.

We look forward to presenting this project at the next available Town Board Meeting. If you have any questions, please do not hesitate to contact our office.



Sincerely,

BOHLER ENGINEERING MA, LLC

A handwritten signature in black ink, appearing to read "Timothy C. Freitag". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Timothy C. Freitag, P.E.

Cc: Clint Mattson, Chick-fil-A, Inc. (via e-mail)

**TOWN OF IRONDEQUOIT
APPLICATION TO THE TOWN BOARD**

PROJECT ADDRESS 1115 East Ridge Road

TOTAL AREA OF PROJECT SITE ±2.23 Acres (Lease Parcel)

TAX ID NO. 91.08-1-46.2 ZONING DISTRICT Manufacturing (M)

PROPERTY OWNER (Print) Kerry Ventures Portland, LLC PHONE _____

ADDRESS _____ ZIP CODE _____

E-MAIL ADDRESS _____ FAX NO. _____

APPLICANT (Print) Chick-fil-A, Inc. (Contact: Clint Mattson) PHONE 770-480-6316

ADDRESS 5200 Buffington Road, Atlanta, GA ZIP CODE 30349

E-MAIL ADDRESS clint.mattson@cfacorp.com FAX NO. _____

AGENT Bohler Engineering (Contact: Tim Freitag) PHONE 518-438-9900

ADDRESS 17 Computer Drive West, Albany, NY ZIP CODE 12205

E-MAIL ADDRESS trfreitag@bohlereng.com FAX NO. 518-438-0099

DESCRIPTION OF PROJECT The applicant is seeking a Special Use Permit for a restaurant use with outdoor dining and drive thru in the Manufacturing (M) zoning district. Please refer to attached project narrative for full project description.

APPLICANT (or Agent) SIGNATURE  DATE 3/25/20

IMPORTANT NOTICE: Applicants and/or their representatives must appear at the Meeting to present their case to the Town Board.

REMARKS: _____

FEE \$ \$350 DATE OF HEARING _____

CASE NO. _____ OTHER BOARD REFERRALS _____

DATES _____

A sign (provided by the Town **must** be posted on the property for at least **(10) days** prior to the scheduled Public Hearing.

SUBMISSION REQUIREMENTS FOR APPLICATIONS

Re-Zoning applications must be submitted to the Town Supervisor's Office.
Special Use Permits must be submitted to the Planning and Zoning Department.

ALL APPLICATIONS REQUIRE THE FOLLOWING:

A COMPLETED APPLICATION FORM

A COMPLETED EAF SHORT FORM

**PROOF OF: OWNERSHIP, LEASE AGREEMENT, ACCEPTED PURCHASE OFFER OR
WRITTEN CONSENT FROM PROPERTY OWNER (2 COPIES)**

- A. LETTER OF INTENT**
- B. SITE PLAN(s)**
- C. FLOOR PLAN(s)/ELEVATIONS**
- D. LEGAL DESCRIPTION OF PROPERTY (FOR RE-ZONING PARCELS)**

COPIES REQUIRED:

APPLICATION FEES:

**SPECIAL USE PERMITS:
18 COPIES OF A, B & C**

SEE FEE SCHEDULE

**RE-ZONING:
22 COPIES OF A, B & D**

SEE FEE SCHEDULE

AT THE PUBLIC HEARING:

At the scheduled public hearing, applicants and their representatives are required to present their case and answer questions from the Board. The Board then entertains public comment in favor and in opposition to the application, as well as general questions. The applicants will then have the opportunity to answer any questions raised and rebut any comments. The Board deliberates each case that evening and renders decisions, unless a case is adjourned or tabled.

Seven (7) copies of any additional information (that was not earlier submitted) must be handed in during the public hearing.



July 24, 2020

David Seeley, Town Supervisor
Town of Irondequoit Town Board
Town Hall
1280 Titus Avenue
Rochester, New York 14617

Re: Proposed Chick-fil-A Restaurant, 1115 East Ridge Road, Irondequoit, New York: Consent to File Land-Use Applications

Dear Supervisor Seeley:

I am a principal of Kerry Ventures Portland, LLC, ("Kerry Ventures") the owner of commercial property located at 1115 East Ridge Road in the Town of Irondequoit, New York, also known as Tax Map No. 91.08-1-46.2 (the "Property"). The Property is presently developed with a Staples retail store and related improvements. Kerry Ventures has entered into an agreement with Chick-fil-A, Inc. ("CFA") to lease the Property to CFA for the redevelopment and operation of a new $\pm 5,000$ sf quick-serve restaurant (the "Project"). To that end, CFA will be filing with the Town a variety of land-use applications for the Project including applications for site plan approval and special use permit, among other things.

As owner of the Property, Kerry Ventures, hereby consents and gives its permission to CFA, and its representatives, to submit the necessary land-use application(s) to the Town for the Project on behalf of Kerry Ventures and to represent it in all proceedings before the Town including, without limitation, the Town of Irondequoit Town Board, Planning Board and/or Zoning Board of Appeals concerning the land use applications for the Project.

Sincerely,

Kerry Ventures Portland, LLC

By: 

Sean Donohoe

Short Environmental Assessment Form

Part 1 - Project Information

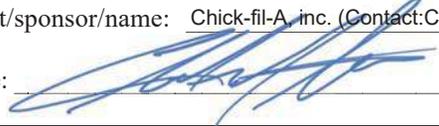
Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Name of Action or Project: Proposed Restaurant with outdoor dining and Drive-Thru Service redevelopment			
Project Location (describe, and attach a location map): 1115 East Ridge Road, Town of Irondequoit, New York, 14621			
Brief Description of Proposed Action: See attached narrative.			
Name of Applicant or Sponsor: Chick-fil-A, Inc. (Contact: Clint Mattson)		Telephone: (770-402-5282) E-Mail: clint.mattson@cfacorp.com	
Address: 5200 Buffington			
City/PO: Atlanta		State: GA	Zip Code: 30349
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: Monroe County DOT - Highway Work Permit Town Board - Special Use Permit, Town Zoning Board - Area Variance, Town Planning Board - Site Plan Approval, Building Permit; Monroe County Department of Health, NYSDEC - SPEDES GP-0 20 001			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		±2.26 acres	
b. Total acreage to be physically disturbed?		±1.81 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		±2.26 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input checked="" type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input checked="" type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe: _____ Existing discharge is proposed to be reduced. Onsite stormwater management facilities are proposed to collect and treat stormwater in accordance with NYSDEC requirements.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: Chick-fil-A, inc. (Contact: Clint Mattson) _____ Date: 03/23/2020 Signature:  _____ Title: <u>PRINCIPAL DEVELOPMENT LEAD</u>		

Project Narrative
Proposed Redevelopment Project
1115 East Ridge Road
Town of Irondequoit, Monroe County, NY
July 24, 2020

Introduction

The applicant, Chick-fil-A, Inc. is proposing to lease an existing ±2.26-acre parcel tax map parcel (91.08-1-46.2) from the property owner Kerry Ventures Portland, LLC. located at 1115 East Ridge Road in the Town of Irondequoit and redevelop the site with a quick serve restaurant with drive thru. The property is currently developed as a retail office supplier, also known as “Staples” with shared access to a larger Home Depot shopping center. The project redevelopment area is currently developed with a former ±18,000 SF building that is proposed to be demolished along with associated parking, utilities, and site appurtenances. A new ±5,000 SF restaurant with outdoor seating and Drive Thru use is proposed. The redevelopment area is located on the west side of Portland Avenue (County Route 114) directly north of Keeler Street Expressway (NYS Route 104). To the north of the Site is an existing Wendy’s Restaurant with Drive thru at the intersection of Portland Avenue & East Ridge Road. Access to the subject site is provided by an internal shared access drive within the overall shopping plaza from Portland Avenue. This access allows access to the Home Depot as well as the subject parcel.

The site lies within the “M – Manufacturing” zoning district where a sit-down restaurant use is permitted subject to Site Plan Review by the Planning Board and a Special Use Permit from the Town Board. The subject lies within an area of heavy commercial uses and the proposed use is in harmony with the neighborhood. In addition to the restaurant, new and improved parking, lighting, curbing, stormwater management facilities, utilities, and other appurtenances are proposed as depicted on the accompanying Site Plan prepared by Bohler Engineering dated March 19, 2020, last revised July 23, 2020.

Existing Conditions

The existing ±2.26-acre lease parcel is currently developed with a ±18,000SF restaurant (formerly known as Staples) along with ±109 onsite parking spaces, internal shared access drives, and other appurtenances. The existing retail store has public utilities servicing the building. It is anticipated that the existing utility services will be available for re-use for the proposed project. Stormwater is currently collected onsite and piped offsite to a flared end section and drainage channel to the south of the project site. The majority of the site is covered by impervious surfaces.

Proposed Project

The redevelopment project proposes to construct a new ±5,000 SF quick-service restaurant with outdoor dining and drive thru along with ±68 parking spaces. The construction of the new Chick-fil-A is anticipated to be ±6 months from the time of construction. The proposed Chick-fil-A is anticipated to operate Monday thru Saturday 6am-10pm with approximately 8-10 employees on staff during business hours.

Internal shared access with the overall shopping center is proposed to remain connecting the project site to Portland Avenue and an existing signalized access with East Ridge Road. The traffic consultant, SRF Associates, has been hired to evaluate the traffic conditions and a “Traffic Memorandum” has been prepared and is being submitted as part of this packages. Based on the recommendation of the traffic consultant a 12’ wide, 125’ long right hand turn lane has been added to the shared access to Portland avenue as depicted on the Site Development Plans. Refer to the “Traffic Memorandum” for details regarding the added turn lane. Two-way circulation through the subject site is proposed for optimum parking, circulation efficiencies, and truck delivery. A single lane entrance to the drive thru is proposed which will transition to two lanes after entry into the drive thru to maximize stacking and ordering efficiencies. The drive thru will then transition back to a single lane after the meal order point for window pickup. Two drive thru canopies are proposed to protect patrons and employees from various weather conditions within the drive thru as well. New and improved energy efficient onsite lighting, trash enclosure, sidewalks, landscaping and other appurtenances are also proposed onsite as depicted on the accompanying Site Plan prepared by Bohler Engineering dated March 19, 202, last revised July 23, 2020. New building signage, site signage and directional signage are also proposed.

The proposed restaurant proposes to reuse the existing utility services that service the site today as practical. A new electric service with a new transformer is proposed to serve the new facility. The restaurant will connect to the public water and public sewer connections that are readily available to serve the site. Stormwater is proposed to be collected and treated onsite. Existing stormwater tributary flow patterns are proposed to remain and flows from the project site are proposed to connect to

the overall shopping centers stormwater management facilities as they do today. Impervious coverage for the project site is proposed to be decreased by approximately $\pm 22.1\%$ with an abundance amount of new landscaping areas as part of the redevelopment project.

Chick-fil-A, Inc.
Proposed Redevelopment of 1115 East Ridge Road, Town of Irondequoit, New York

Special Use Permit Narrative

July 28, 2020

Introduction

Chick-fil-A, Inc. (“CFA”) is proposing to redevelop an existing Staples Store into a new quick-serve restaurant containing approximately 5,000+/- sf with related improvements (the Project”) to be located at 1115 East Ridge Road in the Town of Irondequoit (the “Site”). The existing store is currently vacant and has been for some time. The old store will be demolished to construct the new restaurant. The Site is located in a larger shopping plaza adjacent to a Home Depot and Wendy’s Restaurant. The Site is adjacent to Portland Avenue (County Rt 114) and Keeler St Expressway, a four-lane highway.

The Site is also located in a manufacturing zoning district under the Town of Irondequoit Zoning Code which allows restaurants on the Site with a special use permit (“SUP”) from the Town Board and a site plan approval from the Town’s Planning Board. CFA has applied for these approvals.

Section 235-92(A) and (B) of the Town of Irondequoit Zoning Code (the “Zoning Code”) provides that when considering the approval of a special use permit application for a project, the Town Board must find, based on the information submitted and testimony made at the public hearing, written project reviews by the appropriate agencies and a recommendation from the Monroe County Division of Planning and Zoning, that the project complies with the SUP standards set forth under this section of the Zoning Code.

CFA has designed its quick-serve restaurant to be consistent with all the applicable SUP standards set forth in the Town’s Zoning Code. Each of those standards are discussed in more detail below.

Discussion Demonstrating Compliance with the Special Use Permit Standards in Section 235-92(A) of the Zoning Code:

1. Standard 1: The proposed project or development will “provide adequate and safe site access.”

Response: The Project will comply with this standard. As noted above, the Project will redevelop a former Staples store into a new ±5,000 SF quick-service restaurant with drive thru located at 1115 East Ridge Road in the Town of Irondequoit. Access to the Site is currently provided by two shared internal access drives within the overall shopping plaza. One drive provides signalized access to East Ridge Road and the second drive provides unsignalized access via Portland Avenue. A traffic consultant, SRF Associates, has been hired as part of this project to evaluate existing and proposed traffic conditions and a “Traffic Impact Assessment” has analyzed the proposed development on the commercial corridor. This has been included within the application materials and determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to the study area intersections, with minor modifications as noted within the report. Also, two-lane circulation through the Site is proposed for optimum parking, circulation efficiencies, and truck delivery. A double-lane entrance to the drive-thru is proposed which will transition to one lane after service ordering for pickup. Two drive-thru canopies are proposed to protect patrons and employees from various weather conditions within the drive thru as well. One canopy will cover the menu board and ordering area and one canopy will cover the pick-up window.

2. Standard 2: The proposed project or development will “provide adequate site utility service, including water supply, sewage and refuse disposal.”

Response: The Project will comply with this standard. The restaurant proposes to reuse the existing utilities that provide service to the Site today. A new electric service with a new transformer is proposed to serve the new restaurant. The restaurant will connect to the existing public water and public sewer connections that are readily available to serve the Site. Stormwater is proposed to be collected and treated onsite. Each of the listed utilities will be coordinated with the appropriate utility provider prior to any construction or demolition.

3. Standard 3: The proposed project or development will “be compatible with and enhance, to the extent possible, the existing natural features of the site and the surrounding area.”

Response: The Project will comply with this standard. The Site lies within the “M – Manufacturing” Zoning District and is located in an area of heavy commercial uses. The proposed restaurant is in harmony with this existing commercial neighborhood which includes a variety of stores and restaurants such as Home Depot, Tops Supermarket, Wendy’s, Panera, Sonic, Dunkin Donuts and Popeye’s restaurants, a rug store, Advanced Auto Parts, Aspen Dental and a Speedway convenience store, to name a few. Because the Site was previously developed with a Staples Store and related parking areas in an existing shopping plaza, there are limited natural features on the Site. Limited landscaping exists on the Site today. A narrow strip of vegetation currently exists between the Expressway and the Site along the southern lot boundary. This vegetation will not be disturbed by the Project. It should be noted that the Project will increase the greenspace on the Site over existing conditions by adding new landscaping around the restaurant building and perimeter of the parking areas. As a result, the Project will be compatible with the existing natural features of the Site and the surrounding commercial area.

4. Standard 4: The proposed project or development will “provide adequate year-round site fire protection services.”

Response: The Project will comply with this standard. The proposed restaurant will be constructed and operated in compliance with all applicable provisions of the Uniform Fire Code. The restaurant will be equipped with fire sprinklers and other fire suppression devices in the kitchen. The property falls within the fire district serviced by the Ridge-Culver Fire Department, a private fire department.

5. Standard 5: The proposed project or development will “relate, in an adequate and appropriate manner, to the depth of bay water adjacent to the site.”

Response: This standard is not applicable to the Project. The Site is not located within the immediate vicinity of the Irondequoit Bay or Lake Ontario.

6. Standard 6: The proposed project or development will “relate, in an adequate and appropriate manner to and in general be compatible with, the existing land use and zoning pattern in the immediate area.”

Response: The Project will comply with this standard. The Site lies within the “M – Manufacturing” zoning district and is a permissible use subject to site plan approval by the Planning Board and a special use permit granted by the Town Board. The Project will be located in a commercial shopping center and heavy commercial corridor. The Project will redevelop a vacant commercial store with a new quick-serve restaurant that will provide new jobs and increase the tax revenue for the town. As noted above, the surrounding neighborhood contains numerous commercial uses and properties along East Ridge Road and the Project is compatible with this commercial character and zoning patterns. The Project will also comply

with the Town's zoning code except the canopy covering the menu boards which is located in the front-yard set-back and requires a variance from the Town's Zoning Board of Appeals ("ZBA"). Certain signs may also require variances if they are deemed not in compliance with the Town of Irondequoit's sign code. Based on the foregoing, the proposed Project is compatible with the existing land use and zoning pattern in the immediate area.

7. Standard 7: The proposed project or development will "comply, to the greatest extent possible, with the applicable site design criteria and other zoning district requirements outlined in this chapter."

Response: The project will comply with this standard. The Site lies within the "M – Manufacturing" Zoning District and will comply, to the extent possible, with all site design criteria including set-back and bulk use requirements, except that the proposed canopy covering the menu boards which is located in the front-yard set-back require a variance from the ZBA along with certain signs, if required.

8. Standard 8: The proposed project or development will "provide public access to the shore zone to the extent possible and desirable given the nature of the site and proposed use."

Response: This standard is not applicable to the Project. The Site is not located within the immediate vicinity of the Irondequoit Bay or Lake Ontario.

Discussion Demonstrating Compliance with the Special Use Permit Standards in Section 235-92(B) of the Zoning Code:

In addition to those standards set out by Section 235-92(A) of the Zoning Code, Section 235-92(B) provides certain negative standards that the Planning Board must find, based on the information submitted and testimony made at the public hearing, written project review by the appropriate agencies and a recommendation from the Monroe County Division of Planning and Zoning, will not result from the proposed project or development.

1. Negative Standard 1: The proposed project or development will not "adversely affect the orderly development and character of the surrounding neighborhood."

Response: The Project will comply with this standard. The Site lies within the "M – Manufacturing" zoning district and is a permissible use subject to site plan approval by the Planning Board and a special use permit granted by the Town Board. The Project will be located in a commercial shopping center in a heavy commercial corridor. The restaurant will compliment this commercial character and will not adversely affect it. Because the Project is replacing an existing commercial building with a smaller one, there will be no increase in the number of commercial buildings in the neighborhood. In fact, the Project will actually decrease the amount of commercial square footage in the neighborhood. The Project will comply with the Town's Zoning Code except for the Meal Order Point Canopy that covers the menu boards which is located in the front-yard set-back. Project signage may also require a variances from the ZBA. The Project will not create any significant adverse conflicts with the community's plans or goals.

2. Negative Standard 2: The proposed project or development will not "cause an inappropriate or undesirable number of similar uses to be concentrated in the immediate area."

Response: The Project will comply with this standard. The proposed restaurant will be located in an existing commercial shopping center in a heavy commercial corridor. As noted above, this corridor contains a variety of existing commercial uses including retail stores, offices and restaurants. Each of these restaurants offer different types of foods, services, experiences and/or price points. The Project is clearly in harmony

with the surrounding commercial neighborhood and will not cause an inappropriate or undesirable number of similar uses to be concentrated in the immediate area.

3. Negative Standard 3: The proposed project or development will not “be a nuisance to neighboring land uses in terms of the production of obnoxious or objectionable noise, dust, glare, odor, refuse, fumes, vibrations, unsightliness, contamination or other similar conditions.”

Response: The Project will comply with this standard. Noise impacts during construction will be temporary and of short duration. Given the restaurant is within an existing shopping center, vehicle and operational noise will be similar to what exists today. No odors or fumes are expected from the restaurant. It is not a manufacturing or processing facility and will not involve any air emissions. Cooking odors will be wholly contained within the building by its ventilation equipment.

New, modern and energy-efficient lighting will be utilized throughout the Site and replace the old commercial lighting design on the Site now. The Site is located in a heavy commercial corridor with site lighting at various shopping centers. The Project’s lighting will be similar to this existing neighborhood character. The Project’s exterior site lighting has been designed to be minimal while ensuring a safe and secure facility for patrons and employees. Where appropriate, lighting fixtures will be of a full cutoff type or provided with shields to reduce glare and light pollution. The fixture locations have been sited to minimize light trespass onto adjacent properties. These measures have been incorporated to minimize potential adverse impacts from site lighting of the new building and parking facilities. No significant adverse noise, odor or lighting impacts will be created by the Project.

All refuse from the restaurant will be placed in a secure dumpster/compactor which will be emptied by a private contractor on a regular basis and disposed of off-site at a properly licensed solid waste management facility. The dumpster/compactor will be located inside an enclosure to screen it from views, as shown on the site plans. Refuse containers located in the outdoor seating area and outside the building entrances will be emptied on a daily basis.

The Project is expected to improve the views of the Site by replacing a vacant and old store with a new modern restaurant with more landscaping and greenspace.

No contamination will be created by the Project. The Project is a restaurant, not a manufacturing or processing facility. The Project does not use or generate hazardous material or wastes.

4. Negative Standard 4: The proposed project or development will not “create undue hazards or dangers to the general public or to persons in the vicinity of the project from fire, explosions, electricity, radiation, crowds, traffic congestion, parking of automobiles or other similar conditions.”

Response: The Project is a small quick-serve restaurant with ±110 indoor and ±24 outdoor seats and ±5,000 SF. It’s located in a heavy-commercial corridor and is similar in size to other restaurants in the area. It is not expected to attract large numbers of people to the Town.

The Project will not create any traffic or parking congestion. A traffic consultant, SRF Associates, has been hired as part of this project to evaluate existing and proposed traffic conditions and a “Traffic Impact Assessment” has analyzed the proposed development on the commercial corridor. This has been included within the application materials and determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to the study area intersections, with minor modifications as noted within the report.

The Project will comply with the New York State Uniform Building and Fire Prevention Code and will not create any fire hazards to the general public. Also, the Project is a restaurant and will not pose and dangers to the public from explosions, radiation or electricity.

5. Negative Standard 5: The proposed project or development will not “cause undue harm to or destroy existing sensitive natural features on the site or in the surrounding area or cause adverse environmental impacts, such as severe erosion and/or sedimentation, slope destruction, flooding or ponding of water or degradation of water quality.”

Response: The Project will comply with this standard. As noted above, the Site contains a vacant store and related parking areas. There is little to no natural features on the Site. A small strip of existing vegetation is located between the Site and the adjacent freeway and will not be disturbed by the Project. Also, during and after construction, stormwater is proposed to be collected and treated onsite in accordance with the NYS Department of Environmental Conservation (the “NYSDEC”) stormwater regulations. Existing stormwater flow patterns on the Site are proposed to remain and flows from the Project Site are proposed to connect to the overall shopping centers stormwater management facilities as they do today. Impervious coverage for the Project Site is proposed to be decreased by approximately $\pm 22\%$ with an increase in the amount of new landscaping and greenspace areas on the Site. The Project is not located on steep slope and slope destruction will not occur. Also, the Project is not located in a flood plain or flood area and no flooding or ponding of water will occur on the Site.

6. Negative Standard 6: The proposed project or development will not “be incompatible with the type, extent and direction of building development for the site and surrounding area, as proposed in the Town of Irondequoit Comprehensive Plan or portion thereof and as adopted by the Town Planning Board.”

Response: The Project will comply with this standard. As stated above, the Site lies within the “M – Manufacturing” zoning district and is a permissible use subject to site plan approval by the Planning Board and a special use permit granted by the Town Board. The Project will be located in a commercial shopping center in a heavy commercial corridor. Nearby properties along East Ridge Road are commercial uses and the proposed restaurant is in harmony with the surrounding commercial neighborhood. The Project will not create any significant adverse conflicts with the community’s plans or goals.

7. Negative Standard 7: The proposed project or development will not “be incompatible with any of the official policies of the Town of Irondequoit Local Waterfront Revitalization Program (LWRP).”

Response: This standard is not applicable to the Project. The Site is not located within the immediate vicinity of the Irondequoit Bay or Lake Ontario or in the area covered by the Town’s LWRP.

8. Negative Standard 8: The proposed project or development will not “destroy or adversely impact significant historic and/or cultural resource sites.”

Response: The Project will comply with this standard. The Project will not impair the character or quality of important historical and/or archaeological resources, given the extensive prior disturbance and development of the Site. No historic buildings or sites listed on the State or National Registers of Historic Places are located on or next to the Site. The Site is not located in or adjacent to an historic district.

The new building has been designed to be architecturally consistent with the vernacular styles of the community. The new building will only be a small, single story structure, mainly consisting of a brick exterior, with some bronzed metal finishes. Landscaping adjacent to the building foundation as well as other

architectural details are proposed to help soften the new building and improve the existing conditions from the current building and parking area.

The proposed landscaping plan includes shrub, ground cover and ornamental grass plantings designed to help soften the view of the Project and increase greenspace on the Site.

Proposed signage associated with the Project is consistent with other signs in the shopping plaza and surrounding commercial area. Four wall signs are proposed on the building façade, one on each side of the building. A freestanding sign is proposed along the Site frontage on Portland Avenue as well as directional signage to direct traffic to the site entrance. The Staples sign on the monument sign for the shopping plaza will be replaced with a new Chick-fil-A sign. Any sign variances will be applied for t the ZBA.

9. Negative Standard 9: The proposed project or development will not “require an unnecessary or destructive amount of dredging, filling or other disturbance of the waters of Irondequoit Bay or Lake Ontario.”

Response: This standard is not applicable to the Project. The Site is not located within the immediate vicinity of the Irondequoit Bay or Lake Ontario.

Based on the foregoing discussion, it is clear that CFA’s proposed restaurant will meet the SUP standards set forth in the Town’s Zoning Code and a special use permit should be granted for the Project.

SEQRA STATEMENT

Evaluation of Potential Environmental Impacts

CHICK- FIL-A: Town of Irondequoit Restaurant

PROPOSED ACTION

The applicant, Chick-fil-A, Inc. is proposing to redevelop an existing ±2.26-acre lease parcel (part of an existing larger shopping plaza) (tax map parcel 91.08-1-46.2) located at 1115 East Ridge Road in the Town of Irondequoit, New York (the “Project Site”). The Project Site was previously developed with a former ±18,153 SF Staples store, that is proposed to be demolished along with its related parking areas, lighting, drive areas and other appurtenances. Access to the Project Site is provided by internal shared access drives within the overall shopping plaza with access to East Ridge Road and Portland Avenue.

Chick-fil-A is proposing to redevelop the Site and construct a new ±5,000 SF quick-serve restaurant with drive thru (the “Project”). The Site lies within the “M – Manufacturing” zoning district where a take-out/sit down restaurant use and outdoor seating is allowed, subject to a special use permit from the Town Board and site plan review by the Planning Board. The Project Site is surrounded by other commercial uses and the proposed use is in harmony with the neighborhood. In addition to the restaurant, new parking, lighting, curbing, stormwater management facilities, utilities, and other appurtenances are proposed as depicted on the accompanying preliminary site plans prepared by Bohler Engineering dated as of March 6, 2020, last revised July 23, 2020. (the “Site Plans”).

The redevelopment Project proposes to construct a new ±5,000 SF quick-service restaurant with drive thru on the site with ±64 on-site parking spaces and improved curb cuts to the internal shared access drives. The Project will significantly reduce the amount of impervious area on the site compared to existing conditions. Internal shared access with the overall shopping center is proposed to remain connecting the Project Site to an existing signalized access drive with East Ridge Road and additional access via Portland Avenue. Two-lane circulation through the Site is proposed for optimum parking, circulation efficiencies, and truck delivery. A singlelane entrance to the drive thru is proposed with a full length bypass lane for emergency egress. Two drive-thru canopies are proposed to protect patrons and employees from various weather conditions within the drive thru as well. One canopy will cover the menu board and ordering area and one canopy will cover the pick-up window. New and improved energy efficient onsite lighting, trash enclosure, sidewalks, landscaping and other appurtenances are also proposed onsite as depicted on the accompanying Site Plans. New building signage, site signage and directional signage are also proposed.

Due to the site configuration, proposed traffic circulation, and existing internal shared access drives, Chick-fil-A will seek relief from the Zoning Board of Appeals (the “ZBA”) related to the minimum front-yard setback for the canopy over the menu board and ordering area. This canopy is located in the front-yard set-back area.

The proposed restaurant will reuse the existing utility services on the Site today, as practical. A new electric service with a new transformer is proposed to serve the new building. The restaurant

will connect to the public water and public sewer connections that are readily available to serve the Site. Stormwater is proposed to be collected and treated onsite in a similar fashion as it is today. Existing flow patterns are proposed to remain and flows from the Project Site are proposed to connect to the shopping centers stormwater management facilities as they do today. Impervious coverage within the proposed project limit of disturbance is proposed to be decreased substantially by ±22% and additional landscaping will be added as part of the Project.

The new restaurant will generate new sales tax and property tax revenue that will benefit Monroe County, the Town of Irondequoit and the local public-school district. The Project will also create numerous full-time jobs and temporary construction jobs and provide additional quality food options for the residents of the Town. Lastly, it will replace a vacant store with a new restaurant and put the Site back into productive reuse.

EVALUATION OF POTENTIAL IMPACTS

The Project is an Unlisted Action under the State Environmental Quality Review Act and its implementing regulations (“SEQRA”). For this action, the Town Board is required to consider the criteria for determining significance as enumerated in the SEQRA regulations at 6 NYCRR 617.7(c). This section discusses each of those criteria in more detail below. Based on this discussion, the Project will not create any significant adverse environmental impacts and a Negative Declaration is warranted for the Project under SEQRA.

- a. No substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; no substantial increase in solid waste production; and no substantial increase in potential for erosion, flooding, leaching or drainage problems will result from the Project. The Project will not generate off-premises noise, waste, lights, glare or any other intrusive condition.

Air Quality. The Project entails the redevelopment of a former restaurant and parking lot. It is not a manufacturing or processing facility. No significant stationary generators of air pollution are proposed, nor will the Project result in any significant alteration or impairment to air quality due to construction or the Project’s subsequent operations. No significant adverse impacts are expected to air quality from the Project.

Surface water quality. There are no surface waters on or next to the Project Site including wetlands. No significant adverse impacts will occur to surface water

Groundwater quality or quantity. The Project will reuse the existing water and public sewer connections on the Site. There is sufficient capacity in the public water supply and sewer system to serve the Site and similar usage is anticipated. Stormwater is proposed to be collected and treated onsite in a similar fashion as it does today. Existing flow patterns are proposed to remain and flows from the Project Site will connect to the overall shopping centers stormwater management facilities as they do today. Little to no stormwater will run-off the Site. A stormwater pollution prevention plan (“SWPPP”) will be prepared and implemented during and after construction to properly manage stormwater run-off on the Site as required by State and Town law.

Traffic. The Project is located along East Ridge Road and Portland Avenue in the Town of Irondequoit. East Ridge Road (east/west) and Portland Avenue (north/south) are four-lane roadways, each with a center turn and with two through lanes in each direction and both under Monroe County jurisdiction.

A traffic consultant, SRF Associates, has been hired as part of this project to evaluate existing and proposed traffic conditions and a “Traffic Impact Assessment” has analyzed the proposed development on the commercial corridor. This has been included within the application materials and determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to the study area intersections, with minor modifications as noted within the report.

The Project will reduce the amount of parking areas on the Site from 109+/- existing spaces to 64+/-new spaces as the excess parking is not needed for the intended use. This will significantly reduce the amount of impervious surfaces on the Site and will provide an environmental benefit. Based on the foregoing, the Project is not expected to have any significant adverse traffic impacts.

Solid Waste Production. Solid waste generated by the Project’s operation will be temporarily stored in an appropriate dumpster or compactor that will be enclosed and out of sight (as shown on the Site Plans). On a regular basis, a private carter will collect the solid waste for removal and disposal off-site (including recycling) at an approved facility.

During construction of the Project, any construction or demolition debris will be placed temporarily in a dumpster and/or removed from the Site on a regular basis by a private carter for disposal off-site at an approved facility. No construction waste will be buried on the Site.

Erosion, Flooding and Drainage. Stormwater is proposed to be collected and treated onsite in a similar fashion as it does today. Existing flow patterns are proposed to remain and flows from the Project Site are proposed to connect to the shopping centers stormwater management facilities as they do today. The Project will significantly decrease the amount of impervious surfaces within the proposed limit of disturbance by 22%+/- and increase the amount of landscaping and greenspace on the Site. The Project will replace the existing 18,000 sf building with a much smaller 5000 sf building. It will also reduce parking on the Site by 41 spaces. The reduction in impervious surfaces and increase in greenspace will reduce stormwater run-off on the Site and will provide an environmental benefit. Thus, no significant adverse stormwater impacts are expected from the Project.

Noise, Odor and Lighting. Noise and odor impacts during construction will be temporary and of short duration. Noise in the area is already affected from vehicle noise on East Ridge Road, Portland Avenue and the adjacent Keeler Street Expressway along the Project Site. The Project will not significantly change this noise footprint in anyway. Moreover, the Project is a quick-serve restaurant and does not involve any industrial or manufacturing noise. The reduction in ±45 parking spaces on the Site will also reduce noise over the pre-existing conditions when the Staples Store was in operation.

New, modern and energy-efficient lighting will be utilized throughout the Project Site

and replace the old commercial lighting design on the Site now. The Site is located in a heavy commercial corridor with site lighting at various shopping centers. The Project's lighting will be similar to this existing neighborhood character. The Project's exterior site lighting has been designed to be minimal while ensuring a safe and secure facility for patrons and employees. Where appropriate, lighting fixtures will be of a full cutoff type or provided with shields to reduce glare and light pollution. The fixture locations have been sited to minimize light trespass onto adjacent properties. These measures have been incorporated to minimize potential adverse impacts from site lighting of the new building and parking facilities. No significant adverse noise, odor or lighting impacts will be created by the Project.

- b. No removal or destruction of large quantities of vegetation or fauna; no substantial interference with the movement of any resident or migratory fish or wildlife species; no impacts on a significant habitat area; no substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; and no other significant adverse impacts to natural resources will result from the Project.

Because the Project Site was previously developed as a commercial store, the Site does not contain any suitable habitat for any plants, animals or fish. No significant clearing or grubbing is proposed as the majority of the Site is already covered with pavement, a large building and other impervious surfaces. The Site is not considered a critical wildlife area or wildlife refuge, nor do any such areas exist in close proximity to the Site. The Site will add landscaping greenspace around the new quick-serve restaurant and parking areas to be used by wildlife. The increase in greenspace on the Site will be a benefit to the environment. The Project will not create any significant adverse impacts to plants and wildlife.

- c. The Project will not create the impairment of the environmental characteristics of a Critical Environmental Area (CEA) as designated pursuant to 6 NYCRR § 617.14(g).

The Site does not contain any CEAs. There are six CEAs in Monroe County, with one existing in the Town of Irondequoit but outside of the Project vicinity.

- d. The Project will not create a material conflict with the community's current plans or goals as officially approved or adopted.

The Site lies within the "M – Manufacturing" zoning district and is a permissible use subject to site plan approval by the Planning Board and a special use permit granted by the Town Board. The Project will be located in a commercial shopping center. Nearby properties along East Ridge Road are commercial uses and the proposed use is in harmony with the surrounding commercial neighborhood and complies with the Town's zoning code except the canopy covering the menu boards which is located in the front-yard set-back and requires a variance from the ZBA. The Project will not create any significant adverse conflicts with the community's plans or goals.

- e. The Project will not adversely impair the character or quality of important historical, archeological, architectural, or aesthetic resources or existing community or neighborhood character.

The Project will not impair the character or quality of important historical and/or archaeological resources, given the extensive prior disturbance and development of the Project Site. No historic buildings or sites listed on the State or National Registers of Historic Places are located on or next to the Site. The Site is not located in or adjacent to an historic district.

The new building has been designed to be architecturally consistent with the vernacular styles of the community. The new building will only be a small, single story structure, mainly consisting of a brick exterior, with some bronzed metal finishes. Landscaping adjacent to the building foundation as well as other architectural details are proposed to help soften the new building and improve the existing conditions from the current building and parking area.

The proposed landscaping plan includes shrub, ground cover and ornamental grass plantings designed to help soften the view of the Project.

Proposed signage associated with the Project is consistent with other signs in the shopping plaza and surrounding commercial area. Four wall signs are proposed on the building façade, one on each side of the building. A freestanding sign is proposed along the site frontage on Portland Avenue as well as directional signage to direct traffic to the site entrance. The Staples sign on the monument sign for the shopping plaza will be replaced with a new Chick-fil-A sign. Signs will require special use permits from the Town Board.

- f. The Project will not create a major change in the use of either the quantity or type of energy.

The Project will reuse the existing utility services on the Site today, as practical. A new electric service with a new transformer is proposed to serve the new building. A slight reduction in the use of energy and fuel is anticipated given that the Project is smaller than the former Staples building. The quantity and type of energy used by the Project will be similar to other surrounding uses. The Project's relatively small 5,000 SF restaurant will not create any significant demands for electricity or energy in the Town.

- g. The Project will not create any significant hazards to human health.

No impacts to human health are anticipated by the redevelopment of the former Staples building and parking lot because the construction and site development activities will be undertaken in accordance with and in compliance with all pertinent environmental and land development regulations and related permit and approval procedures and requirements. The Project will be connected to public water and sewer systems. The Project does not generate any hazardous waste. The Project will not create any significant adverse impacts or hazards to human health.

- h. The Project will not create a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses for the reasons set forth herein.

No such resources are located on the Site. The Project consists of redeveloping a

former Staples store and parking lot on the Project Site with a new drive-thru restaurant with parking in a heavy commercial corridor. As a result, the Project will not cause a substantial change in the use, or the intensity of use, of land either within the Town generally or in the immediate vicinity of the Project Site. The Site is not used for public and private recreational purposes.

The Project will also not cause significant adverse impacts on agricultural resources, including consideration of prime or otherwise important farmland soils. The Site does not contain farmland. The Project Site is located along a heavy commercial corridor which limits its potential for a viable farming operation.

- i. The Project will not encourage or attract a large number of people to the Town of Irondequoit, compared to the number of people who would come to such place absent its adoption.

The Project is a small quick-serve restaurant with ±110 indoor and ±24 outdoor seats and ±5,000 SF. It's located in a heavy-commercial corridor and is similar in size to other restaurants in the area. It is not expected to attract large numbers of people to the Town.

- j. The Project will not create a material demand for other actions that would result in one of the above consequences.

Redevelopment of the prior building and parking area will not create any new material demands.

- k. No cumulative adverse impacts on the environment will result from the Project.

Redevelopment of the prior building and parking area will not have any cumulative impacts on the environment.

**Chick-Fil-A: Proposed Restaurant located at 1115 East Ridge Road
in Irondequoit, New York**

**Goals and Recommendations of the
Town of Irondequoit Comprehensive Master Plan (Adopted October 16, 2014)**

July 28, 2020

Introduction

Section 235-92 of the Town of Irondequoit Zoning Code (the “Zoning Code”) provides that to approve a special use permit for a new real estate project, the Town of Irondequoit shall find that the project is compatible with the type, extent and direction of building development for the site and surrounding area as proposed in the Town’s Comprehensive Plan. The Town of Irondequoit adopted its Comprehensive Master Plan (the “Comprehensive Plan”) on October 16, 2014.

Chick-fil-A, Inc. (“CFA”) is proposing to construct a new ±5,000 SF quick-serve restaurant with drive-thru (the “Project”) to be located at 1115 East Ridge Road in the Town (the “Site”). The Site lies within the M – Manufacturing zoning district in the Zoning Code where a take-out/sit down restaurant use and outdoor seating is allowed, subject to a special use permit from the Town Board and site plan review by the Planning Board. The Project Site is located in a heavy commercial corridor and is surrounded by other commercial uses and is in harmony with the neighborhood. The Site contains an existing Staple Store which is now vacant and has been for some time. This store will be demolished to build the new restaurant. Overall, the restaurant will reduce the commercial square footage and increase greenspace on the Site. In addition to the restaurant, new parking, lighting, curbing, stormwater management facilities, utilities, and other appurtenances are proposed as depicted on the accompanying preliminary site plans prepared by Bohler Engineering dated as of March 6, 2020, last revised July 23, 2020 (the “Site Plans”).

CFA has proposed to develop a quick-service restaurant that will be consistent and compatible with all the applicable recommendations, goals, and policies set forth in the Town’s Comprehensive Plan for the East Ridge Road commercial corridor. Each of those are discussed in more detail below.

Discussion on Compliance with the Comprehensive Plan

The Comprehensive Plan established specific goals and objectives for the East Ridge Road commercial corridor, wherein the Project Site is located. The specific goals and objections for the East Ridge Road corridor are as follows:

1. Goal and Objective:

“Prioritize redevelopment and reinvestment that strengthens the Town’s tax base.” (Comprehensive Plan – Section 4, page 5).

Response: Chick-fil-A, Inc. is a highly successful restaurant with locations nationwide. The Project will continue to create and strengthen a vibrant commercial corridor along East Ridge Road by revitalizing a vacant store and attracting new business to the area. The proposed quick-service restaurant use replaces a former Staples store and is in harmony with the neighborhood and consistent

with other commercial uses allowed on the neighborhood pursuant to the Town's zoning code. The new restaurant will create new jobs and taxes for the Town and will provide the residents of the nearby residential neighborhoods with another quality dining option within walking distance. Overall, the Project represents a new investment of millions of dollars in the East Ridge Road corridor that will strengthen the Town's tax base in accordance with the objectives of the Town's Comprehensive Plan.

2. Goal and Objective:

"Redevelop key commercial locations at a higher density and with a mix of uses." (Comprehensive Plan – Section 4, page 5).

Response: The Project Site is located in an active shopping center in the heavy commercial East Ridge corridor which is a key commercial location in the Town and an appropriate place for a new restaurant. The Site is currently improved with a vacant, former Staples store which will be demolished to build the restaurant. CFA is proposing to redevelop the Project Site into a quick-service restaurant which, when complete, will contribute to the overall mix of uses present within the shopping center and the East Ridge Road corridor. These mixed uses include retail stores, hotels, restaurants, gas stations and offices, to name a few.

3. Goal and Objective:

"Ensure that market realities inform the Town's land use preferences." (Comprehensive Plan – Section 4, page 5)

Response: CFA is a highly successful restaurant with locations nationwide. CFA has chosen the Site due to its location in a heavy commercial corridor and in close proximity to residential neighborhoods. The Town's Zoning Code allows restaurants in this corridor which is consistent with the market realities in this area of the Town. The Project will continue to create and strengthen a vibrant commercial corridor along East Ridge Road by revitalizing a vacant store and attracting new business to the area and tax revenue to the Town.

4. Goal and Objective:

"Enhance physical character and visual appearance on public and private property to create a more appealing investment climate and to make the area a safe, comfortable and pleasant place to spend time." (Comprehensive Plan – Section 4, page 5)

Response: Currently, the Site contains a vacant store and unused parking areas which is not visually appealing. The Site contains little to no landscaping now. The Project will redevelop this vacant property into a new restaurant with ample indoor and outdoor seating, designed for an enjoyable eating experience. The Project will also provide high-quality landscaping around the restaurant and parking area and will increase the greenspace on the Site to improve its overall appearance. The project site will also provide an ADA accessible pathway to the store from the public sidewalk along Portland Avenue, whereas none exists today. Lastly, the new building has been designed to be architecturally pleasing and consistent with the vernacular styles of the community. The new building will only be a small, single story structure, mainly consisting of a brick exterior, with some bronzed metal finishes. Other architectural details are proposed to help soften the new building and improve the existing conditions from the current building and parking area.

5. Goal and Objective:

“Monitor and improve traffic flow and highway infrastructure conditions to maintain safe conditions and convenient movement through the corridor.” (Comprehensive Plan – Section 4, page 5)

Response: The Project will not negatively affect the traffic flow or highway infrastructure conditions; nor will it impair the safe conditions and convenient movement through the corridor. A traffic consultant, SRF Associates, has been hired as part of this project to evaluate existing and proposed traffic conditions and a “Traffic Impact Assessment” has analyzed the proposed development on the commercial corridor. This has been included within the application materials and determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to the study area intersections, with minor modifications as noted within the report.

6. Goal and Objective:

“Accommodate transportation alternatives to car.” (Comprehensive Plan – Section 4, page 5)

Response: The Project will improve the “walkability” and pedestrian connections in this neighborhood. The Project includes new sidewalks that will be ADA compliant and will provide accessible pedestrian connections to the existing sidewalk within the NYSDOT right-of-way along Portland Road. The Project will also install a bike rack to encourage another alternative to car travel.

Mr. Timothy Freitag, P.E.
Assistant Project Manager
Bohler Engineering
17 Computer Drive West
Albany, New York 12205

July 14, 2020

RE: Proposed Chick-fil-A, Portland Avenue, Town of Irondequoit, NY
Traffic Impact Assessment

Dear Mr. Freitag:

The purpose of this technical letter is to provide an assessment of potential traffic impacts and mitigation needs, if any, related to the proposed Chick-fil-A in the Town of Irondequoit, Monroe County, New York. The following outlines the results of the study:

EXISTING CONDITIONS

The proposed re-development site is currently occupied by a vacant Staples Store (18,000± SF). The remainder of the plaza also includes a Home Depot store and Wendy’s Restaurant. Access to the site is provided by several driveways along Ridge Road and Portland Ave.

The study area consists of the following existing intersections and driveways:

1. Portland Ave/Ridge Road
2. Portland Ave/Existing Plaza Driveway

The [site location](#) and study area is depicted in **Figure 1** (all Figures are included at the end of this letter). The following information outlined in **Table 1** provides a description of the existing roadway network within project study area. **Figure 2** illustrates the lane geometry at each of the study intersections and the Average Daily Traffic (ADT) volumes on the study roadways.

TABLE I – EXISTING HIGHWAY SYSTEM

ROUTE ¹	FUNC. CLASS ²	JURIS. ³	SPEED LIMIT ⁴	# OF TRAVEL LANES ⁵	TRAVEL PATTERN/ DIRECTION	EST. ADT ⁶	AADT SOURCE ⁷
CR 114 (from Rochester City Line to CR 91)	Minor Arterial	MCDOT	35	4	Two-way/ North-South	19,045	NYSDOT (2018)
CR 241 (from Rochester City Line to Culver Rd)	Minor Arterial	MCDOT	35	4	Two-way/ East-West	18,933	NYSDOT (2019)

Notes:

1. “NYS” = New York State.
2. State Functional Classification of Roadway: All are Rural.

3. Jurisdiction: "NYSDOT" = New York Department of Transportation.
4. Posted or Statewide Limit in Miles per Hour (MPH).
5. Excludes turning/auxiliary lanes developed at intersections.
6. Estimated ADT in Vehicles per Day (VPD).
7. Source (Year).

Given the functional characteristics of the existing (retail) and proposed land uses (fast food), the peak hours selected for analysis are the weekday Midday (Noon -1 PM) and PM (4:30-5:30 PM) peaks. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

Turning movement traffic counts were obtained from previous traffic studies in the area including the Traffic Assessment for Dunkin Donuts located at the northwest corner of Portland Ave & Ridge Road dated March 11, 2015 and the Traffic Impact Assessment for Wendy's Restaurant located at the southwest corner of Portland Ave & Ridge Road dated January 30, 2004; both reports were prepared by SRF & Associates.

All turning movement count data were compared to current average daily traffic counts (2018 and 2019 data obtained from NYSDOT) and adjusted to reflect typical 2020 traffic conditions. The 2020 Base Conditions weekday MD and PM peak hour traffic volumes are reflected in **Figure 3**. It is important to note that the Staples store was open at the time of the data collection and no adjustments have been made to account for the vacancy of that store.

ACCIDENT SUMMARY- PORTLAND AVENUE/SITE DRIVEWAY INTERSECTION

Three-year motor vehicle accident data (2016 – 2019) for the Portland Avenue/Proposed Site Driveway intersection was obtained from NYSDOT. During that time period, one (1) motor vehicle accident occurred. The calculated crash rate is 0.06 crashes per million vehicles. This crash rate is significantly lower than the NYSDOT state-wide average (0.15 crashes per million vehicles) for this type of unsignalized intersection. There are no inherent safety concerns at this intersection.

PROPOSED DEVELOPMENT

The proposed Chick-fil-A development consists of a ±5,000 SF restaurant with a dual order board drive-thru and 114 seats indoor/20 seats outdoor. Access will continue to be provided by the various existing Home Depot Plaza driveways on both Ridge Road and Portland Ave. **Figure 4** depicts the proposed site plan.

TRIP GENERATION

The next step in the evaluation is to determine the traffic attributable to the proposed project as defined, vehicle trips entering and exiting the site. The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Data contained in the Trip Generation 10th Edition (2017), published by the Institute of Transportation Engineers (ITE), was used to project the volume of traffic generated by the proposed project. Data published by the ITE is the nationally accepted standard for generating trips for new users.

According to the ITE, the following steps are recommended when determining trip generation for proposed land uses:

1. Check for the availability of local trip generation rates for comparable uses.
2. If local trip data for similar developments are not available and time and funding permit, conduct trip generation studies at sites with characteristics similar to those of the proposed development.

Documentation of existing drive-thru trip generation and queuing data was collected at two existing Chick-fil-A restaurants (one in Greece, NY and one in Cicero, NY) during three peak periods: weekday lunchtime, weekday afternoon/evening, and Saturday midday. It should be noted that the Cicero location opened for business in February 2018, and the Town of Greece restaurant opened in April 2018. Existing weekday lunchtime (11:30 AM-1:30 PM), weekday afternoon/evening (4:00-6:00 PM), and Saturday midday (12:00-2:00 PM) drive-thru volumes and queuing information was collected on Thursday, October 11 (Greece), Friday, October 12 (Cicero), and Saturday, October 13, 2018 (Cicero) by SRF Associates. This data collection took place approximately 6-8 months after the respective store openings.

Based on the collected data, **Table II** depicts the peak hour drive-thru traffic volumes at each site during the peak study periods.

TABLE II: DRIVE-THRU TRIP GENERATION

LOCATION	SIZE	ADT OF ADJACENT ROADWAY	MIDDAY	PM	SAT
			PEAK HOUR	PEAK HOUR	PEAK HOUR
			EXIT	EXIT	EXIT
Greece, NY	±5,000 SF	44,561 (2014)	45	41	41
Cicero, NY	±5,000 SF	27,570 (2016)	97	88	120

Notes:

1. ADT = Average Daily Traffic, obtained from NYSDOT Traffic Data Viewer, in Vehicles per Day (vpd)
2. Peak Hours:
 - a. Midday Peak Hour: 11:28 AM-12:28 PM (Greece and Cicero)
 - b. PM Peak Hour: 4:16-5:16 PM (Greece), 5:00-6:00 PM (Cicero)
 - c. SAT Peak Hour: 12:05-1:05 PM (Greece), 12:45-1:45 PM (Cicero)
3. SF = Square feet, gross

This trip generation data was then used to derive trip generation for the Project. **Table II** shows the ADTs along the adjacent major roadways, in this case, Greece is Ridge Road and Cicero is US 11. The proposed project is located along Portland Avenue which carries approximately 19,045 vpd according to the most recently collected data (July 2018) obtained from the NYSDOT – note this data was collected south of NY Route 104. The site is also adjacent to Ridge Road. According to the most recent NYSDOT data (March 2019) the average daily traffic volume on Ridge Road was 18,933 vpd. Based upon the proposed size of the Chick-fil-A restaurant, comparable ADTs, and the surrounding area in which the project site is located, it is assumed that projected trip generation estimates will be similar to those collected at the existing sites for the purposes of this study. For conservative purposes, the Cicero site is considered the most representative trip generation condition for the proposed project. However, it is important to note that the Greece and Cicero sites were both the first Chick-fil-A site in their respective areas. The proposed Portland Ave site will be the third Chick-

fil-A site in the greater Rochester area and, therefore, is expected to experience lower traffic volumes. Adjustments were made to the trip data collected at the Greece Chick-fil-A based upon differences in traffic volumes on the adjacent roadways as well as consideration for the Irondequoit site being the third restaurant in the Rochester market. The trip generation data was decreased by 10% to account for these considerations.

TABLE III: SITE GENERATED TRIPS

DESCRIPTION	SIZE	ITE LUC ¹	MD PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Chick-fil-A Restaurant*	5,000 SF	N/A	147	144	100	90
Former Staples Store**	18,000 SF	867	26	27	25	24
Total Additional Trips from Chick-fil-A			121	117	75	66

* Trip generation is based upon trip data collected at the Chick-fil-A in Greece, NY. The estimated trips are greater than trips projected using ITE data.

** Staples trip generation provided for information and comparison only.

Notes: 1. "ITE LUC" = ITE Land Use Code.

For certain types of developments, the total number of trips generated is different from the amount of new traffic added to the adjacent highway network by the generator. Service-oriented developments (such as convenience stores, gas stations, shopping centers, discount stores, restaurants, and banks) often locate adjacent to busy streets in order to attract the motorists already passing the site on the adjacent street. These sites attract a portion of their trips from traffic passing the site (in this case Portland Ave and Ridge Rd). The "pass-by" traffic refers to the amount of existing traffic already on the roadway adjacent to the site that, as it "passes by" the site, will enter the site driveways to patronize the project site. The quantifying of "pass-by" trips has the net result of reducing the volume of new traffic that is added to the site driveways and/or adjacent roadways.

It is anticipated that the Chick-fil-A restaurant will draw a portion of the site generated trips from the existing traffic passing the site on Portland Ave and Ridge Rd. However, pass-by traffic was not considered in this analysis resulting in a worst case/conservative analysis.

DRIVE-THRU QUEUE ASSESSMENT

Based on the collected data, **Table IV** depicts the peak hour drive-thru queues and service times at each site during the peak study periods. Vehicle queues are shown in an average of maximum and maximum lengths. Also shown is the available amount of car stacking space in the drive-thrus at each location. It is noted that the maximum observed queuing at the drive-thru at either site did not exceed 19 vehicles.

TABLE IV: DRIVE-THRU QUEUING ASSESSMENT

LOCATION	CAR STACK	MIDDAY PEAK PERIOD		PM PEAK PERIOD		SAT PEAK PERIOD	
		AVERAGE	MAX	AVERAGE	MAX	AVERAGE	MAX
		Greece, NY	18	14	18	8	14
Cicero, NY	29	11	15	8	14	11	19

Using this data, an approximate service rate per vehicle can be calculated during the peak hour and the peak 15-minute period during each study period. **Table V** shows the calculated service rates.

TABLE V: DRIVE-THRU SERVICE RATES (IN SECONDS PER VEHICLE)

LOCATION	MIDDAY		PM		SAT	
	PEAK PERIOD		PEAK PERIOD		PEAK PERIOD	
	PEAK HOUR	PEAK 15-MIN	PEAK HOUR	PEAK 15-MIN	PEAK HOUR	PEAK 15-MIN
Greece, NY	80.0	75.0	87.8	75.0	87.8	60.0
Cicero, NY	37.1	33.3	40.9	32.1	30.0	27.3

Based on the results shown in **Table V**, the Cicero location exhibits a faster service rate that services a greater amount of exiting drive-thru vehicles, as shown in **Table I**. The reported queue lengths at both sites are comparable to one another, as shown in **Table IV**; however, Greece exhibits longer average and maximum queue lengths during the weekday lunchtime period. During the Saturday midday period, Greece has greater average queue lengths with a lesser maximum queue length. All calculation materials are included in the Attachments to this letter.

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 access drives serving the site. The proposed arrival/departure distribution of traffic generated at this site is considered a function of several parameters, including:

- Residential centers;
- Employment centers;
- Existing traffic patterns within the study area; and
- Existing traffic conditions and controls

Based on these parameters, **Figure 5** shows the anticipated trip distribution patterns for the proposed plaza re-development. **Figure 6** illustrates the peak hour site-generated traffic based on those percentages. **Figure 7** combines the base conditions (**Figure 3**) and the site-generated trips for the proposed development (**Figure 6**) to establish the anticipated full development traffic volumes under full build conditions during the MD and PM peak hours.

CAPACITY ANALYSIS

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the greatest delay to motorists usually occurs at intersections, the capacity analysis specifically focuses on intersections.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the best conditions and LOS "F" the worst. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Attachments.

The standard procedure for capacity analysis of signalized and un-signalized intersections is outlined in the Highway Capacity Manual (HCM 2016) published by the Transportation Research Board. Traffic analysis software, SYNCHRO 10, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at the study area intersections. The procedure yields a LOS based on the HCM as an indicator of how well intersections operate.

Operating conditions using the 2020 Base Conditions traffic volumes during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the proposed project were analyzed to assess the operations of the study area intersections. Capacity results for 2020 base conditions and full build-out conditions are listed in **Table VI**. The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Attachments.

TABLE VI: CAPACITY ANALYSIS RESULTS

INTERSECTION	2020 BASE CONDITIONS		FULL BUILD CONDITIONS		FULL BUILD CONDITIONS W/MITIGATION	
	MD	PM	MD	PM	MD	PM
Portland Avenue / East Ridge Road (S)						
EB left - East Ridge Road	A 7.6	B 11.4	A 8.3	B 11.9	N/A	
EB thru/right - East Ridge Road	B 15.4	B 18.3	B 16.9	B 18.7		
WB left - East Ridge Road	A 9.4	B 12.7	B 10.8	B 13.9		
WB thru/right - East Ridge Road	B 13.1	B 17.6	B 13.9	B 18.1		
NB left - Portland Avenue	C 28.5	C 21.6	C 28.7	C 21.5		
NB thru/right - Portland Avenue	B 16.1	C 22.7	B 16.0	C 22.4		
SB left - Portland Avenue	C 24.0	B 18.8	C 23.2	B 18.3		
SB thru/right - Portland Avenue	C 27.9	C 24.2	C 29.2	C 24.7		
Overall	B 16.4	B 19.2	B 17.4	B 19.6		
Portland Avenue / Site Driveway (U)						
EB - Site Driveway	D 25.1	C 20.7	F 174.3	F 50.8	N/A	N/A
EB Left - Site Driveway	N/A	N/A	N/A	N/A	F 86.7	E 41.5
EB Right - Site Driveway	N/A	N/A	N/A	N/A	C 16.5	B 14.0
NB left - Portland Avenue	B 10.4	A 9.7	B 13.3	B 11.5	B 13.3	B 11.5

NOTES:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. (S) = Signalized, (U) = Unsignalized
3. N/A = Approach does not exist and/or was not analyzed during this condition
4. F(*) = Delay greater than 200 seconds per vehicle

Ridge Road / Portland Avenue

This intersection is shown to operate at LOS B or better under 2020 base conditions and full development conditions. During the AM peak hour, the westbound left turn movement is changes from LOS A to B with a corresponding increase in delay of 1.4 seconds. This is the result of a borderline condition since the threshold between LOS A and B is 10 seconds. The results indicate that there is no significant impact resulting from the proposed Chick-fil-A restaurant at this intersection. No mitigation is warranted or recommended as a result of the proposed development.

Portland Avenue/Existing Plaza Driveway

The Existing Plaza Driveway currently operates at LOS D(C) during the AM(PM) peak hours. The addition of traffic generated by Chick-fil-A results in LOS F for exiting traffic during both peak hours. It is recommended that an eastbound right turn lane is installed to allow right turn traffic to exit the site unimpeded by left turning vehicles that may be waiting for a gap in traffic on Portland Ave. The left turn movement would then operate at LOS F(E) during the MD(PM) peak hours while the right turn movement would operate at LOS C(B) respectively.

Conclusions

This Traffic Impact Assessment identifies and evaluates the potential traffic impacts that can be expected from the proposed Chick-fil-A restaurant located at 1115 East Ridge Road in the Town of Irondequoit, Monroe County, New York, as described in this Study. The results of this study determine that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to study area intersections, with minor modifications. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Evaluation of the three-year crash history at the Culver Road/ site driveway intersection indicates that one (1) motor vehicle accident occurred during the study period. The calculated crash rate of 0.06 crashes per million vehicles is significantly lower than the NYSDOT state-wide average (0.15 crashes per million vehicles) for this type of unsignalized intersection. There are no inherent safety concerns at this intersection.
2. The proposed development is expected to generate approximately 147 entering/144 exiting vehicle trips during the MD peak hour, 100 entering/90 exiting vehicle trips during the PM peak hour, and 173 entering/161 exiting vehicle trips during the SAT peak hour. It is anticipated that the Chick-fil-A restaurant will draw a portion of the site generated trips from the existing traffic passing the site on Portland Ave and Ridge Rd. However, pass-by traffic was not considered in this analysis resulting in a worst case/conservative analysis.
3. It is recommended that an eastbound right turn lane is installed on the existing plaza driveway to allow right turn traffic to exit the site unimpeded by left turning vehicles that may be waiting for a gap in traffic on Portland Ave.
4. Based on the data collected at two existing Chick-fil-A restaurants and the similar characteristics of the proposed project, there is more than sufficient on-site storage for the projected vehicle queues under typical conditions, post-opening month(s). It is important to note that the proposed Portland Ave site will be the third Chick-fil-A site in the greater Rochester area and, therefore, is expected to experience lower traffic volumes than used in this study.
5. The following strategies can be used to help improve drive-thru service time and the speed at which customers are serviced on-site:
 - Chick-fil-A team members using tablets to take orders at customer's vehicles in the drive-thru lane. Another team member may also be used to process the customer's payment.
 - Smartphone technology using the Chick-fil-A mobile app to pre-order food prior to visiting the project site. The customer can pre-order, pre-pay, and pick up their order from inside the facility reducing their time-on-site and the impact on the drive-thru lane.
 - Team members may also be utilized during peak operating times to help direct traffic.

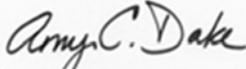
Re: *Proposed Chick-fil-A Restaurant
Traffic Impact Assessment*

*Portland Ave, Irondequoit, NY
July 14, 2020*

6. With the recommended mitigation in place, the proposed development will not result in any potentially significant adverse traffic impacts to the study area roadways and intersections.

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

Very truly yours,
SRF Associates, D.P.C.



Amy C. Dake, P.E., PTOE
Senior Managing Traffic Engineer

V:\Projects\2020\40021 Chick Fil A Irondequoit\Report\Chick-fil-A irondequoit TIA Letter - 07-14-20.docx

ATTACHMENT

July 14, 2020

Letter to

Mr. Timothy Freitag, P.E.
Bohler Engineering

Proposed Chick-fil-A Traffic Impact Assessment

Town of Irondequoit
Monroe County, New York



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

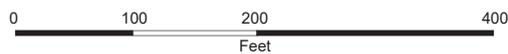
FIGURE 1 - SITE LOCATION AND STUDY AREA

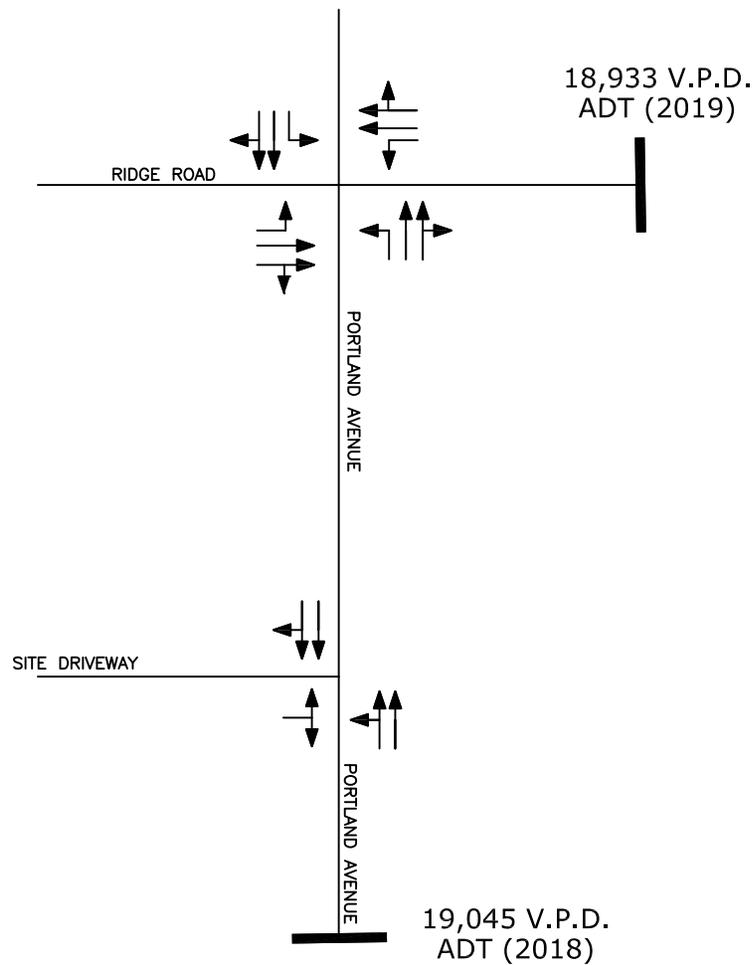


- Legend**
- Study Intersection
 - Proposed Driveway
 - Site Location
 - Study Area

PROPOSED CHICK-FIL-A DEVELOPMENT

TOWN OF IRONDEQUOIT, NY





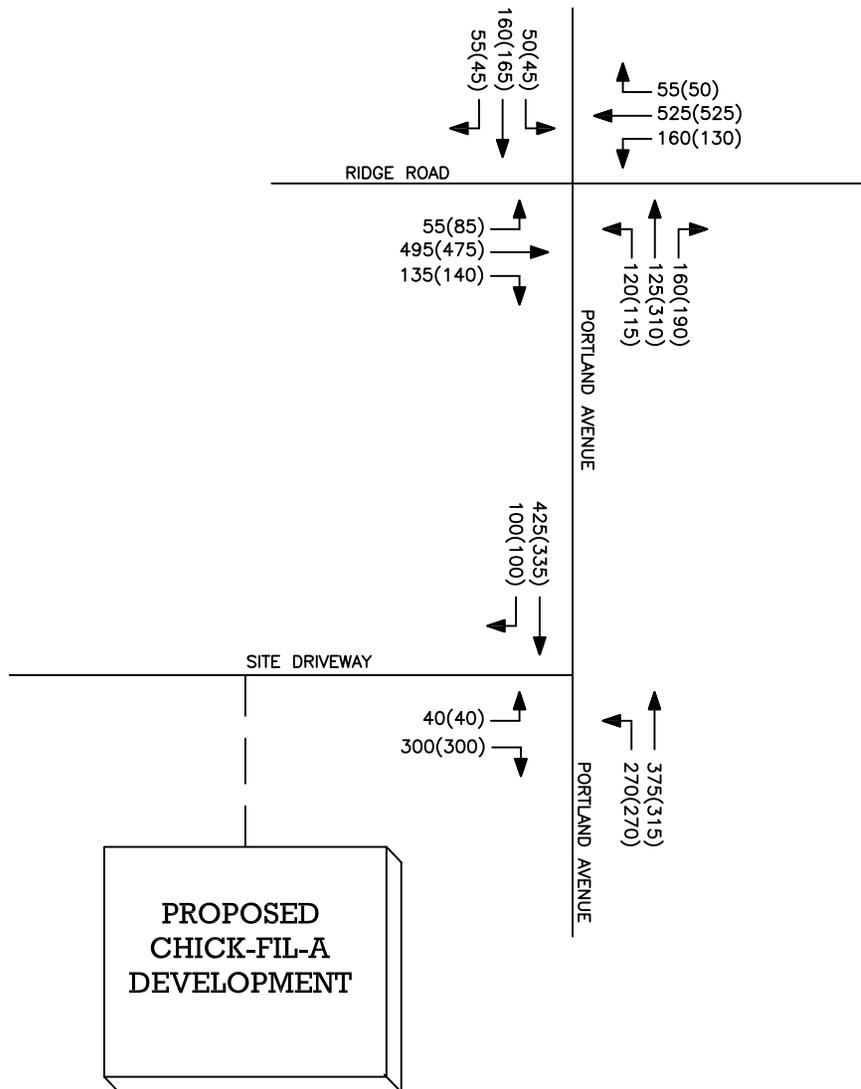
- NOTES:
1. All counts by NYSDOT
 2. V.P.D. = Vehicles per Day

FIGURE 2

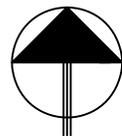
LANE GEOMETRY &
 AVERAGE DAILY TRAFFIC

PROPOSED CHICK-FIL-A,
 TOWN OF IRONDEQUOIT, NY

KEY



PROJECT NO: 40021



N
NOT TO SCALE

FIGURE 3

PEAK HOUR VOLUMES
2020 BASE CONDITIONS

PROPOSED CHICK-FIL-A,
TOWN OF IRONDEQUOIT, NY

KEY

00(00) = MD(PM)



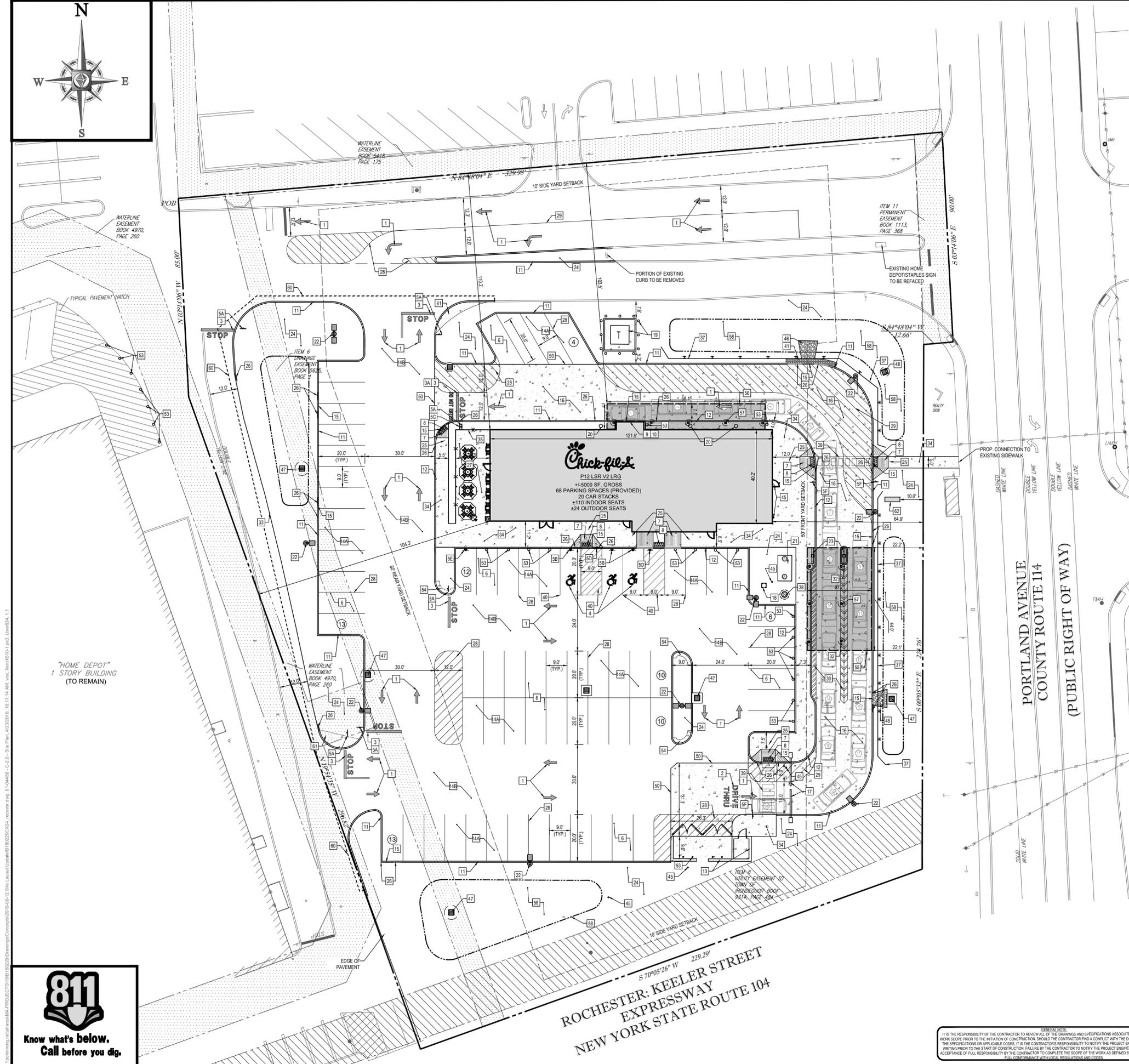
ZONING ANALYSIS TABLE			
ZONING DISTRICT	(M) - MANUFACTURING ZONING DISTRICT		
	RESTAURANT WITH DRIVE DRIVE THRU; PERMITTED USE SUBJECT TO SPECIAL USE PERMIT BY THE TOWN BOARD AND SITE PLAN REVIEW BY THE PLANNING BOARD	REQUIRED	EXISTING
MINIMUM LOT AREA	20,000 SF	± 98,468 SF	NO CHANGE
MINIMUM LOT WIDTH	100'	± 229.3'	NO CHANGE
MAX. BUILDING COVERAGE	33.3%	± 18.3%	± 5%
MIN. FRONT SETBACK	50'	± 67.2'	± 22.2' (*)
MIN. SIDE SETBACK	10'	± 59.3'	± 103.5'
MIN. REAR SETBACK	60'	± 12.3'	± 104.3'
MAX. BUILDING HEIGHT	45'	1 STORY	1 STORY (<45')
IMPERVIOUS COVERAGE	80%	± 89.1%	± 68.5%
PARKING SPACES	50	113	68
PARKING CRITERIA	TAKE-OUT/SIT DOWN RESTAURANT - 1 PER 3 SEATS OR 1 PER 100 SF. OF TOTAL BUILDING FLOOR AREA.		
	5,000/100 (SF. GFA) = 50 TOTAL PARKS REQUIRED		



REVISIONS			
REV	DATE	COMMENT	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			

SITE PLAN DESIGN NOTES & KEY PLAN

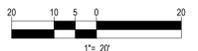
- 1 DIRECTIONAL ARROW (TYP)
- 2 DRIVE-THRU GRAPHICS (TYP)
- 3 STOP BAR GRAPHIC (TYP)
- 3A DO NOT ENTER GRAPHIC (TYP)
- 4 PAINTED ACCESSIBLE PARKING SYMBOL (TYP)
- 5 SITE SIGNAGE
ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION AND NEW YORK STATE SUPPLEMENT; REFER TO SIGN PLAN BY OTHERS
- 5A STOP SIGN
- 5B ACCESSIBLE SIGN WITH BOLLARD BASE
- 5C "DO NOT ENTER" SIGN
- 5D "NO PARKING" SIGN WITH BOLLARD BASE
- 5E CATERING AND CARRYOUT SIGN WITH BOLLARD BASE
- 5F PEDESTRIAN YIELD SIGN
- 6 STANDARD PARKING STALL (TYP)
- 7 SIDEWALK ACCESSIBLE RAMP (TYP)
- 8 DETECTABLE WARNING PANEL (TYP.) (REFER TO ARCH. PLANS AND CFA DETAILS)
- 9 DRIVE-THRU WINDOW PLAN
- 10 DRIVE-THRU ISOMETRIC (REFER TO ARCH. PLANS AND CFA DETAILS)
- 11 CONCRETE CURB (TYP)
- 12 MONOLITHIC CURB AND SIDEWALK (TYP)
- 13 REFUSE ENCLOSURE FOUNDATION (REFER TO ARCH. PLANS AND CFA DETAILS)
- 14 TYPICAL PAVEMENT SECTION
- 14A LIGHT DUTY PAVEMENT SECTION (PARKING SPACES ONLY)
- 14B HEAVY DUTY PAVEMENT SECTION
- 15 FLUSH CURB
- 16 CONCRETE PAVING @ DRIVE THRU LANE
- 17 CLEARANCE BAR
- 18 FLAGPOLE
- 19 TRANSFORMER WITH BOLLARDS (IN ACCORDANCE WITH UTILITY COMPANY REQUIREMENTS)
- 20 ROOF DOWNSPOUT (TO CONNECT TO SITE DRAINAGE SYSTEM)
- 21 2,000 GAL. GREASE INTERCEPTOR (PER UTILITY PROVIDER REQS.)
- 22 AREA LIGHT AND POLE (REFER TO LIGHTING PLAN BY OTHERS, TYP)
- 23 MENU BOARD & CANOPY ORDERING STATION
- 24 LANDSCAPED AREA
- 25 ACCESSIBLE LANDING AREA (TYP)
- 26 TRANSITION CURB (2 TYPICAL EXCEPT RAMPS AND DELIVERY CANOPY)
- 27 SEASONAL OUTDOOR SEATING AREA (REFER TO ARCH. PLANS)
- 28 4" WIDE WHITE STRIPE (TYP.)
- 29 4" WIDE YELLOW STRIPE
- 30 4" WIDE STRIPES @ 3" O.C., YELLOW REFLECTIVE PAINT WITH ANTI-SLIP ADHESIVE
- 31 NOT USED
- 32 DRIVE-THRU ORDER POINT BOLLARD
- 33 PROP. EDGE OF PAVEMENT
- 34 CONCRETE SIDEWALK
- 35 PROP. DECORATIVE FENCE (BY OTHERS)
- 36 NOT USED
- 37 PROP. WOOD GUIDE RAIL
- 38 PROPOSED SANITARY SEWER MANHOLE
- 39 STRIPED CROSS-WALK (TYP)
- 40 4" WIDE BLUE STRIPE (TYP.)
- 41 PROP. PEA GRAVEL DIAPHRAGM
- 42 NOT USED
- 43 NOT USED
- 44 EXISTING CATCH BASIN TO REMAIN (GC TO ADJUST RIM AS NECESSARY)
- 45 SANITARY SEWER CLEANOUT
- 46 PROP. RIP-RAP
- 47 PROP. CATCH BASIN
- 48 PROP. OUTLET CONTROL STRUCTURE
- 49 NOT USED
- 50 EDGE OF CONCRETE PAVEMENT
- 51 NOT USED
- 52 NOT USED
- 53 PROP. BOLLARD
- 54 IRRIGATION AND LANDSCAPE PROTECTION
- 55 ORDER CANOPY (REFER TO PLANS BY OTHERS)
- 56 OUTSIDE MEAL DELIVERY CANOPY (REFER TO PLANS BY OTHERS)
- 57 CANOPY COLUMN (REFER TO PLANS BY OTHERS)
- 58 PROPOSED STORMWATER MANAGEMENT AREA
- 59 NOT USED
- 60 PROPOSED SAWCUT - REMOVE AND REPLACE PAVEMENT TO FULL DEPTH TO MATCH EXISTING (TYP)
- 61 MOUNTABLE CURB
- 62 PROPOSED PYLON SIGN



PORTLAND AVENUE
COUNTY ROUTE 114
(PUBLIC RIGHT OF WAY)

ROCHESTER KEELER STREET
EXPRESSWAY
NEW YORK STATE ROUTE 104

GENERAL NOTE
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH ALL REGULATIONS AND CODES.



THIS PLAN TO BE UTILIZED FOR
CONCEPT LAYOUT PURPOSES ONLY



BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
TRANSPORTATION SERVICES

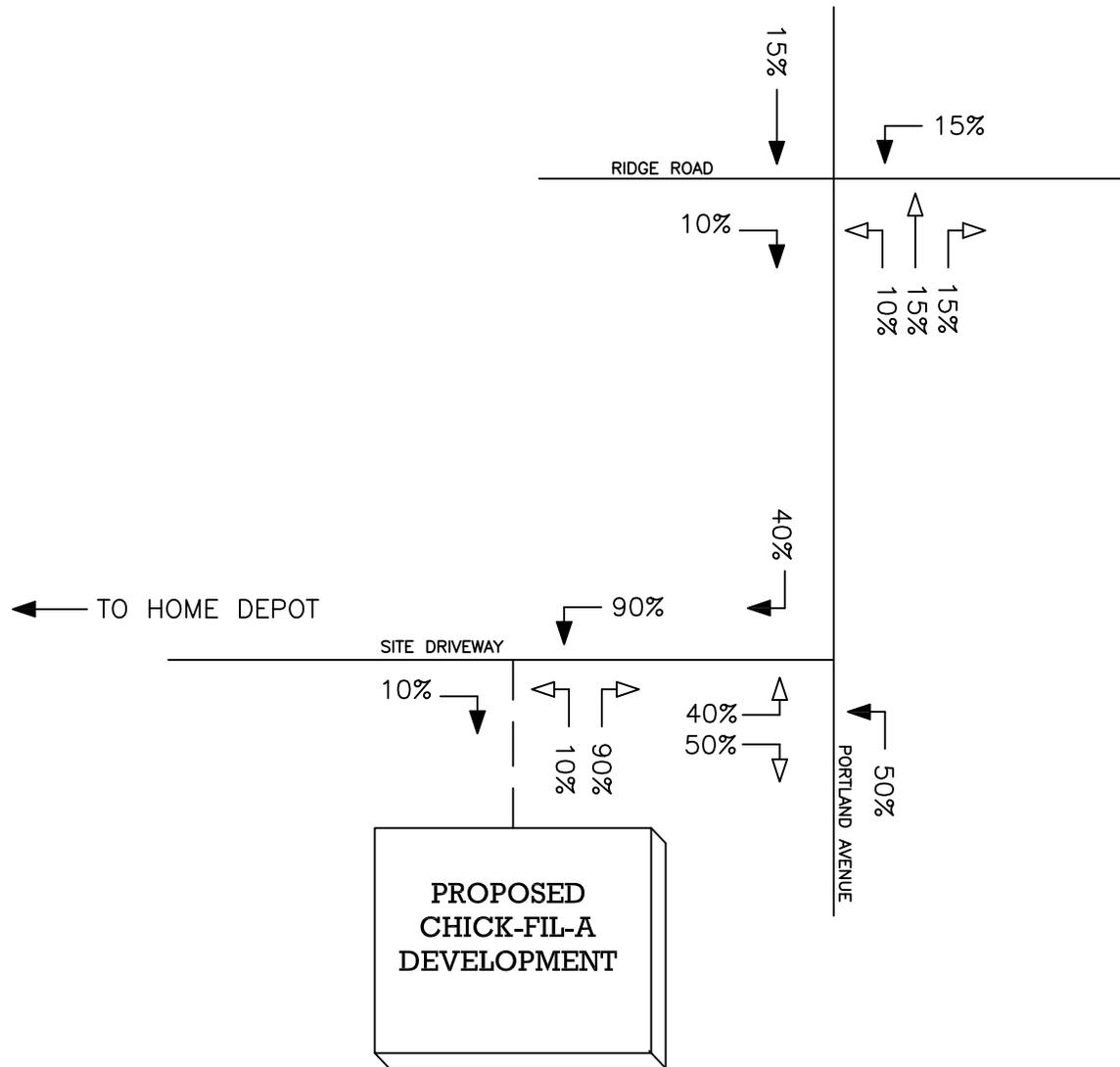
17 COMPUTER DRIVE WEST
ALBANY, NY 12205
Phone: (518) 438-9900
Fax: (518) 438-0900
www.BohlerEngineering.com

STORE #04458
Series
P12-LSR-V2-LARGE
1115 EAST RIDGE ROAD
TOWN OF IRONDEQUOIT
MONROE COUNTY, NEW YORK

SHEET TITLE
PCR SITE PLAN
DWG EDITION **02.4**
 Preliminary
 80% Submittal
 For Construction

Job No. : B180229
Store : 04458
Date : 03/06/2020
Drawn By : AKD
Checked By : TCF

Sheet
1
OF 3



PROJECT NO: 40021



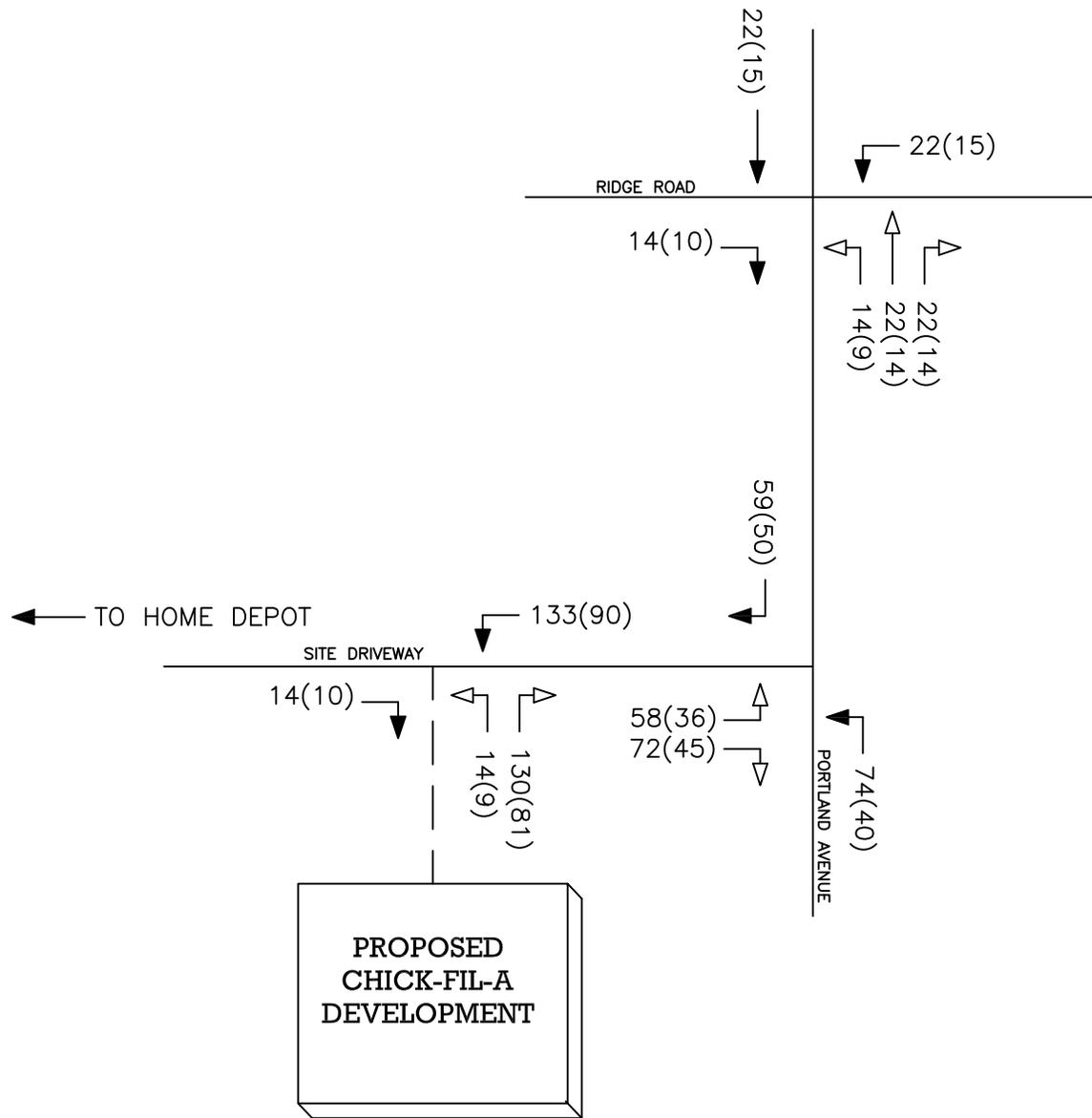
FIGURE 5

TRIP DISTRIBUTION

PROPOSED CHICK-FIL-A,
 TOWN OF IRONDEQUOIT, NY

KEY

ENTERING TRIPS →
 EXITING TRIPS →



PROJECT NO: 40021

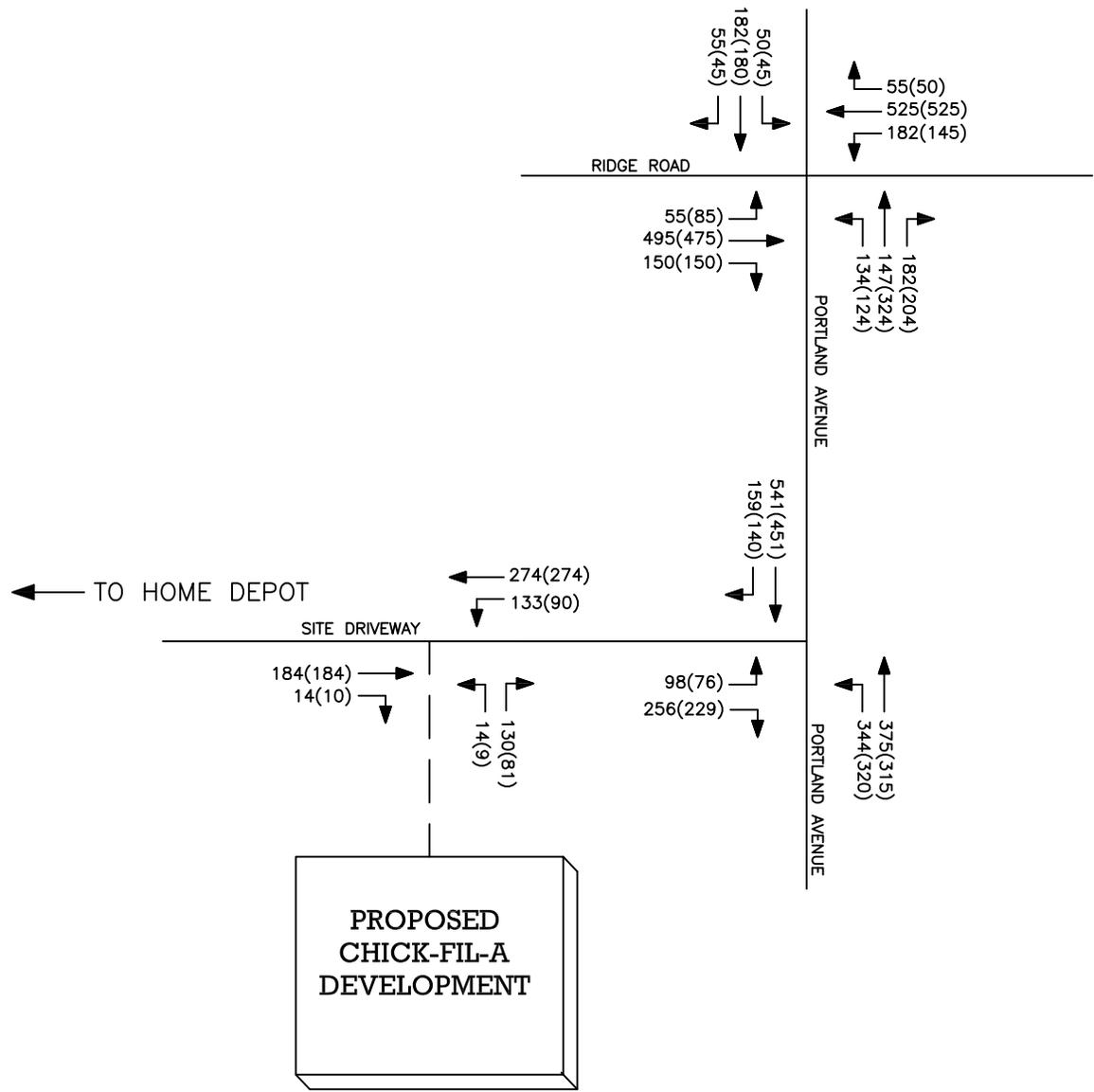


FIGURE 6

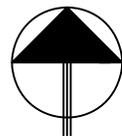
SITE GENERATED TRIPS
 PROPOSED CHICK-FIL-A,
 TOWN OF IRONDEQUOIT, NY

KEY

00(00) = MD(PM)
 ENTERING TRIPS →
 EXITING TRIPS →



PROJECT NO: 40021



N
NOT TO SCALE

FIGURE 7

PEAK HOUR VOLUMES
FULL BUILD CONDITIONS

PROPOSED CHICK-FIL-A,
TOWN OF IRONDEQUOIT, NY

KEY

00(00) = MD(PM)

NYS DOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 5/28/2020 Print Time 11:49:17AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query Sub Type</u>	<u>Accident Date Range</u>
<u>55411</u> 17180	AttributeQuery	None	9/1/2016 12:00:00AM To 8/31/2019 12:00:00AM

<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2018</u>	0	0	1	0	1
<u>Grand Total:</u>	0	0	1	0	

Project Information

Project Name: Chick-fil-A
No: 40021
Date: 5/12/2020
City: Irondequoit
State/Province: New York
Client Name: Bohler Engineering
Analyst's Name: SRF Associates
Edition:



	Weekday Lunch Peak		Weekday PM Peak		SAT Midday Peak Hour	
	Hour	Hour	Hour	Hour	Hour	Hour
	Enter	Exit	Enter	Exit	Enter	Exit
Chick-fil-A Greece	163	160	111	100	192	179
ITE	131	126	85	78	140	134
Chick-fil-A Irondequoit	147	144	100	90	173	161

** 90% of Greece store volumes due to lower roadway volumes on Ridge Road Irondequoit vs Ridge Road Greece as well as 3rd Rochester area store*

Weekday Lunch

Ridgecrest Driveway				Standish Driveway			
Start Time	Enter	Exit	Peak Hour	Start Time	Enter	Exit	Peak Hour
11:30 AM	8	10		11:30 AM	31	16	
11:45 AM	13	13		11:45 AM	22	20	
12:00 PM	11	12		12:00 PM	28	14	
12:15 PM	16	12	95	12:15 PM	31	17	179
12:30 PM	10	14	101	12:30 PM	29	30	191
12:45 PM	15	17	107	12:45 PM	25	30	204
1:00 PM	11	13	108	1:00 PM	26	27	215
1:15 PM	11	13	104	1:15 PM	25	26	218
peak hr	52	56		peak hr	111	104	

Weekday Evening

Ridgecrest Driveway				Standish Driveway			
Start Time	Enter	Exit	Peak Hour	Start Time	Enter	Exit	Peak Hour
4:00 PM	8	8		4:00 PM	22	16	
4:15 PM	7	13		4:15 PM	19	10	
4:30 PM	10	12		4:30 PM	17	15	
4:45 PM	7	5	70	4:45 PM	13	17	129
5:00 PM	9	9	72	5:00 PM	15	18	124
5:15 PM	9	8	69	5:15 PM	11	16	122
5:30 PM	7	7	61	5:30 PM	25	13	128
5:45 PM	9	9	67	5:45 PM	26	20	144
peak hr	34	33		peak hr	77	67	

Project Information

Project Name: Chick-fil-A
No: 40021
Date: 5/12/2020
City: Irondequoit
State/Province: New York
Client Name: Bohler Engineering
Analyst's Name: SRF Associates
Edition:



Saturday MIDDAY

Ridgecrest Driveway				Standish Driveway			
Start Time	Enter	Exit	Peak Hour	Start Time	Enter	Exit	Peak Hour
12:00 PM	8	14		12:00 PM	30	24	
12:15 PM	16	11		12:15 PM	27	24	
12:30 PM	11	9		12:30 PM	24	35	
12:45 PM	9	8	86	12:45 PM	30	28	222
1:00 PM	20	15	99	1:00 PM	32	23	223
1:15 PM	22	23	117	1:15 PM	30	27	229
1:30 PM	16	22	135	1:30 PM	33	33	236
1:45 PM	17	17	152	1:45 PM	18	20	216
peak hr	67	68		peak hr	125	111	

**PROPOSED CHICK-FIL-A - PORTLAND & RIDGE
TOWN OF IRONDEQUOIT MONROE COUNTY, NY
MD PEAK**

LOCATION NUMBER	INTERSECTION DESCRIPTION	2020 BASE VOLUME	Chick-fil-A				TOTAL SITE TRIPS	Wendy's Trip Adj.	FULL BUILD VOLUMES
			ENTER Dist. %	EXIT Dist. %	TRIPS IN	TRIPS OUT			
1	Ridge Road/Portland Ave								
	SR	55							55
	ST	160	15%		22		22		182
	SL	50							50
	WR	55							55
	WT	525							525
	WL	160	15%		22		22		182
	NR	160		15%		22	22		182
	NT	125		15%		22	22		147
	NL	120		10%		14	14		134
	ER	135	10%		15		15		150
	ET	495							495
	EL	55							55
2	Portland Road/Site Driveway								
	SR	100	40%		59		59		159
	ST	425						116	541
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	375							375
	NL	270	50%		74		74		344
ER	300		50%		72	72	-116	256	
ET									
EL	40		40%		58	58		98	

**PROPOSED CHICK-FIL-A - PORTLAND & RIDGE
TOWN OF IRONDEQUOIT MONROE COUNTY, NY
PM PEAK**

LOCATION NUMBER	INTERSECTION DESCRIPTION	2020 BASE VOLUME	Chick-fil-A				TOTAL SITE TRIPS	Wendy's Trip Adj.	FULL BUILD VOLUMES
			ENTER Dist. %	EXIT Dist. %	TRIPS IN 100	TRIPS OUT 90			
1	Ridge Road/Portland Ave								
	SR	45							45
	ST	165	15%		15		15		180
	SL	45							45
	WR	50							50
	WT	525							525
	WL	130	15%		15		15		145
	NR	190		15%		14	14		204
	NT	310		15%		14	14		324
	NL	115		10%		9	9		124
	ER	140	10%		10		10		150
	ET	475							475
EL	85							85	
2	Portland Road/Site Driveway								
	SR	100	40%		40		40		140
	ST	335						116	451
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	315							315
	NL	270	50%		50		50		320
	ER	300		50%		45	45	-116	229
	ET								
EL	40		40%		36	36		76	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Base Conditions - MD Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	55	495	135	160	525	55	120	125	160	50	160	55
Future Volume (vph)	55	495	135	160	525	55	120	125	160	50	160	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.986			0.916				0.961
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	3490	0	1770	3242	0	1770	3401	0
Fit Permitted	0.366			0.276			0.436			0.438		
Satd. Flow (perm)	682	3426	0	514	3490	0	812	3242	0	816	3401	0
Right Turn on Red		Yes			Yes			Yes				Yes
Satd. Flow (RTOR)		43			14			182				55
Link Speed (mph)	35			35			35			35		
Link Distance (ft)	352			1110			267			755		
Travel Time (s)	6.9			21.6			5.2			14.7		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	63	563	153	182	597	63	136	142	182	57	182	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	716	0	182	660	0	136	324	0	57	245	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA										
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Base Conditions - MD Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%	
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5	
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		8.0			8.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	52.1	44.4		57.5	49.0		24.2	17.0		22.5	14.4	
Actuated g/C Ratio	0.58	0.49		0.64	0.54		0.27	0.19		0.25	0.16	
v/c Ratio	0.13	0.42		0.38	0.35		0.44	0.43		0.20	0.42	
Control Delay	7.6	15.4		9.4	13.1		28.5	16.1		24.0	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	15.4		9.4	13.1		28.5	16.1		24.0	27.9	
LOS	A	B		A	B		C	B		C	C	
Approach Delay		14.7			12.3			19.8			27.2	
Approach LOS		B			B			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length:	90											
Actuated Cycle Length:	90											
Offset:	33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	85											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.44											
Intersection Signal Delay:	16.4						Intersection LOS: B					
Intersection Capacity Utilization:	53.0%						ICU Level of Service A					
Analysis Period (min):	15											
Splits and Phases:	1: Portland & E. Ridge Rd											

Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Base Conditions - MD Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Volume (vph)	40	300	270	375	425	100
Future Volume (vph)	40	300	270	375	425	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.881				0.971	
Flt Protected	0.994		0.950			
Satd. Flow (prot)	1631	0	1770	3539	3437	0
Flt Permitted	0.994		0.950			
Satd. Flow (perm)	1631	0	1770	3539	3437	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	45	341	307	426	483	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	386	0	307	426	597	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.6%
Analysis Period (min)	15
	ICU Level of Service B

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Base Conditions - MD Peak Hour

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Vol, veh/h	40	300	270	375	425	100
Future Vol, veh/h	40	300	270	375	425	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	341	307	426	483	114

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1367	299	597
Stage 1	540	-	-
Stage 2	827	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	138	697	976
Stage 1	548	-	-
Stage 2	390	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	95	697	976
Mov Cap-2 Maneuver	218	-	-
Stage 1	375	-	-
Stage 2	390	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.1	4.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	976	-	554	-
HCM Lane V/C Ratio	0.314	-	0.697	-
HCM Control Delay (s)	10.4	-	25.1	-
HCM Lane LOS	B	-	D	-
HCM 95th %tile Q(veh)	1.4	-	5.5	-

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Base Conditions - PM Peak Hour

	↖	→	↘	↙	←	↖	↗	↘	↙	↕	↖	↗	↘	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖			
Traffic Volume (vph)	85	475	140	130	525	50	115	310	190	45	165	45		
Future Volume (vph)	85	475	140	130	525	50	115	310	190	45	165	45		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0		0	175		0	95		0	0		0		
Storage Lanes	1		0	1		0	1		0	1		0		
Taper Length (ft)	25			25			25			25				
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95		
Frt		0.966			0.987			0.943				0.968		
Flt Protected	0.950			0.950			0.950			0.950				
Satd. Flow (prot)	1770	3419	0	1770	3493	0	1770	3337	0	1770	3426	0		
Flt Permitted	0.329			0.268			0.477			0.280				
Satd. Flow (perm)	613	3419	0	499	3493	0	889	3337	0	522	3426	0		
Right Turn on Red			Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)		48			13			151				39		
Link Speed (mph)		35			35			35				35		
Link Distance (ft)		352			1110			267				755		
Travel Time (s)		6.9			21.6			5.2				14.7		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		
Adj. Flow (vph)	97	540	159	148	597	57	131	352	216	51	188	51		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	97	699	0	148	654	0	131	568	0	51	239	0		
Enter Blocked Intersection	No													
Lane Alignment	Left	Left	Right											
Median Width(ft)		12			12			12				12		
Link Offset(ft)		0			0			0				0		
Crosswalk Width(ft)		16			16			16				16		
Two way Left Turn Lane		Yes			Yes			Yes				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15		9	15		9	15		9	15		9		
Number of Detectors	1	1		1	1		1	1		1	1	1		
Detector Template														
Leading Detector (ft)	50	50		50	50		50	50		50	50	50		
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0		
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	NA		
Protected Phases	5	2		1	6		3	8		7	4	4		
Permitted Phases	2			6			8			4				
Detector Phase	5	2		1	6		3	8		7	4	4		
Switch Phase														
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	6.0		
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	31.0		
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	31.0		

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

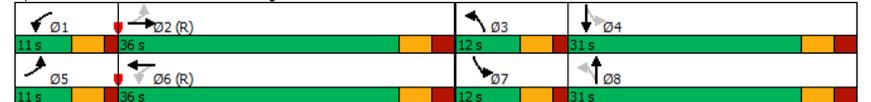
Chick-fil-A Irondequoit
2020 Base Conditions - PM Peak Hour

	↖	→	↘	↙	←	↖	↗	↘	↙	↕	↖	↗	↘	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%			
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0			
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5			
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5			
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0			
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0			
Lead/Lag	Lead	Lag												
Lead-Lag Optimize?														
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0			
Recall Mode	None	C-Max		None	C-Max		None	None		None	None			
Walk Time (s)		8.0			8.0			7.0			7.0			
Flash Dont Walk (s)		16.0			16.0			16.0			16.0			
Pedestrian Calls (#/hr)		0			0			0			0			
Act Effect Green (s)	48.9	40.7		51.1	43.5		29.6	24.2		27.5	19.4			
Actuated g/C Ratio	0.54	0.45		0.57	0.48		0.33	0.27		0.31	0.22			
v/c Ratio	0.22	0.45		0.36	0.39		0.35	0.56		0.19	0.31			
Control Delay	11.4	18.3		12.7	17.6		21.6	22.7		18.8	24.2			
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0			
Total Delay	11.4	18.3		12.7	17.6		21.6	22.7		18.8	24.2			
LOS	B	B		B	B		C	C		B	C			
Approach Delay		17.5			16.7			22.5			23.3			
Approach LOS		B			B			C			C			

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	19.2
Intersection Capacity Utilization:	56.1%
Intersection LOS:	B
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Portland & E. Ridge Rd



Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Base Conditions - PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	300	270	315	335	100
Future Volume (vph)	40	300	270	315	335	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.881				0.965	
Flt Protected	0.994		0.950			
Satd. Flow (prot)	1631	0	1770	3539	3415	0
Flt Permitted	0.994		0.950			
Satd. Flow (perm)	1631	0	1770	3539	3415	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	45	341	307	358	381	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	386	0	307	358	495	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.2%
ICU Level of Service	B
Analysis Period (min)	15

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Base Conditions - PM Peak Hour

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	300	270	315	335	100
Future Vol, veh/h	40	300	270	315	335	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	341	307	358	381	114

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1231	248	495
Stage 1	438	-	-
Stage 2	793	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	170	752	1065
Stage 1	618	-	-
Stage 2	406	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	121	752	1065
Mov Cap-2 Maneuver	248	-	-
Stage 1	440	-	-
Stage 2	406	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	4.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	1065	-	607	-
HCM Lane V/C Ratio	0.288	-	0.637	-
HCM Control Delay (s)	9.7	-	20.7	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	1.2	-	4.5	-

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions - MD Peak Hour

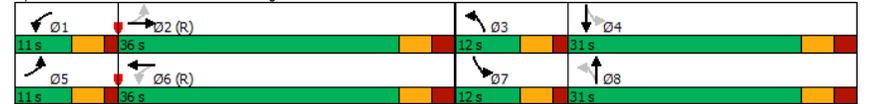
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↕	↕	↔	↔	↕	↔
Traffic Volume (vph)	55	495	150	182	525	55	134	147	182	50	182	55
Future Volume (vph)	55	495	150	182	525	55	134	147	182	50	182	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.965			0.986			0.917			0.965	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3415	0	1770	3490	0	1770	3245	0	1770	3415	0
Fit Permitted	0.369			0.259			0.414			0.388		
Satd. Flow (perm)	687	3415	0	482	3490	0	771	3245	0	723	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			14			207				46
Link Speed (mph)		35			35			35				35
Link Distance (ft)		352			1110			267				755
Travel Time (s)		6.9			21.6			5.2				14.7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	63	563	170	207	597	63	152	167	207	57	207	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	733	0	207	660	0	152	374	0	57	270	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA										
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions - MD Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%	
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5	
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		8.0			8.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	50.2	42.4		56.6	47.8		25.3	18.1		23.5	15.4	
Actuated g/C Ratio	0.56	0.47		0.63	0.53		0.28	0.20		0.26	0.17	
v/c Ratio	0.13	0.45		0.45	0.36		0.48	0.46		0.20	0.43	
Control Delay	8.3	16.9		10.8	13.9		28.7	16.0		23.2	29.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	16.9		10.8	13.9		28.7	16.0		23.2	29.2	
LOS	A	B		B	B		C	B		C	C	
Approach Delay		16.2			13.1			19.7			28.1	
Approach LOS		B			B			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length:	90											
Actuated Cycle Length:	90											
Offset:	33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	85											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.48											
Intersection Signal Delay:	17.4						Intersection LOS: B					
Intersection Capacity Utilization:	56.1%						ICU Level of Service B					
Analysis Period (min):	15											

Splits and Phases: 1: Portland & E. Ridge Rd



Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions - MD Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↕↕	↕↕	
Traffic Volume (vph)	98	256	344	375	541	159
Future Volume (vph)	98	256	344	375	541	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.902				0.966	
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1657	0	1770	3539	3419	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1657	0	1770	3539	3419	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	111	291	391	426	615	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	391	426	796	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.3%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions - MD Peak Hour

Intersection						
Int Delay, s/veh	37.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↕↕	↕↕	
Traffic Vol, veh/h	98	256	344	375	541	159
Future Vol, veh/h	98	256	344	375	541	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	291	391	426	615	181

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1701	398	796
Stage 1	706	-	-
Stage 2	995	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	~ 83	601	822
Stage 1	450	-	-
Stage 2	318	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 43	601	822
Mov Cap-2 Maneuver	143	-	-
Stage 1	236	-	-
Stage 2	318	-	-

Approach	EB	NB	SB
HCM Control Delay, s	174.3	6.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	822	-	319	-
HCM Lane V/C Ratio	0.476	-	1.261	-
HCM Control Delay (s)	13.3	-	174.3	-
HCM Lane LOS	B	-	F	-
HCM 95th %tile Q(veh)	2.6	-	18.5	-

Notes

--: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↕	↕	↔	↔	↕	↔
Traffic Volume (vph)	85	475	150	145	525	50	124	324	204	45	180	45
Future Volume (vph)	85	475	150	145	525	50	124	324	204	45	180	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964			0.987			0.942			0.970	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3412	0	1770	3493	0	1770	3334	0	1770	3433	0
Fit Permitted	0.326			0.259			0.465			0.262		
Satd. Flow (perm)	607	3412	0	482	3493	0	866	3334	0	488	3433	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		53			13			160			35	
Link Speed (mph)	35			35			35			35		
Link Distance (ft)	352			1110			267			755		
Travel Time (s)	6.9			21.6			5.2			14.7		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	97	540	170	165	597	57	141	368	232	51	205	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	710	0	165	654	0	141	600	0	51	256	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA										
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

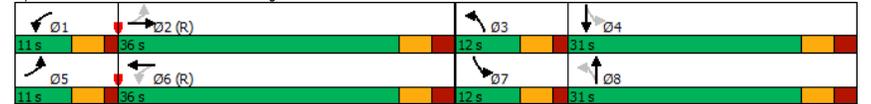
Chick-fil-A Irondequoit
2020 Full Build Conditions - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%	
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5	
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		8.0			8.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	48.2	40.0		50.4	42.8		30.3	24.9		28.2	20.1	
Actuated g/C Ratio	0.54	0.44		0.56	0.48		0.34	0.28		0.31	0.22	
v/c Ratio	0.23	0.46		0.41	0.39		0.37	0.58		0.19	0.32	
Control Delay	11.9	18.7		13.9	18.1		21.5	22.4		18.3	24.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	18.7		13.9	18.1		21.5	22.4		18.3	24.7	
LOS	B	B		B	B		C	C		B	C	
Approach Delay		17.9			17.2			22.3			23.7	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	19.6
Intersection Capacity Utilization:	58.1%
Intersection LOS:	B
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Portland & E. Ridge Rd



Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions - PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Volume (vph)	76	229	320	315	451	140
Future Volume (vph)	76	229	320	315	451	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899				0.965	
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1770	3539	3415	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1770	3539	3415	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	86	260	364	358	513	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	364	358	672	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.0%
Analysis Period (min)	15
	ICU Level of Service B

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions - PM Peak Hour

Intersection						
Int Delay, s/veh	12.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Vol, veh/h	76	229	320	315	451	140
Future Vol, veh/h	76	229	320	315	451	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	260	364	358	513	159

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1500	336	672
Stage 1	593	-	-
Stage 2	907	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	113	660	915
Stage 1	515	-	-
Stage 2	354	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 68	660	915
Mov Cap-2 Maneuver	182	-	-
Stage 1	310	-	-
Stage 2	354	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.8	5.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	915	- 399	-	-
HCM Lane V/C Ratio	0.397	- 0.869	-	-
HCM Control Delay (s)	11.5	- 50.8	-	-
HCM Lane LOS	B	- F	-	-
HCM 95th %tile Q(veh)	1.9	- 8.6	-	-

Notes

--: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - MD Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	55	495	150	182	525	55	134	147	182	50	182	55
Future Volume (vph)	55	495	150	182	525	55	134	147	182	50	182	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.965			0.986			0.917			0.965	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3415	0	1770	3490	0	1770	3245	0	1770	3415	0
Fit Permitted	0.369			0.259			0.414			0.388		
Satd. Flow (perm)	687	3415	0	482	3490	0	771	3245	0	723	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			14			207				46
Link Speed (mph)		35			35			35				35
Link Distance (ft)		352			1110			267				755
Travel Time (s)		6.9			21.6			5.2				14.7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	63	563	170	207	597	63	152	167	207	57	207	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	733	0	207	660	0	152	374	0	57	270	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	CI+Ex	CI+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA										
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - MD Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%	
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5	
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		8.0			8.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	50.2	42.4		56.6	47.8		25.3	18.1		23.5	15.4	
Actuated g/C Ratio	0.56	0.47		0.63	0.53		0.28	0.20		0.26	0.17	
v/c Ratio	0.13	0.45		0.45	0.36		0.48	0.46		0.20	0.43	
Control Delay	8.3	16.9		10.8	13.9		28.7	16.0		23.2	29.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	16.9		10.8	13.9		28.7	16.0		23.2	29.2	
LOS	A	B		B	B		C	B		C	C	
Approach Delay		16.2			13.1			19.7			28.1	
Approach LOS		B			B			B			C	
Intersection Summary												
Area Type:	Other											
Cycle Length:	90											
Actuated Cycle Length:	90											
Offset:	33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	85											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.48											
Intersection Signal Delay:	17.4						Intersection LOS: B					
Intersection Capacity Utilization:	56.1%						ICU Level of Service B					
Analysis Period (min):	15											
Splits and Phases: 1: Portland & E. Ridge Rd												

Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - MD Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Volume (vph)	98	256	344	375	541	159
Future Volume (vph)	98	256	344	375	541	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.966	
Fit Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3419	0
Fit Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3419	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	111	291	391	426	615	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	291	391	426	796	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.5%
ICU Level of Service A	
Analysis Period (min)	15

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - MD Peak Hour

Intersection						
Int Delay, s/veh	9.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Vol, veh/h	98	256	344	375	541	159
Future Vol, veh/h	98	256	344	375	541	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	291	391	426	615	181

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1701	398	796
Stage 1	706	-	-
Stage 2	995	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	~ 83	601	822
Stage 1	450	-	-
Stage 2	318	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 43	601	822
Mov Cap-2 Maneuver	143	-	-
Stage 1	236	-	-
Stage 2	318	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.9	6.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	822	-	143	601	-	-
HCM Lane V/C Ratio	0.476	-	0.779	0.484	-	-
HCM Control Delay (s)	13.3	-	86.7	16.5	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	2.6	-	4.8	2.6	-	-

Notes

--: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	85	475	150	145	525	50	124	324	204	45	180	45
Future Volume (vph)	85	475	150	145	525	50	124	324	204	45	180	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964			0.987			0.942			0.970	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3412	0	1770	3493	0	1770	3334	0	1770	3433	0
Fit Permitted	0.326			0.259			0.465			0.262		
Satd. Flow (perm)	607	3412	0	482	3493	0	866	3334	0	488	3433	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		53			13			160			35	
Link Speed (mph)	35			35			35			35		
Link Distance (ft)	352			1110			267			755		
Travel Time (s)	6.9			21.6			5.2			14.7		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	97	540	170	165	597	57	141	368	232	51	205	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	710	0	165	654	0	141	600	0	51	256	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA										
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	8.0		4.0	8.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	32.0		10.0	32.0		12.0	31.0		12.0	31.0	
Total Split (s)	11.0	36.0		11.0	36.0		12.0	31.0		12.0	31.0	

Lanes, Volumes, Timings
1: Portland & E. Ridge Rd

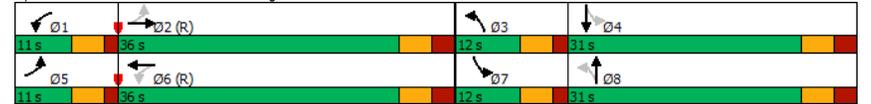
Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	40.0%		12.2%	40.0%		13.3%	34.4%		13.3%	34.4%	
Maximum Green (s)	6.0	30.0		6.0	30.0		7.0	25.0		7.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.5		1.5	2.5		1.5	2.5		1.5	2.5	
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-2.0	-3.0		-2.0	-3.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		8.0			8.0			7.0			7.0	
Flash Dont Walk (s)		16.0			16.0			16.0			16.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	48.2	40.0		50.4	42.8		30.3	24.9		28.2	20.1	
Actuated g/C Ratio	0.54	0.44		0.56	0.48		0.34	0.28		0.31	0.22	
v/c Ratio	0.23	0.46		0.41	0.39		0.37	0.58		0.19	0.32	
Control Delay	11.9	18.7		13.9	18.1		21.5	22.4		18.3	24.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	18.7		13.9	18.1		21.5	22.4		18.3	24.7	
LOS	B	B		B	B		C	C		B	C	
Approach Delay		17.9			17.2			22.3			23.7	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 33 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 58.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: Portland & E. Ridge Rd



Lanes, Volumes, Timings
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Volume (vph)	76	229	320	315	451	140
Future Volume (vph)	76	229	320	315	451	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.965	
Fit Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3415	0
Fit Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3415	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	211			373	267	
Travel Time (s)	4.8			8.5	6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	86	260	364	358	513	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	260	364	358	672	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.9%		ICU Level of Service A			
Analysis Period (min)	15					

HCM 6th TWSC
2: Portland Ave & Site Drive

Chick-fil-A Irondequoit
2020 Full Build Conditions w/Mitigation - PM Peak Hour

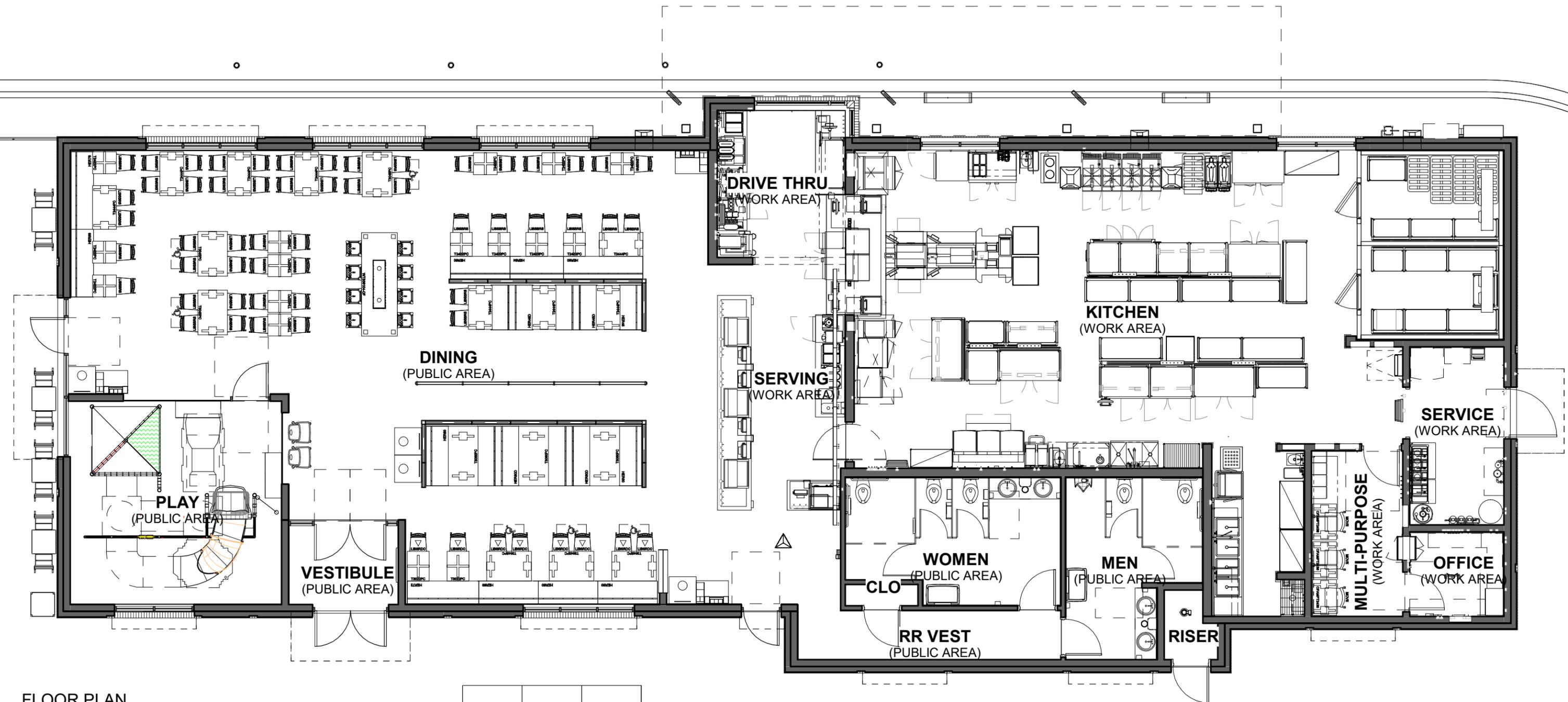
Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Vol, veh/h	76	229	320	315	451	140
Future Vol, veh/h	76	229	320	315	451	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	260	364	358	513	159

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1500	336	672
Stage 1	593	-	-
Stage 2	907	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	113	660	915
Stage 1	515	-	-
Stage 2	354	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 68	660	915
Mov Cap-2 Maneuver	182	-	-
Stage 1	310	-	-
Stage 2	354	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	5.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	915	-	182	660	-	-
HCM Lane V/C Ratio	0.397	-	0.475	0.394	-	-
HCM Control Delay (s)	11.5	-	41.5	14	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	1.9	-	2.3	1.9	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



FLOOR PLAN
1/8" = 1'-0"

FLOOR PLAN



04458, Irondequoit, Portland Avenue, Town of Irondequoit, NY 14621

07/22/20

THE CHICK-FIL-A DESIGN INTENT PACKAGE REPRESENTS A BRAND COMPLIANT DESIGN SOLUTION. SITE ADAPT PROFESSIONALS ARE RESPONSIBLE FOR APPLICATION OF DESIGN AND COMPLIANCE OF WITH ORDINANCES AND CODES.



7/22/2020 9:48:25 AM
D-082



1 SITE ELEVATION 1
3/32" = 1'-0"



2 SITE ELEVATION 2
3/32" = 1'-0"

SITE ELEVATIONS

04458, Irondequoit, Portland Avenue, Town of Irondequoit, NY 14621

08/09/19

THE CHICK-FIL-A DESIGN INTENT PACKAGE REPRESENTS A BRAND COMPLIANT DESIGN SOLUTION. SITE ADAPT PROFESSIONALS ARE RESPONSIBLE FOR APPLICATION OF DESIGN AND COMPLIANCE OF WITH ORDINANCES AND CODES.



8/9/2019 9:14:31 AM
D-170



1 SITE ELEVATION 3
3/32" = 1'-0"



2 SITE ELEVATION 4
3/32" = 1'-0"



SITE ELEVATIONS

04458, Irondequoit, Portland Avenue, Town of Irondequoit, NY 14621

08/09/19

THE CHICK-FIL-A DESIGN INTENT PACKAGE REPRESENTS A BRAND COMPLIANT DESIGN SOLUTION. SITE ADAPT PROFESSIONALS ARE RESPONSIBLE FOR APPLICATION OF DESIGN AND COMPLIANCE OF WITH ORDINANCES AND CODES.



8/9/2019 9:15:42 AM
D-171

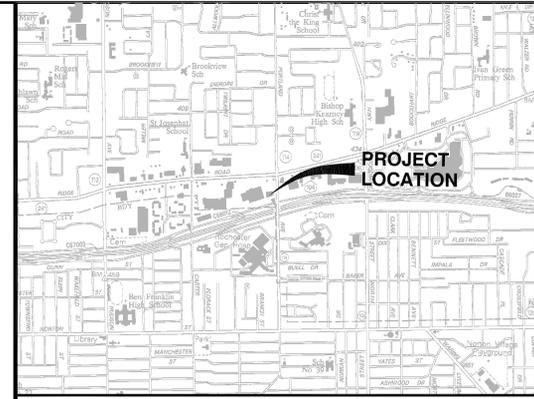
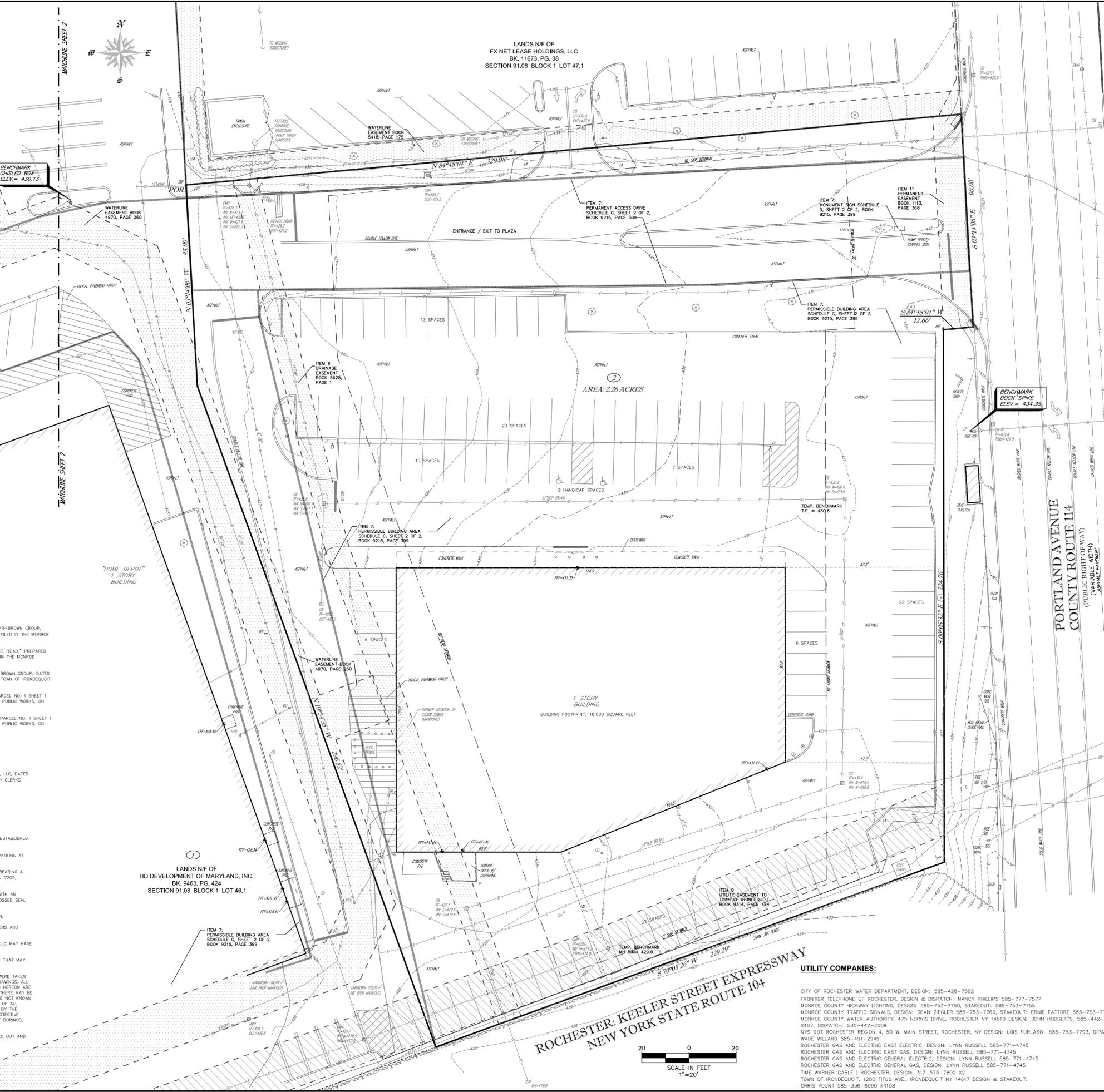
- LEGEND:**
- CB CATCH BASIN
 - HYD H YDRANT
 - LP L LIGHT POLE
 - SM S SANITARY MANHOLE
 - SM S STORM MANHOLE
 - EM E ELECTRIC MANHOLE
 - WV W WATER VALVE
 - PE P TELEPHONE PEDESTAL
 - U P UTILITY POLE
 - G GAS LINE
 - S SANITARY LINE
 - ST STORM LINE
 - W WATER LINE
 - T TELEPHONE LINE
 - E ELECTRIC LINE
 - OW OVERHEAD WIRES
 - LA LANDSCAPED AREA
 - RD R ROOF DRAIN
 - SE S SPOT ELEVATION
 - SB S SOIL BORING
 - MW M MONITORING WELL
 - GM G GAS MARKER POST
 - EM E ELECTRIC METER
 - GM G GAS METER

- PARKING:**
- 109 TOTAL REGULAR SPACES
 - 2 HANDICAPPED SPACES
 - TOTAL: 111 PARKING SPACES
- SETBACKS:**
- FRONT: 50 FEET
 - SIDE: 10 FEET
 - REAR: 60 FEET
 - MINIMUM DIMENSIONS: 100 FOOT WIDTH, 200 FOOT DEPTH
 - MAXIMUM BUILDING COVERAGE: 20,000 SQ. FT. (AREA)
 - MAXIMUM BUILDING HEIGHT: 45 FEET
 - MAXIMUM LOT COVERAGE: 80%

- TAX PARCEL NUMBER:**
- TOWN OF IRONDEQUOT, MONROE COUNTY, NEW YORK
 SEC. 91.08 - BK. 1 - PARCEL 46.2
- MAP REFERENCES:**
- "HOME DEPOT SUBDIVISION MAP" PREPARED BY THE SEAR-BROWN GROUP, DATED MARCH 26, 1999, LAST REVISED JULY 19, 1999 AND FILED IN THE MONROE COUNTY CLERK'S OFFICE IN LIBER 301, PAGE 50.
 - "LOT COMBINATION PREPARED FOR 1175-1199 EAST RIDGE ROAD" PREPARED BY MAGDE SURVEYING, DATED AUGUST 11, 2004 AND FILED IN THE MONROE COUNTY CLERK'S OFFICE IN LIBER 321, PAGE 37.
 - "HOME DEPOT-UTILITY PLAN" PREPARED BY THE SEAR-BROWN GROUP, DATED JULY 27, 1999, LAST REVISED JULY 27, 1999 AND FILED IN TOWN OF IRONDEQUOT PLANNING DEPARTMENT.
 - "PORTLAND AVENUE, COUNTY RD. 114" MAP NO. 21, PARCEL NO. 1 SHEET 1 OF 2, PREPARED BY THE NEW YORK STATE DEPARTMENT OF PUBLIC WORKS, ON FILE AT DISTRICT OFFICE NO. 4, ROCHESTER, N.Y.
 - "EAST RIDGE ROAD-COUNTY ROAD 241" MAP NO. 112, PARCEL NO. 1 SHEET 1 OF 2, PREPARED BY THE NEW YORK STATE DEPARTMENT OF PUBLIC WORKS, ON FILE AT DISTRICT OFFICE NO. 4, ROCHESTER, N.Y.

- DEED REFERENCES:**
- RICHARD C. ADAMS, JR. TO KERRY VENTURES PORTLAND, LLC, DATED NOVEMBER 15, 2018 AND RECORDED IN THE MONROE COUNTY CLERK'S OFFICE IN DEED BOOK 12113 AT PAGE 345.

- GENERAL NOTES:**
- HORIZONTAL DATUM IS NEW YORK STATE PLANE WEST ZONE, ESTABLISHED FROM GPS OBSERVATIONS AT THE TIME OF SURVEY.
- VERTICAL DATUM IS NAVD83, ESTABLISHED FROM GPS OBSERVATIONS AT THE TIME OF SURVEY.
- UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.
- ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S INKED SEAL OR HIS EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.
- SURVEYED FROM RECORD DESCRIPTION AND AS IN POSSESSION.
- SUBJECT TO COVENANTS, EASEMENTS, RESTRICTIONS, CONDITIONS AND AGREEMENTS OF RECORD.
- SURVEY SUBJECT TO ANY RIGHT, TITLE OR INTEREST THE PUBLIC MAY HAVE FOR HIGHWAY USE.
- SURVEY SHOWN IS SUBJECT TO ANY SUBSURFACE CONDITIONS THAT MAY EXIST, IF ANY.
- UNDERGROUND FACILITIES AND STRUCTURES SHOWN HEREON WERE TAKEN FROM DATA OBTAINED FROM PREVIOUS MAPS AND RECORD DRAWINGS. ALL ABOVE GROUND STRUCTURES AND SURFACE FEATURES SHOWN HEREON ARE THE RESULT OF A FIELD SURVEY UNLESS OTHERWISE NOTED. THERE MAY BE OTHER UNDERGROUND UTILITIES, THE EXISTENCE OF WHICH ARE NOT KNOWN OR CERTIFIED BY THE UNDERSIGNED. THE SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES MUST BE VERIFIED BY THE APPROPRIATE AUTHORITIES. THE UNDERGROUND FACILITIES PROTECTIVE ORGANIZATION MUST BE NOTIFIED PRIOR TO CONDUCTING TEST BORINGS, EXCAVATION AND CONSTRUCTION.
- UNDERGROUND UTILITIES AS SHOWN, WERE PHYSICALLY MARKED OUT AND SURVEYED BY SOIL, MARCH, N.Y.



SITE LOCATION PLAN: 1"=2000'

LEGAL DESCRIPTIONS OF RECORD:

ALL THAT TRACT OR PARCEL OF LAND, SITUATE IN TOWN LOT 38, TOWNSHIP 14, RANGE 7, IN THE TOWN OF IRONDEQUOT, COUNTY OF MONROE, STATE OF NEW YORK, KNOWN AS LOT 2 AS SHOWN ON A MAP ENTITLED "HOME DEPOT SUBDIVISION MAP" PREPARED BY THE SEAR-BROWN GROUP, INC., LAST REVISED JULY 19, 1999, AND FILED IN THE MONROE COUNTY CLERK'S OFFICE IN LIBER 301 OF MAPS, AT PAGE 50, BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

- S 03° 14' 08" E, A DISTANCE OF 33.00 FEET TO AN IRON PIN WITH CAP IN THE SOUTHERLY HIGHWAY BOUNDARY LINE OF RIDGE ROAD EAST (66.00' RIGHT-OF-WAY); THENCE
- S 03° 14' 08" E, ALONG THE WEST PROPERTY LINE OF LANDS NOW OR FORMERLY OF RICHARD & JOANNE FOX, A DISTANCE OF 186.98 FEET TO AN IRON PIN WITH CAP; BEING THE POINT OR PLACE OF BEGINNING; THENCE
- N 84° 48' 04" E, ALONG THE SOUTHERLY LINE OF SAID LANDS OF FOX, AND CONTINUING ALONG THE SOUTHERLY LINE OF LANDS NOW OR FORMERLY OF SCHWALB COAL AND OIL CO., INC., A TOTAL DISTANCE OF 329.98 FEET TO A DRILL HOLE SET IN A SQUARE IN THE WESTERLY RIGHT-OF-WAY LINE OF PORTLAND AVENUE (66' WIDE); THENCE
- S 03° 14' 08" E, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 90.00 FEET TO A DRILL HOLE SET IN A SQUARE; THENCE
- S 84° 48' 04" W, A DISTANCE OF 12.66 FEET TO AN IRON PIN WITH CAP; THENCE
- S 00° 05' 32" E, ALONG THE WESTERLY LINE OF MAP 285, PARCEL 360, ACQUIRED BY THE PEOPLE OF THE STATE OF NEW YORK FOR THE ROCHESTER-KEELER STREET EXPRESSWAY (N.Y. ROUTE 104), A TOTAL DISTANCE OF 224.76 FEET TO AN IRON PIN WITH CAP SET AT THE SOUTHWESTERLY CORNER OF SAID PARCEL 360, BEING A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ROCHESTER-KEELER STREET EXPRESSWAY AND THE NORTHERLY LINE OF MAP 196, PARCEL 293; THENCE
- S 70° 05' 26" W, ALONG THE NORTHERLY LINE OF SAID PARCEL 293, BEING THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ROCHESTER-KEELER STREET EXPRESSWAY (N.Y. ROUTE 104), A DISTANCE OF 229.29 FEET TO A POINT; THENCE
- N 19° 54' 35" W, THROUGH LANDS NOW OR FORMERLY OF G.C. ACQUISITION CORP., A DISTANCE OF 296.82 FEET TO A POINT ON THE SOUTHERLY PROLONGATION OF COURSES "A" AND "B" ABOVE; THENCE
- N 03° 14' 08" E, A DISTANCE OF 85.00 FEET TO THE POINT OR PLACE OF BEGINNING.

TOGETHER WITH EASEMENTS AND OTHER RIGHTS AS CONTAINED IN THE CERTAIN RECIPROCAL EASEMENT AGREEMENT DATED SEPTEMBER 15, 1999 AND RECORDED SEPTEMBER 17, 1999 IN LIBER 9215 OF DEEDS, PAGE 399.

EXCEPTING LANDS APPROPRIATED BY THE PEOPLE OF THE STATE OF NEW YORK BY APPROPRIATION RECORDED IN THE MONROE COUNTY CLERK'S OFFICE IN LIBER 11113 OF DEEDS, PAGE 368.

FLOOD ZONE NOTE:

PROPERTY SHOWN HEREON DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 30050202000; PANEL NOT PART OF THE TOWN OF IRONDEQUOT, MONROE COUNTY, N.Y. BEARING AN EFFECTIVE DATE OF AUGUST 28, 2008.

TITLE REFERENCE:

(P) PLOTTED ON SURVEY, (O)-OUTSIDE PROJECT AREA, (N) NOT ABLE TO PLOT.

BASED UPON REVIEW OF FIRST AMERICAN TITLE INSURANCE COMPANY, TITLE POLICY NO. NCS-946299-ATL EFFECTIVE DATE FEBRUARY 4, 2019, SCHEDULE B - SECTION 2, (EXCEPTIONS):

ITEM 5: GAS LINE EASEMENT BOOK 2243, PAGE 391 IS NOT PLOTTABLE. (NO METES AND BOUNDS) THIS EASEMENT (NO METES) IS DATED APRIL 1945 AND BENS 200' WESTERLY FROM PORTLAND AVE. GAS MAPS PROVIDED, DO NOT SHOW THIS MAIN. I AM ASSUMING THIS EASEMENT WAS DRAWN UP PRIOR TO THE DEVELOPMENT OF THE PARCEL EASEMENT AS SHOWN ON THIS TOWN. IS SERVED BY ITS OWN GAS SERVICE LINE WHICH RUNS ALONG SOUTHERLY PORTION OF THE PREMISE FROM PORTLAND AVE. THE UNDERSIGNED CANNOT AFFIRMATIVELY STATE WHETHER THE EASEMENT AFFECTS THE PREMISE.

ITEM 6: DRAINAGE EASEMENT, BOOK 5625, PAGE 1, PLOTTABLE AS SHOWN HEREON (P) AND AFFECTS THE PREMISE FROM THE GAS MAIN LOCATED IN PORTLAND AVENUE. THE UNDERSIGNED CANNOT AFFIRMATIVELY STATE WHETHER THE EASEMENT AFFECTS THE PREMISE.

ITEM 7: RECIPROCAL EASEMENT AND OPERATION AGREEMENT, BOOK 9215, PAGE 399, NOT PLOTTABLE. (N) AND AFFECTS THE PREMISE.

ITEM 8: PUBLIC UTILITY EASEMENT, BOOK 9314, PAGE 484, PLOTTABLE AS SHOWN HEREON (P) AND AFFECTS THE PREMISE.

ITEM 11: ACQUISITION BY PEOPLE OF THE STATE OF NEW YORK, BOOK 1113, PAGE 368, PLOTTABLE AS SHOWN HEREON (P) AND AFFECTS THE PREMISE.

- SURVEY NOTES:**
- ALL MATTERS SHOWN OF RECORDED PLATS ARE SHOWN OF THE SURVEY.
 - TITLE COMMITMENT AND SURVEY REFLECT THE SAME TITLE DOCUMENTS.
 - NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTION THE FIELDWORK.
 - THERE ARE RECENT CHANGES IN THE STREET RIGHT OF WAY LINES LOCATED AT THE NORTHEAST CORNER OF THE PARCEL.
 - NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
 - THE LAND DESCRIBED IN THE COMMITMENT IS THE SAME LAND DEPICTED ON THE SURVEY AND THAT ALL OF THE LAND WITHIN THE LEASE AREA IS CONTAINED WITHIN THE FEE PARCELS.

CERTIFICATION:

THIS IS TO CERTIFY TO CHOK-BI-C, INC. AND FIRST AMERICAN TITLE INSURANCE COMPANY, THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NPSIS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPSIS AND ALSO ITEMS 1,2,3,4,6(b),7(a),7(b),8,9,11,13,16,17,20 AND 21. THE FIELD WORK WAS COMPLETED ON MARCH 7, 2019 AND MARCH 25, 2019.

SIGNED: *Umapal*
 N.Y.S. REGISTRATION NO. 049597
 DATE: JUNE 21, 2019

UTILITY COMPANIES:

CITY OF ROCHESTER WATER DEPARTMENT, DESIGN: 585-428-7562
 FRONTIER TELEPHONE OF ROCHESTER, DESIGN & DISPATCH: NANCY PHILLIPS 585-777-7577
 MONROE COUNTY HIGHWAY LIGHTING, DESIGN: 585-753-7750, STAKEOUT: 585-753-7755
 MONROE COUNTY TRAFFIC SIGNALS, DESIGN: SEAN ZIEGLER 585-753-7760, STAKEOUT: ERNE FATTORE 585-753-7750
 MONROE COUNTY WATER AUTHORITY, 475 NORRIS DRIVE, ROCHESTER NY 14610 DESIGN: JOHN HOGGETTS, 585-442-2000
 X407, DISPATCH: 585-442-2009
 NYS DOT ROCHESTER REGION 4, 50 W. MAIN STREET, ROCHESTER, NY DESIGN: LOIS FURLASO 585-753-7793, DISPATCH: WADE WILLARD 585-491-2949
 ROCHESTER GAS AND ELECTRIC EAST ELECTRIC, DESIGN: LYNN RUSSELL 585-771-4745
 ROCHESTER GAS AND ELECTRIC EAST GAS, DESIGN: LYNN RUSSELL 585-771-4745
 ROCHESTER GAS AND ELECTRIC GENERAL ELECTRIC, DESIGN: LYNN RUSSELL 585-771-4745
 ROCHESTER GAS AND ELECTRIC GENERAL GAS, DESIGN: LYNN RUSSELL 585-771-4745
 TIME WARNER CABLE | ROCHESTER, DESIGN: 317-575-7800 X2
 TOWN OF IRONDEQUOT, 1280 TITUS AVE., IRONDEQUOT NY 14617 DESIGN & STAKEOUT: CHRIS YOUNT 585-336-6090 X4108

1115 EAST RIDGE ROAD	
SURVEY MAP OF THE LANDS OF KERRY VENTURES PORTLAND, LLC	
TOWN OF IRONDEQUOT	MONROE COUNTY, N.Y.
SCALE: 1"=20'	MARCH 8, 2019
DRAWN BY: KCW	PROJECT NO: 19-2425
Ausfeld & Waldruff Land Surveyors LLP	
323 CLINTON STREET, SCHENECTADY NY	
Phone: (518) 346-1595 Fax: 518-770-1655	
VINCENT P. AUSFELD P.L.S. LICENSE #04997 www.ausfeld.com	

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD CALLING FOR A PUBLIC HEARING ON THE MATTER OF REZONING A PORTION OF 2590 CULVER ROAD FROM R-1 RESIDENTIAL TO R-5 RESIDENTIAL

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020, at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
----------------------------	-----------------------

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, Bergmann Associates, acting as agent for Providence Housing has submitted an application for rezoning a portion of land located at 2590 Culver Road from R-1 Residential to R-5 Residential (the “Application”), and

WHEREAS, Town board accepts the Application for review and consideration; and

WHEREAS, the Application has been referred to the Town Planning Board and the Monroe County Planning Department for review and comment pursuant to the requirements of New York Town Law and New York General Municipal Law.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board hereby schedules a public hearing on this matter on **September 15, 2020 at 7:36 p.m.**

This resolution shall take effect immediately upon its adoption.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

**TOWN OF IRONDEQUOIT
APPLICATION TO THE TOWN BOARD**

PROJECT ADDRESS 2590 Culver Road

TOTAL AREA OF PROJECT SITE 10.341 +/- acres

TAX ID NO. 92.10-3-1 / 92.10-3-2 ZONING DISTRICT Existing R-1 to Proposed R-5

PROPERTY OWNER (Print) Everett G. Wambach / Peter G. Wambach PHONE _____

ADDRESS 2590 Culver Road / 9 Hastings Circle Pittsford, NY ZIP CODE 14609 / 14534

E-MAIL ADDRESS _____ FAX NO. _____

APPLICANT (Print) Providence Housing (Mark Greisberger) PHONE 585-529-9559

ADDRESS 1150 Buffalo Road, Rochester, NY ZIP CODE 14624

E-MAIL ADDRESS mark.greisberger@dor.org FAX NO. 585-529-9525

AGENT Bergmann (Andy Hart) PHONE 585-498-7831

ADDRESS 280 E. Broad Street, Rochester, NY ZIP CODE 14604

E-MAIL ADDRESS ahart@bergmannpc.com FAX NO. _____

DESCRIPTION OF PROJECT The proposed project involves rezoning the subject properties to allow for use as a multiple dwelling apartment complex. The proposed development will contain (12) 2-story apartment buildings of (1), (2), or (3) bedrooms, with a total of (96) apartment units, along with a 1-story community building.

APPLICANT (or Agent) SIGNATURE *Mark Greisberger, Exec. Dir.* DATE 7/28/20

IMPORTANT NOTICE: Applicants and/or their representatives must appear at the Meeting to present their case to the Town Board.

REMARKS: _____

FEE \$ _____ DATE OF HEARING _____

CASE NO. _____ OTHER BOARD REFERRALS _____

DATES _____

A sign (provided by the Town) must be posted on the property for at least (10) days prior to the scheduled Public Hearing.

SUBMISSION REQUIREMENTS FOR APPLICATIONS

Re-Zoning applications must be submitted to the Town Supervisor's Office.
Special Use Permits must be submitted to the Planning and Zoning Department.

ALL APPLICATIONS REQUIRE THE FOLLOWING:

A COMPLETED APPLICATION FORM

A COMPLETED EAF SHORT FORM

**PROOF OF: OWNERSHIP, LEASE AGREEMENT, ACCEPTED PURCHASE OFFER OR
WRITTEN CONSENT FROM PROPERTY OWNER (2 COPIES)**

- A. LETTER OF INTENT**
- B. SITE PLAN(s)**
- C. FLOOR PLAN(s)/ELEVATIONS**
- D. LEGAL DESCRIPTION OF PROPERTY (FOR RE-ZONING PARCELS)**

COPIES REQUIRED:

APPLICATION FEES:

**SPECIAL USE PERMITS:
18 COPIES OF A, B & C**

SEE FEE SCHEDULE

**RE-ZONING:
22 COPIES OF A, B & D**

SEE FEE SCHEDULE

AT THE PUBLIC HEARING:

At the scheduled public hearing, applicants and their representatives are required to present their case and answer questions from the Board. The Board then entertains public comment in favor and in opposition to the application, as well as general questions. The applicants will then have the opportunity to answer any questions raised and rebut any comments. The Board deliberates each case that evening and renders decisions, unless a case is adjourned or tabled.

Seven (7) copies of any additional information (that was not earlier submitted) must be handed in during the public hearing.

July 29, 2020

Town of Irondequoit Town Hall
Supervisor's Office
1280 Titus Avenue
Rochester, NY 14617

Dear Members of the Town Board;

Bergmann Associates on behalf of the applicant, Providence Housing, submits the attached materials for a Re-Zoning application for the parcel of land known as the Wambach parcel, inclusive of tax parcel numbers 92.10-3-1 and 92.10-3-2. The rezoning is required to support a proposed multiple dwelling apartment complex with associated parking, grading, utilities, landscaping and lighting improvements. The proposed development will contain (12) 2-story apartment buildings of (1), (2), or (3) bedrooms, with a total of (96) apartment units. The complex will also include a 1-story community building with associated playground.

The proposed development will include 160 parking spaces with an additional 32 banked parking spaces for a total of 192 parking spaces, meeting the code requirement of (2) parking spaces per dwelling unit.

In our discussions with the Town Planning staff it has been determined the best course of action for this project is to re-zone the existing parcels from R-1 Residential to R5 Residential. The re-zoning is only the first step of the project approval process. We look forward to working with the Town Board and the Town Planning Staff to design a project that will benefit the community and Providence Housing's vision and mission. SRF Associates is currently preparing a traffic analysis and the applicant will provide the study prior to the scheduled workshop.

Submitted materials:

(1) Copy

1. Application to the Town Board
2. Short EAF From Part 1 – Project Information
3. Re-Zoning Application Fee - Check for \$1,750.00

(2) Copies

1. Purchase and Sale Agreement

(22) Collated full-scale copies of the following are included:

1. Statement of Intent
2. Legal Description – Lot 1
3. EX-1– Existing Conditions Survey
4. Proposed Site Plan
5. SM-01 – Subdivision Map
6. A-101 – One Bedroom Building - First Floor Plan
7. A-102 – One Bedroom Building – Second Floor Plan
8. A-103 – Two Bedroom Building - First Floor Plan
9. A-104 – Two Bedroom Building – Second Floor Plan
10. A-105 – Three Bedroom Building - First Floor Plan
11. A-106 – Three Bedroom Building – Second Floor Plan
12. A-107 – Community Building – Floor Plan
13. A-201 – One Bedroom Building – Exterior Elevations



14. A-202 – Two Bedroom Building – Exterior Elevations
15. A-203 – Three Bedroom Building – Exterior Elevations
16. A-204 – Community Building – Exterior Elevations

We would like to present the submitted material to the Town Board at the August 11th regularly scheduled workshop meeting. If you have any questions or require additional information, please contact me at 585-498-7831.

Sincerely,

A handwritten signature in black ink that reads "Andrew M. Hart". The signature is written in a cursive, flowing style.

Andrew M. Hart, RLA, ASLA
Commercial Practice Leader – NE Region

STATEMENT OF INTENT

To: Town Board of the Town of Irondequoit
From: Mark Greisberger/Providence Housing Development Corporation
Date: July 24, 2020
Re: Workforce Housing with a Preference for Health Care Workers

Background

In its discussions with various local health care provider, the health care providers have identified workforce retention as an issue that impacts the delivery of high quality health care services. Wages in the areas of nursing assistants (aides), food services workers, and property maintenance workers start in the \$25,000 range. In 2020, the area median income (“AMI”) for Monroe County for a single person was \$53,500. The entry level workers described above earn approximately 50% of AMI.

For people earning between 30% to 80% of AMI, the cost of housing is a major challenge. The cost of decent, safe housing in Monroe County is such that entry level workers often spend 40% to 50% of their income for housing. This cost of housing impacts an individual or family’s ability to deal with life’s other challenges (food, healthcare, daycare, etc) very difficult and leads to workforce instability.

Providence’s goal is to provide affordable housing to such individuals and families such that no more than 30% of income is directed to housing costs.

Providence’s Proposal

Providence has entered into a purchase contract to acquire approximately ten (10) acres of land that is part of the Wambach Farm, located off Culver Road near Route 104.

Providence would like to develop 96 units of workforce housing on the site. The tentative breakdown of these units are: 32 one-bedroom units; 40 two-bedroom units and 24 three-bedroom units. The development would include an on-site community center and a playground.

The parcel is currently zoned agricultural. Providence hereby requests that the parcel that Providence seeks to develop be rezoned to multi-family (R5). Presented for the Town Board’s consideration are Concept Plans for the proposed development. If the rezoning is approved, Providence will work with both Planning Board and Zoning Board of Appeals to develop a site plan that addresses any concerns with the proposal.

Thank you for your consideration of the matter.



FY 2020 INCOME LIMITS DOCUMENTATION SYSTEM

[HUD.gov](https://www.huduser.gov) [HUD User Home](#) [Data Sets](#) [Fair Market Rents](#) [Section 8 Income Limits](#) [MTSP Income Limits](#) [HUD LIHTC Database](#)

FY 2020 Income Limits Summary

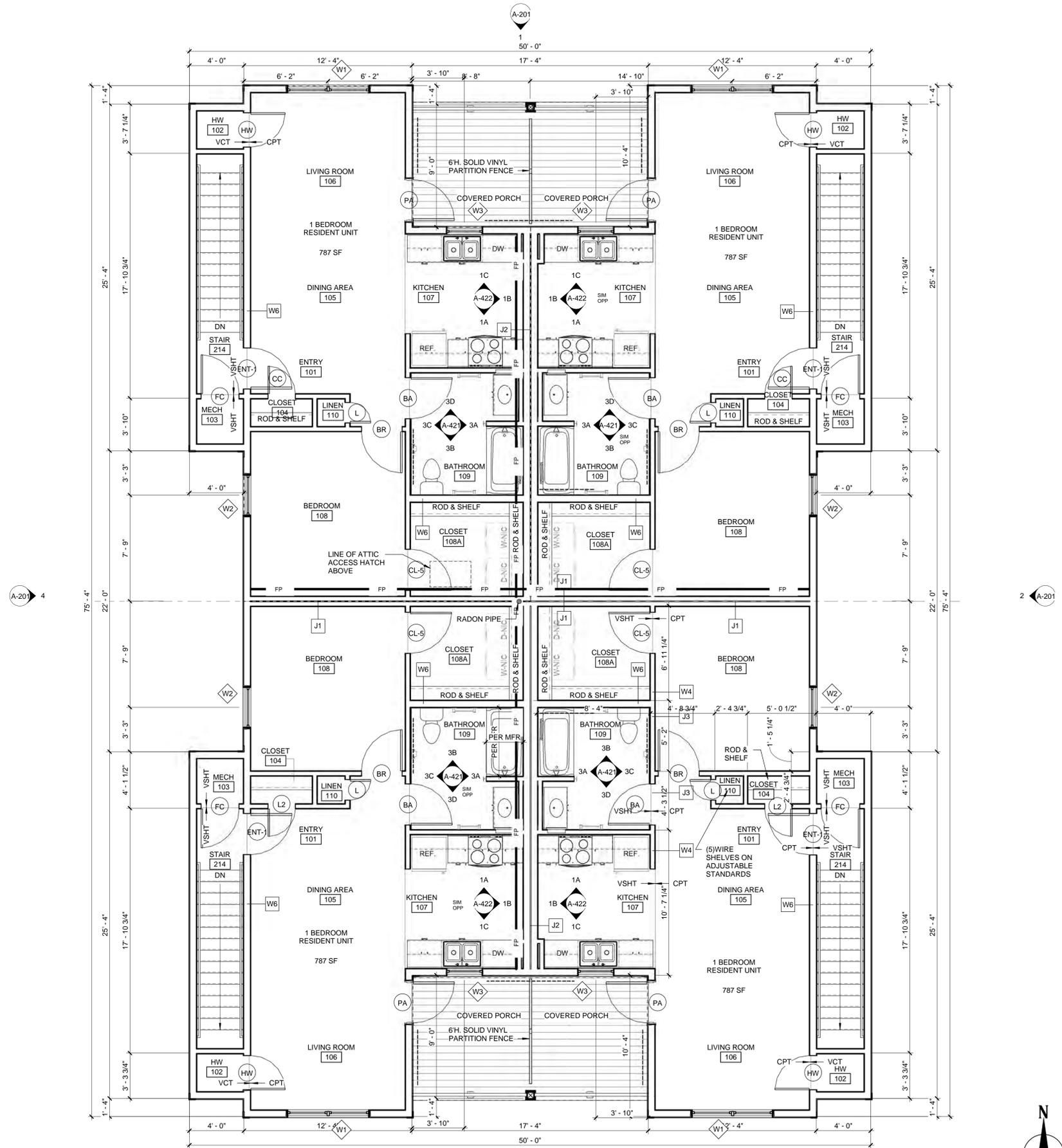
Selecting any of the buttons labeled "Explanation" will display detailed calculation steps for each of the various parameters.

FY 2020 Income Limit Area	Median Family Income <input type="button" value="Explanation"/>	FY 2020 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Rochester, NY HUD Metro FMR Area	\$76,400	Very Low (50%) Income Limits (\$) <input type="button" value="Explanation"/>	26,750	30,600	34,400	38,200	41,300	44,350	47,400	50,450
		Extremely Low Income Limits (\$)* <input type="button" value="Explanation"/>	16,050	18,350	21,720	26,200	30,680	35,160	39,640	44,120
		Low (80%) Income Limits (\$) <input type="button" value="Explanation"/>	42,800	48,900	55,000	61,100	66,000	70,900	75,800	80,700

NOTE: Monroe County is part of the **Rochester, NY HUD Metro FMR Area**, so all information presented here applies to all of the **Rochester, NY HUD Metro FMR Area**. HUD generally uses the Office of Management and Budget (OMB) area definitions in the calculation of income limit program parameters. However, to ensure that program parameters do not vary significantly due to area definition changes, HUD has used custom geographic definitions for the **Rochester, NY HUD Metro FMR Area**.

The **Rochester, NY HUD Metro FMR Area** contains the following areas: Livingston County, NY; Monroe County, NY; Ontario County, NY; Orleans County, NY; and Wayne County, NY.

* The FY 2014 Consolidated Appropriations Act changed the definition of extremely low-income to be the greater of 30/50ths (60 percent) of the Section 8 very low-income limit or the poverty guideline as [established by the Department of Health and Human Services \(HHS\)](#), provided that this amount is not greater than the Section 8 50% very low-income limit. Consequently, the extremely low income limits may equal the very low (50%) income limits.



1 SECOND FLOOR PLAN - 1 BEDROOM (BUILDINGS 2, 8, 10)
 1/4" = 1'-0"

NOTE: SEE THE APARTMENT UNIT KEYPLAN ON SHEET G-002 FOR LOCATION OF ADA AND HVI UNITS

NOTE: TRUE NORTH VARIES. REFER TO CIVIL DRAWINGS

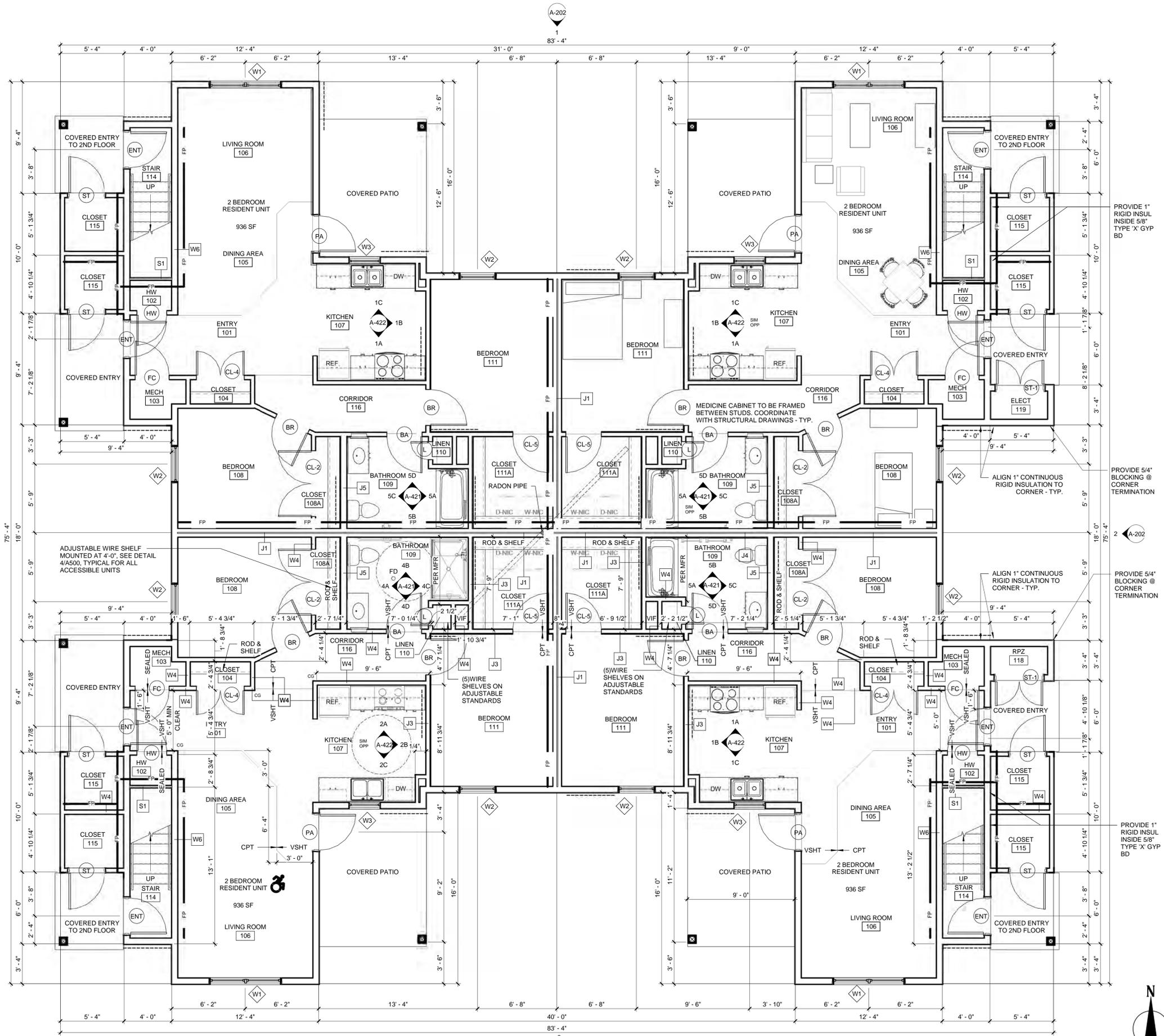
Drawn By: NPD
 Checked By: TNZ
 Project Manager: TNZ

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Revisions

NO.	DESCRIPTION

A-102
 ONE BEDROOM
 BUILDING - SECOND
 FLOOR PLAN



1 FIRST FLOOR PLAN - 2 BEDROOM (BUILDINGS 4, 7, 9)
1/4" = 1'-0"

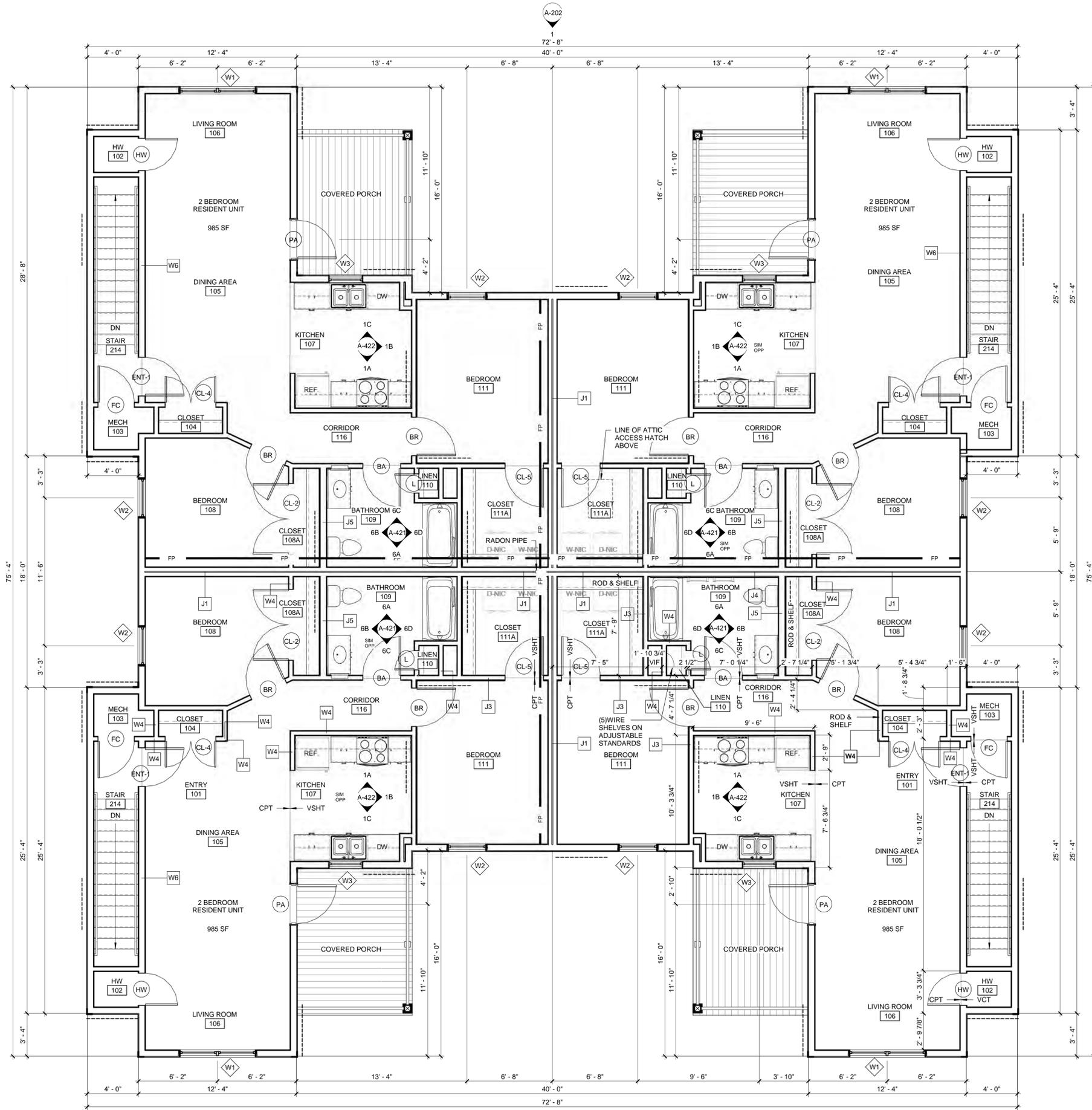
NOTE: SEE THE APARTMENT UNIT KEYPLAN ON SHEET G-002 FOR LOCATION OF ADA AND HVI UNITS
NOTE: TRUE NORTH VARIES, REFER TO CIVIL DRAWINGS

Drawn By: NPD
 Checked By: TNZ
 Project Manager: TNZ

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Revisions

A-103
TWO BEDROOM
BUILDING - FIRST
FLOOR PLAN



1 SECOND FLOOR PLAN - 2 BEDROOM (BUILDINGS 4, 7, 9)
1/4" = 1'-0"

NOTE: SEE THE APARTMENT UNIT KEYPLAN ON SHEET G-002 FOR LOCATION OF ADA AND HVI UNITS NOTE: TRUE NORTH VARIES. REFER TO CIVIL DRAWINGS

Drawn By: NPD
Checked By: TNZ
Project Manager: TNZ

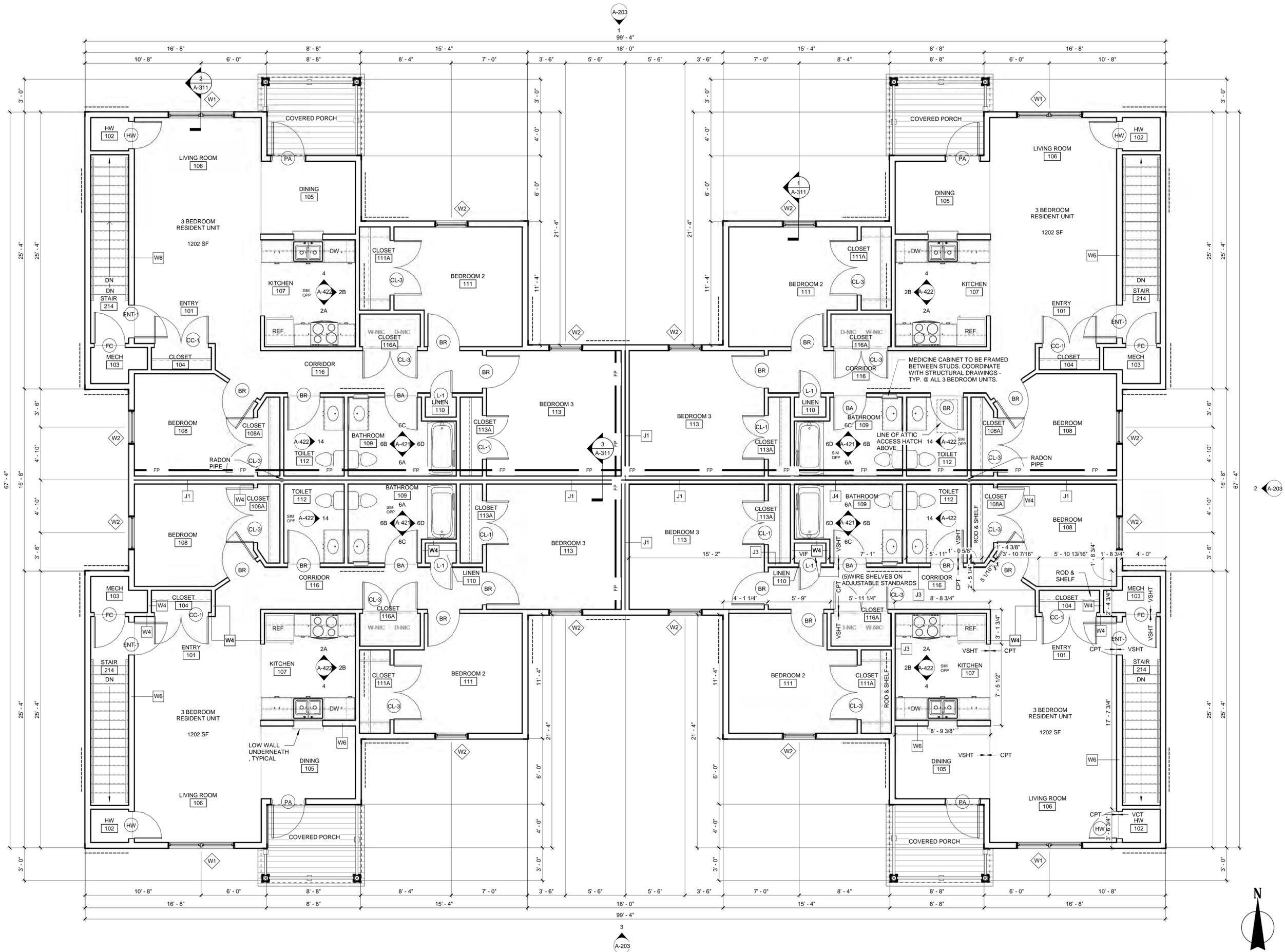
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Revisions

NO.	DESCRIPTION

A-104
TWO BEDROOM
BUILDING - SECOND
FLOOR PLAN





1 SECOND FLOOR PLAN - 3 BEDROOM (BUILDINGS 3, 5, 6)
1/4" = 1'-0"

NOTE: SEE THE APARTMENT UNIT KEYPLAN ON SHEET G-002 FOR LOCATION OF ADA AND HVI UNITS

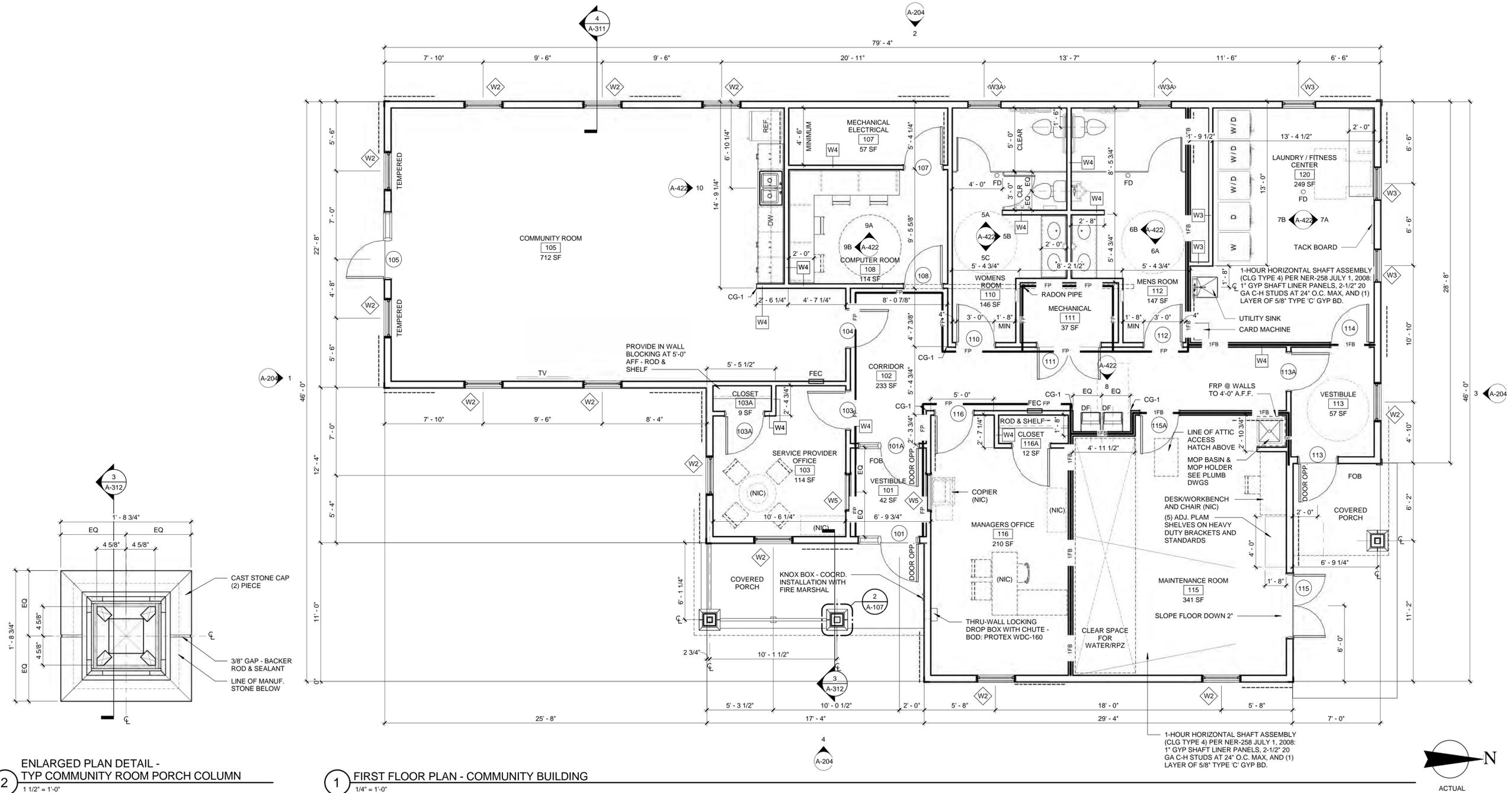
NOTE: TRUE NORTH VARIES, REFER TO CIVIL DRAWINGS

Drawn By: NPD
Checked By: TNZ
Project Manager: TNZ

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Revisions

A-106
THREE BEDROOM
BUILDING - SECOND
FLOOR PLAN



2 ENLARGED PLAN DETAIL -
TYP COMMUNITY ROOM PORCH COLUMN
1 1/2" = 1'-0"

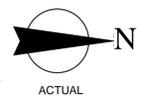
1 FIRST FLOOR PLAN - COMMUNITY BUILDING
1/4" = 1'-0"

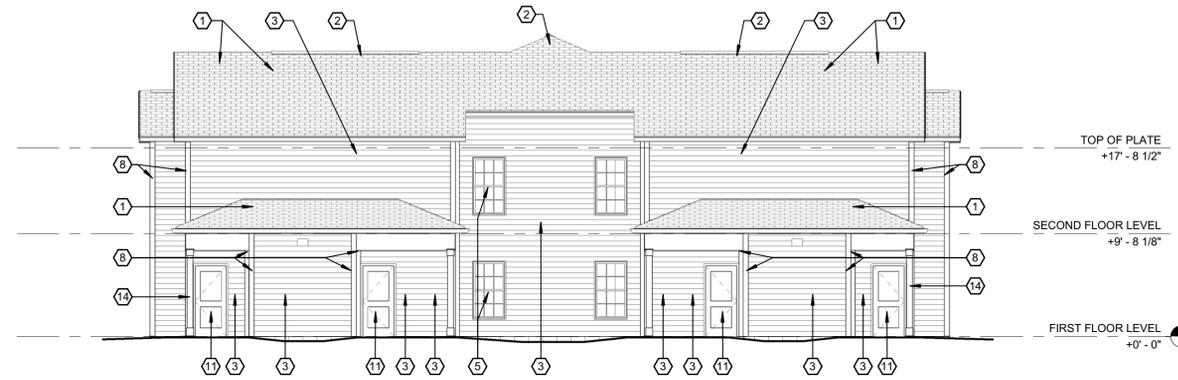
Drawn By: JM
Checked By: TNZ
Project Manager: TNZ

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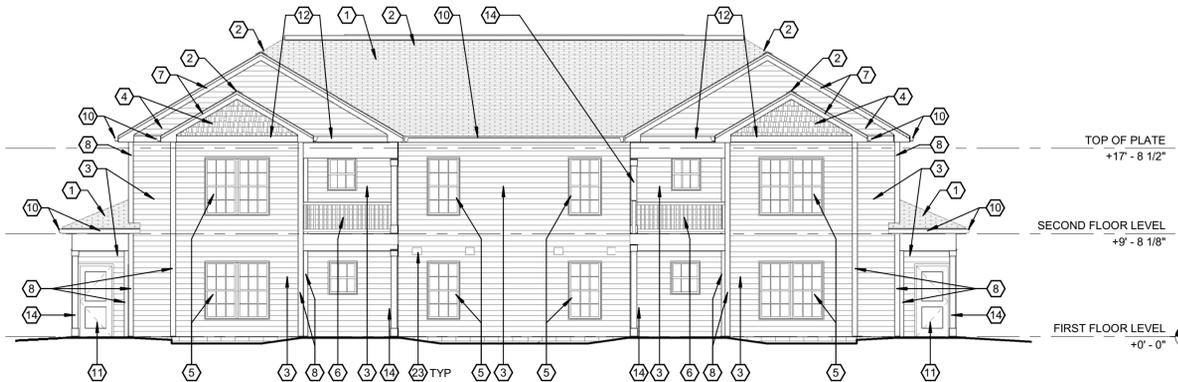
Revisions

A-107
COMMUNITY
BUILDING - FLOOR
PLAN

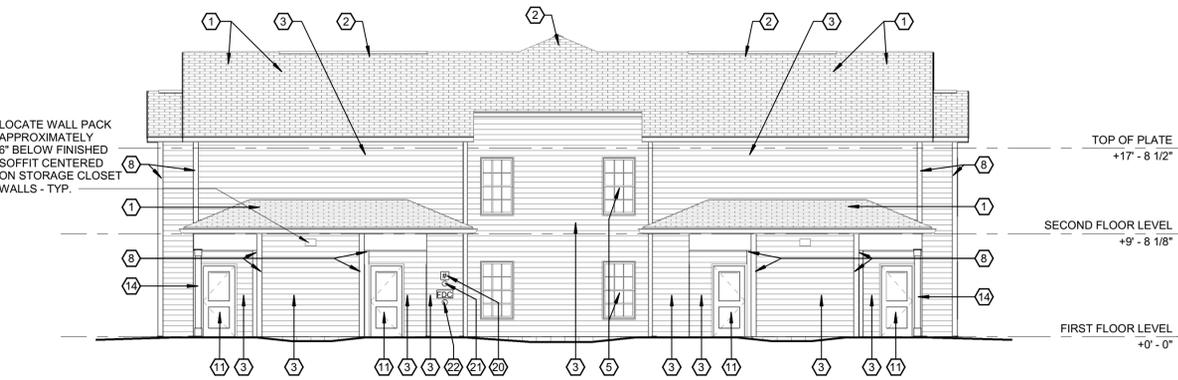




4 TWO BEDROOM BUILDING - EXTERIOR ELEVATION 4
1/8" = 1'-0"



3 TWO BEDROOM BUILDING - EXTERIOR ELEVATION 3
1/8" = 1'-0"



2 TWO BEDROOM BUILDING - EXTERIOR ELEVATION 2
1/8" = 1'-0"



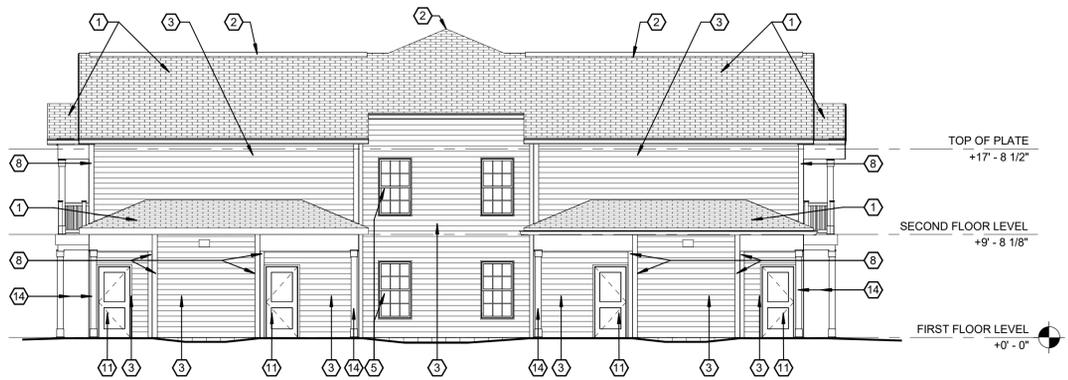
1 TWO BEDROOM BUILDING - EXTERIOR ELEVATION 1
1/8" = 1'-0"

ELEVATION KEY NOTES	
wt	DESCRIPTION
1	ASPHALT SHINGLES - TYPICAL
2	SHINGLE OVER RIDGE VENT
3	VINYL LAP SIDING
4	SIMULATED CEDAR SHAKE VINYL SIDING
5	VINYL SINGLE HUNG WINDOW
6	VINYL REINFORCED HANDRAIL
7	ALUMINUM WRAPPED 1X3 WD OVER 2X8 WD FASCIA AT RAKE
8	VINYL CORNER TRIM
9	3" X 4" CORRUGATED RECTANGULAR ALUMINUM DOWNSPOUT
10	5" ALUMINUM K' GUTTER
11	INSULATED EXTERIOR DOOR - SEE DOOR SCHEDULE
12	1X8 ALUMINUM WRAPPED BAND BOARD
13	CMU FOUNDATION - SEE STRUCTURAL DRAWINGS
14	STRUCTURAL COLUMN WRAPPED IN FIBER CEMENT TRIM WITH PVC TRIM BASE, TYPICAL
15	ADHERED STONE VENEER
16	CAST STONE CAP
17	APPROXIMATE GRADE
18	24" DIAMETER DECORATIVE VINYL LOUVER
19	NOT USED
20	6" HIGH BUILDING NUMBER, COORDINATE NUMBER AND LOCATION WITH G-002
21	TRUSS ID, COORDINATE LOCATION AND DETAIL WITH G-002, EXACT LOCATION TO BE DETERMINED BY FIRE MARSHAL
22	FIRE DEPARTMENT CONNECTION AND SIGN, COORDINATE DETAIL W/ M.E.P. DRAWINGS, COORDINATE LOCATION WITH G-002
23	EXHAUST VENT, SEE MEP DRAWINGS FOR ALL LOCATIONS

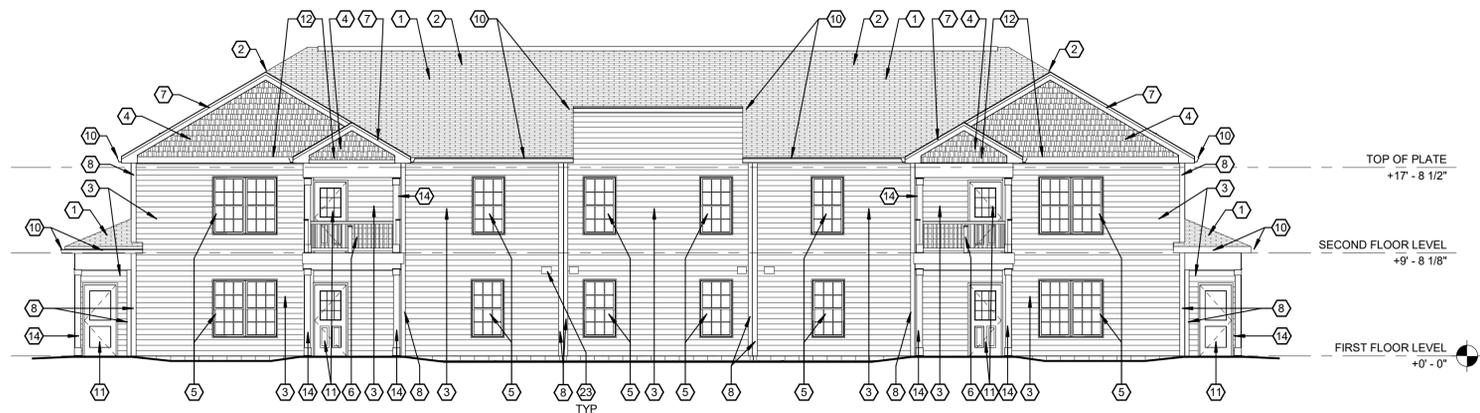
Drawn By: NPD
Checked By: TNZ
Project Manager: TNZ

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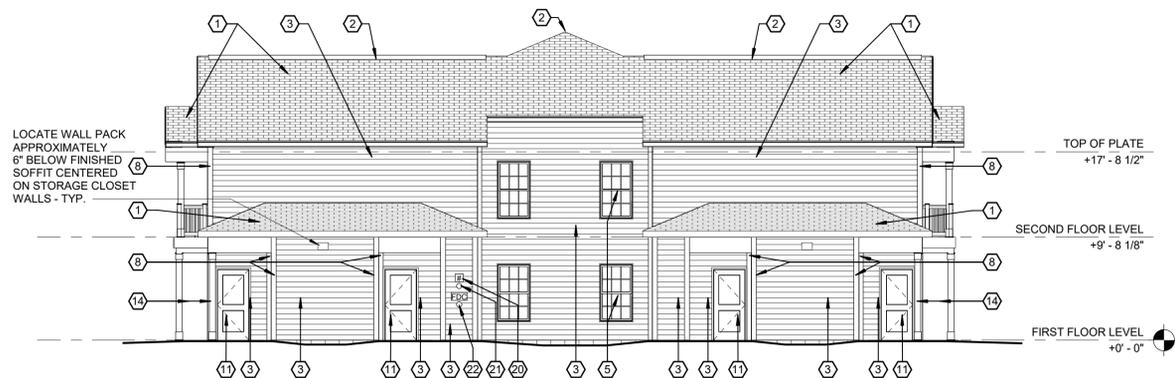
Revisions



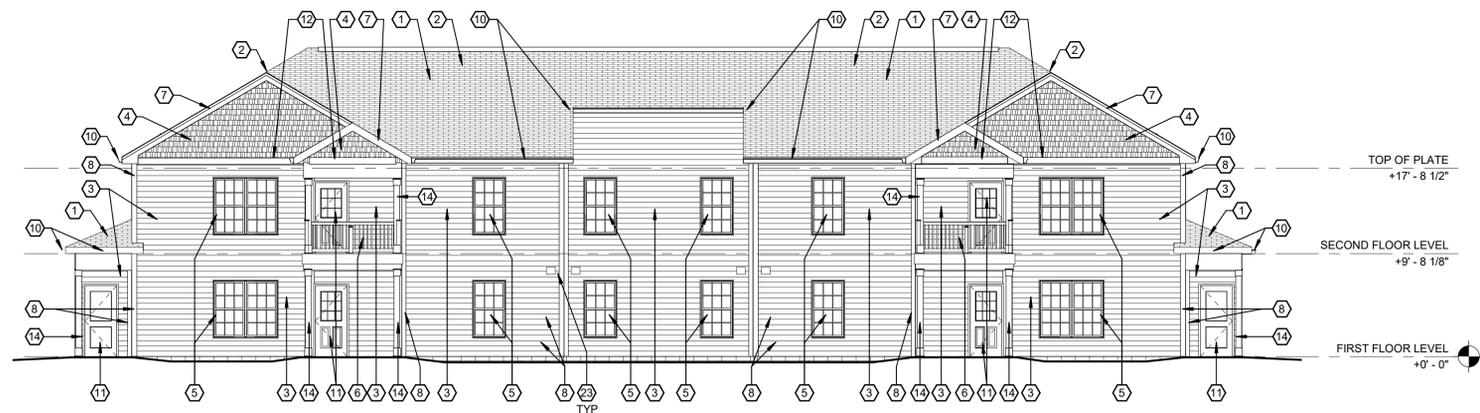
4 EXTERIOR ELEVATION - WEST
1/8" = 1'-0"



3 EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



2 EXTERIOR ELEVATION - EAST
1/8" = 1'-0"



1 EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"

ELEVATION KEY NOTES	
wt	DESCRIPTION
1	ASPHALT SHINGLES - TYPICAL
2	SHINGLE OVER RIDGE VENT
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4	SIMULATED CEDAR SHAKE VINYL SIDING
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14	STRUCTURAL COLUMN WRAPPED IN FIBER CEMENT TRIM WITH PVC TRIM BASE, TYPICAL
15	ADHERED STONE VENEER
16	CAST STONE CAP
17	APPROXIMATE GRADE
18	24" DIAMETER DECORATIVE VINYL LOUVER
19	NOT USED
20	6" HIGH BUILDING NUMBER ON PVC MOUNTING BLOCK, COORDINATE NUMBER AND LOCATION WITH G-002
21	TRUSS ID, COORDINATE LOCATION AND DETAIL WITH G-002, EXACT LOCATION TO BE DETERMINED BY FIRE MARSHAL
22	FIRE DEPARTMENT CONNECTION AND SIGN, COORDINATE DETAIL W/ M.E.P. DRAWINGS. COORDINATE WITH G-002
23	EXHAUST VENT, SEE MEP DRAWINGS FOR ALL LOCATIONS

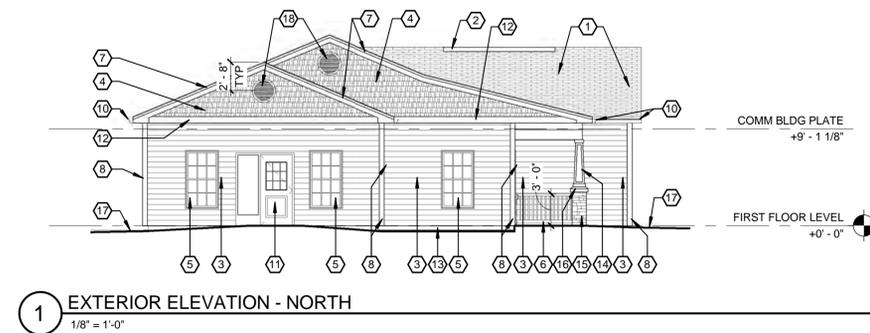
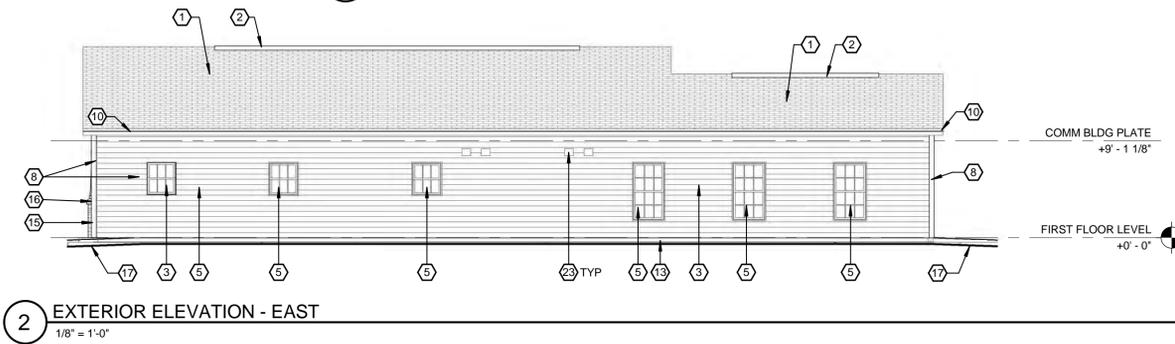
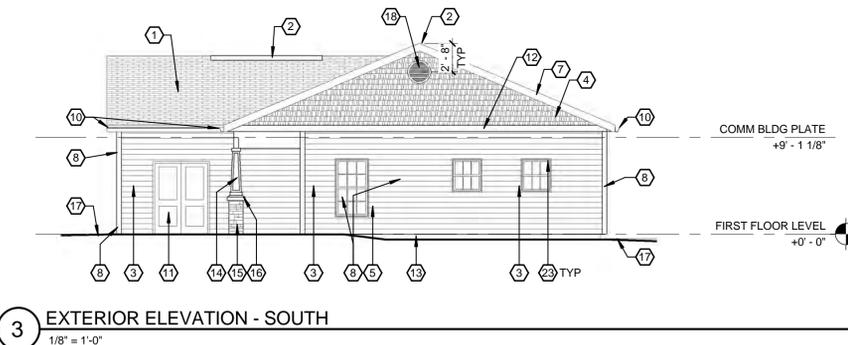
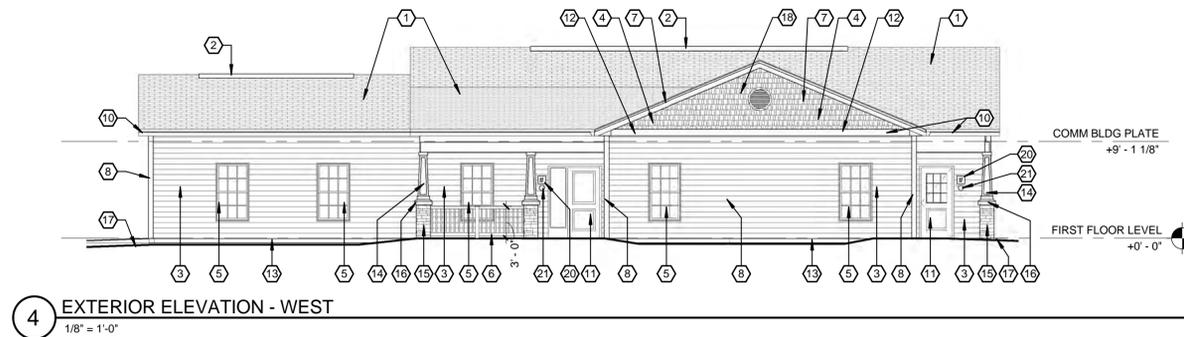
Drawn By: NPD
Checked By: TNZ
Project Manager: TNZ

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Revisions

NO.	DESCRIPTION

ELEVATION KEY NOTES	
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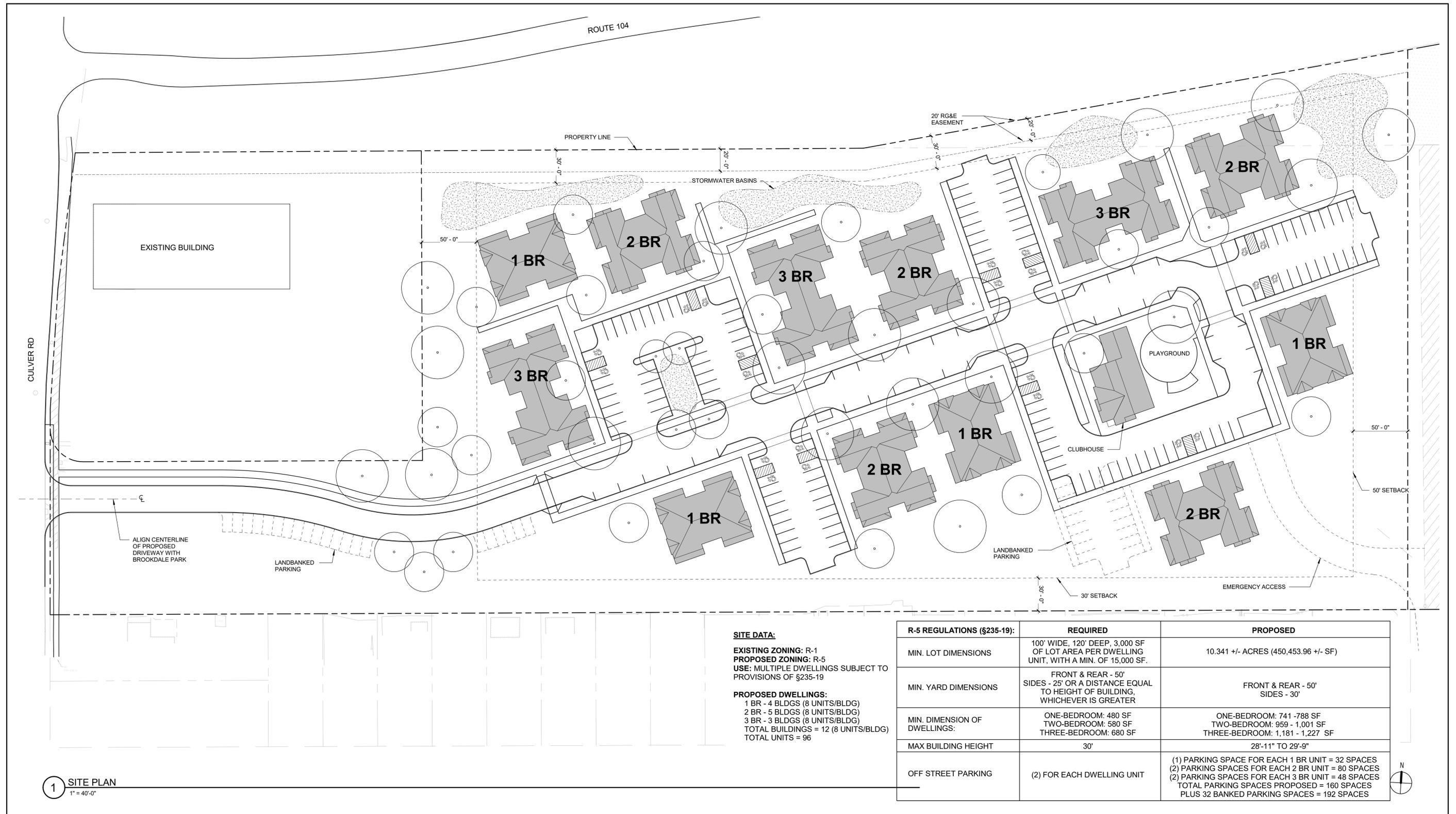


Drawn By: NPD
Checked By: TNZ
Project Manager: TNZ

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Revisions

NO.	DESCRIPTION



1 SITE PLAN
1" = 40'-0"

SITE DATA:

EXISTING ZONING: R-1
PROPOSED ZONING: R-5
USE: MULTIPLE DWELLINGS SUBJECT TO PROVISIONS OF §235-19

PROPOSED DWELLINGS:
 1 BR - 4 BLDGS (8 UNITS/BLDG)
 2 BR - 5 BLDGS (8 UNITS/BLDG)
 3 BR - 3 BLDGS (8 UNITS/BLDG)
 TOTAL BUILDINGS = 12 (8 UNITS/BLDG)
 TOTAL UNITS = 96

R-5 REGULATIONS (§235-19):	REQUIRED	PROPOSED
MIN. LOT DIMENSIONS	100' WIDE, 120' DEEP, 3,000 SF OF LOT AREA PER DWELLING UNIT, WITH A MIN. OF 15,000 SF.	10.341 +/- ACRES (450,453.96 +/- SF)
MIN. YARD DIMENSIONS	FRONT & REAR - 50' SIDES - 25' OR A DISTANCE EQUAL TO HEIGHT OF BUILDING, WHICHEVER IS GREATER	FRONT & REAR - 50' SIDES - 30'
MIN. DIMENSION OF DWELLINGS:	ONE-BEDROOM: 480 SF TWO-BEDROOM: 580 SF THREE-BEDROOM: 680 SF	ONE-BEDROOM: 741 - 788 SF TWO-BEDROOM: 959 - 1,001 SF THREE-BEDROOM: 1,181 - 1,227 SF
MAX BUILDING HEIGHT	30'	28'-11" TO 29'-9"
OFF STREET PARKING	(2) FOR EACH DWELLING UNIT	(1) PARKING SPACE FOR EACH 1 BR UNIT = 32 SPACES (2) PARKING SPACES FOR EACH 2 BR UNIT = 80 SPACES (2) PARKING SPACES FOR EACH 3 BR UNIT = 48 SPACES TOTAL PARKING SPACES PROPOSED = 160 SPACES PLUS 32 BANKED PARKING SPACES = 192 SPACES

Providence Housing - Proposed Site Plan

Town of Irondequoit | July 24, 2020



Wambach Property

2590 Culver Road
Irondequoit, New York

BERGMANN ARCHITECTS ENGINEERS PLANNERS

Bergmann Associates, Architects, Engineers,
Landscape Architects & Surveyors, D.P.C.
280 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



SITE LOCATION MAP - TOWN OF IRONDEQUOIT
NOT TO SCALE

LEGEND

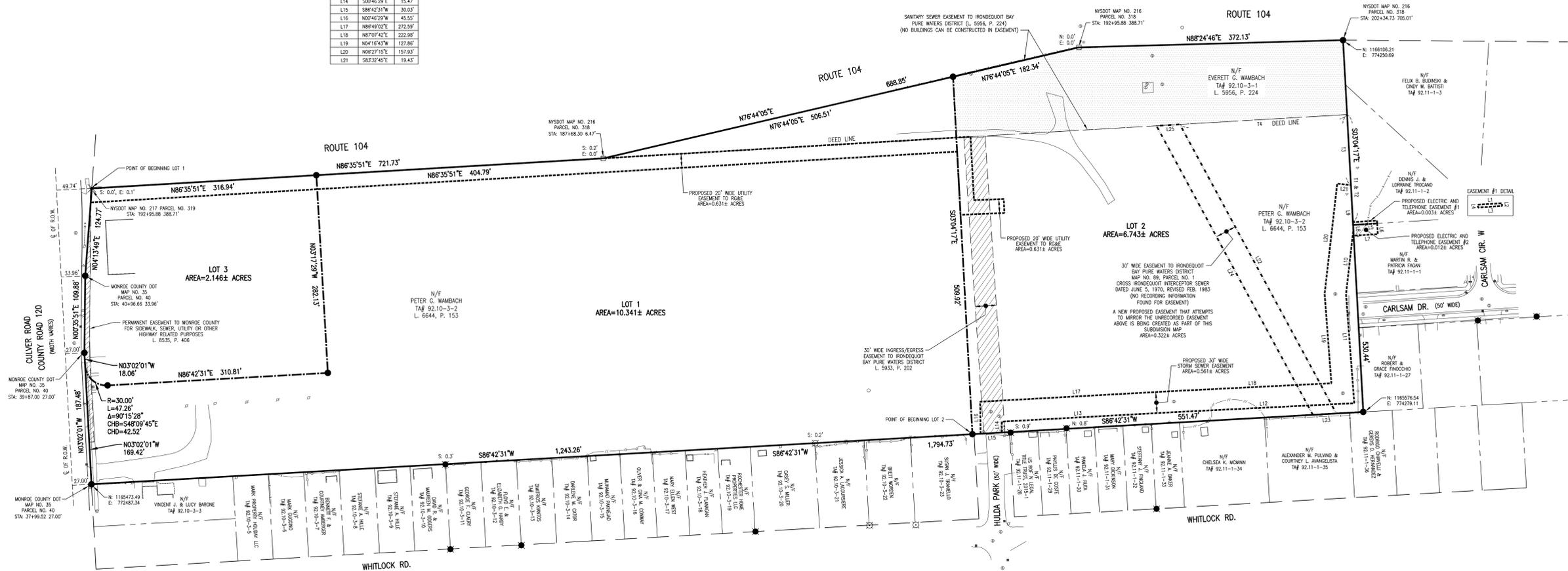
- MONUMENT FOUND
- PIN OR REBAR FOUND
- PIPE FOUND
- ⊗ NAIL FOUND
- PROPERTY CORNER TO BE SET
- EXISTING PROPERTY LINE
- - - PROPOSED SUBDIVISION LINE
- - - ADJOINING PROPERTY LINE
- - - EASEMENT LINE
- - - RIGHT OF WAY LINE

NOTES:

- THE CONTRACTOR'S ATTENTION IS DIRECTED TO LOCAL LAW NO. 6 OF 1971, REGARDING LIABILITY INCURRED THROUGH DESTRUCTION OR DISTURBANCE OF GEODETIC SURVEY MONUMENTS. THE CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND RIGHT OF WAY MONUMENTS IN THE AREAS OF CONSTRUCTION. FOR DESCRIPTIVE AND SURVEY DATA ON CONTROL MONUMENTS, CALL THE MONROE COUNTY GEODETIC SURVEY OFFICE.
- THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE NEW YORK STATE PLANE COORDINATE SYSTEM OF 1927, TRANSVERSE MERCATOR PROJECTION, WESTERN ZONE, THROUGH GPS TIES TO THE FOLLOWING CONTROL MONUMENT. NO EXISTING MONUMENTS WERE RECORDED NEAR THE PROJECT AND THEREFORE THIS PROJECT IS OUTSIDE THE 1,000 FEET MONUMENT TIE-IN REQUIREMENT. THE COORDINATES SHOWN ARE FROM THE GPS TIE-IN TO THE NEAREST FOUND MONUMENT. THE BEARINGS SHOWN ARE GRID AND THE DISTANCES SHOWN ARE GROUND. THE COMBINED FACTOR IS 1.0000088108.

MONUMENT NORTH-R (C+55) 1930 N 1163.302,923 E 772.540,253

PROPOSED ELECTRIC AND TELEPHONE EASEMENT #1			PROPOSED ELECTRIC AND TELEPHONE EASEMENT #2			PROPOSED STORM SEWER EASEMENT			PROPOSED SEWER EASEMENT		
LINE (L)	BEARING	LENGTH	LINE (L)	BEARING	LENGTH	LINE (L)	BEARING	LENGTH	LINE (L)	BEARING	LENGTH
T1	S03°04'17"E	153.43	T2	S03°04'17"E	157.43	T3	S03°04'17"E	100.67	T4	S86°35'52"W	236.00
L1	N86°24'43"E	33.93	L5	N86°24'43"E	33.96	L9	S03°04'17"E	63.89	L22	S28°09'14"E	467.00
L2	S03°05'17"E	4.00	L6	S03°05'17"E	15.28	L10	S09°27'15"W	92.10	L23	S86°42'31"W	33.96
L3	S86°24'43"W	33.96	L7	S86°24'43"W	34.19	L11	S04°14'43"E	155.78	L24	N02°09'14"W	466.80
L4	N03°04'17"W	4.00	L8	N03°04'17"W	15.28	L12	S87°07'42"W	253.64	L25	N86°35'52"E	33.03
						L13	S86°49'02"W	243.74			
						L14	S00°46'29"E	15.47			
						L15	S86°42'31"W	30.03			
						L16	N02°46'29"W	42.55			
						L17	N86°49'02"E	272.59			
						L18	N87°07'42"E	222.98			
						L19	N04°16'43"W	127.86			
						L20	N09°27'15"E	157.93			
						L21	S83°32'46"E	19.43			



- REFERENCES:**
- THE FOLLOWING DEEDS FILED IN THE MONROE COUNTY CLERK'S OFFICE:
LIBER 6644, PAGE 153
LIBER 5956, PAGE 224
LIBER 8535, PAGE 406
 - THE FOLLOWING MAPS FILED IN THE MONROE COUNTY CLERK'S OFFICE:
LIBER 59, PAGE 12
LIBER 177, PAGE 30
 - THE FOLLOWING NYSOT APPROPRIATION MAPS FOR THE KEELER STREET EXPRESSWAY:
MAP 216, PARCEL 318
MAP 217, PARCEL 319
MAP 222R-1, PARCEL 326
 - THE FOLLOWING MONROE COUNTY DOT APPROPRIATION MAPS FOR CULVER ROAD:
MAP 35, PARCEL 30'S 40 & 42
 - TITLE INSURANCE POLICY PREPARED BY STEWART TITLE INSURANCE COMPANY, POLICY NUMBER M-8912-00133282, DATED AUGUST 2, 2018.
 - TITLE INSURANCE POLICY PREPARED BY STEWART TITLE INSURANCE COMPANY, TITLE NUMBER WOG-M-02553 (14 AMENDED), DATED JUNE 22, 2018.

TOWN OF IRONDEQUOIT APPROVALS:

DIRECTOR OF COMMUNITY DEVELOPMENT	DATE
FIRE MARSHAL	DATE
DPW COMMISSIONER	DATE
DPW SEWER	DATE

WE, BERGMANN ASSOCIATES, DO HEREBY CERTIFY THAT THIS MAP WAS MADE FROM THE NOTES OF AN INSTRUMENT SURVEY LAST DATED 05/22/2020 AND FROM THE REFERENCES LISTED HEREON.

ALEX B. MANAMARA, P.L.S. NYS No. 051012 DATE



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Note: Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145, Section 1209.

Project Manager:	A. HART	Checked By:	A. MCNAMARA
Designer:	C. WOOD	Scale:	1" = 60'
Issue Date:	06/30/2020	Project Number:	14079.00

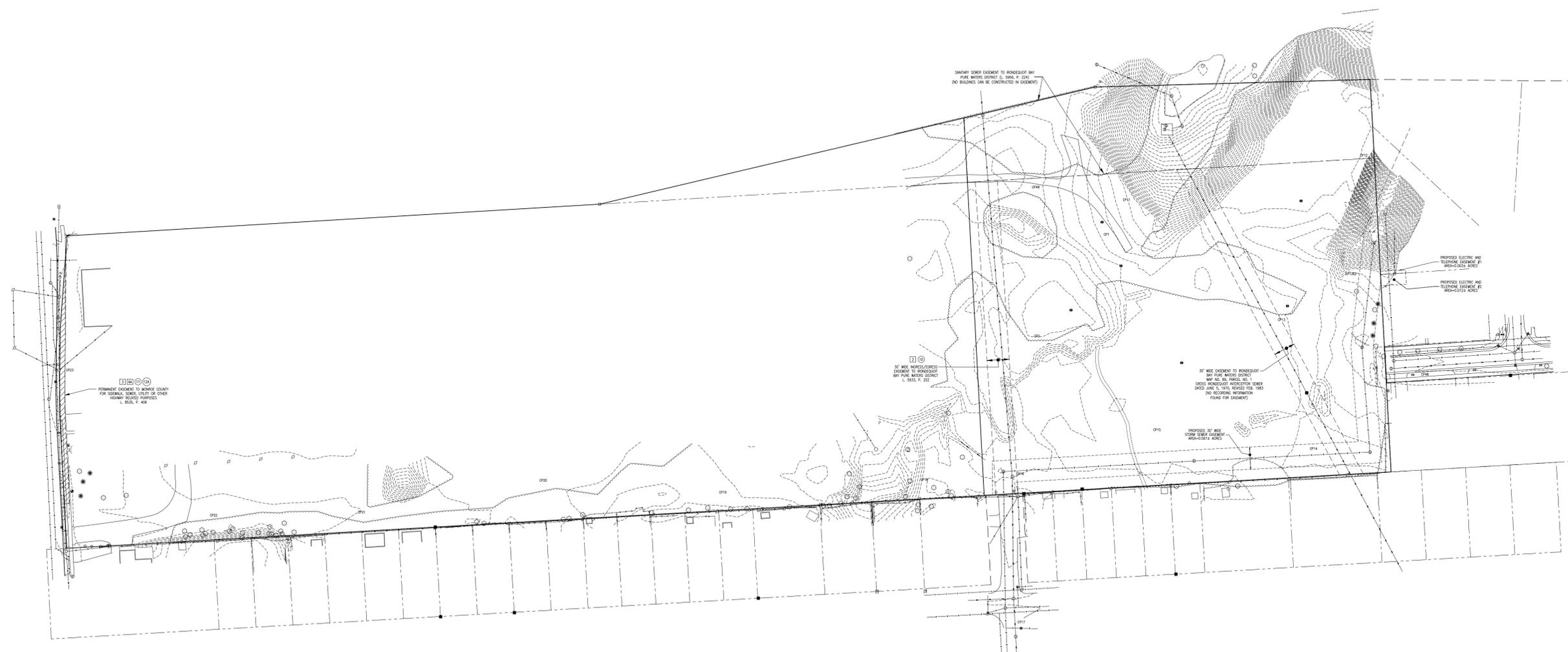
SUBDIVISION MAP WAMBACH PROPERTY

PROPERTY SITUATE IN TOWN LOT 42, TOWNSHIP 14, RANGE 7 OF THE PEELERS AND GORHAM PURCHASE TOWN OF IRONDEQUOIT, COUNTY OF MONROE, STATE OF NEW YORK

SM-01

Wambach Property

2590 Culver Road
Irondequoit, New York



Bergmann Associates, Architects, Engineers,
Landscape Architects & Surveyors, D.P.C.
280 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

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Note:
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the New York State Education Law Article 145, Section 7209.

Project Manager:	Checked By:
A. HART	A. MCNAMARA
Designed By:	Drawn By:
C. WOOD	C. WOOD
Date Issued:	Scale:
03/19/2019	1" = 40'
Project Number:	
14056.00	

EXISTING CONDITIONS SURVEY



EX-1

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information				
Name of Action or Project:				
Project Location (describe, and attach a location map):				
Brief Description of Proposed Action:				
Name of Applicant or Sponsor:		Telephone:		
		E-Mail:		
Address:				
City/PO:		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres				
b. Total acreage to be physically disturbed? _____ acres				
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres				
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. Urban Rural (non-agriculture) Industrial Commercial Residential (suburban)				
<input type="checkbox"/> Forest Agriculture Aquatic Other(Specify):				
<input type="checkbox"/> Parkland				

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	

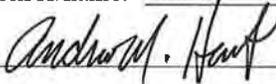
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe:		

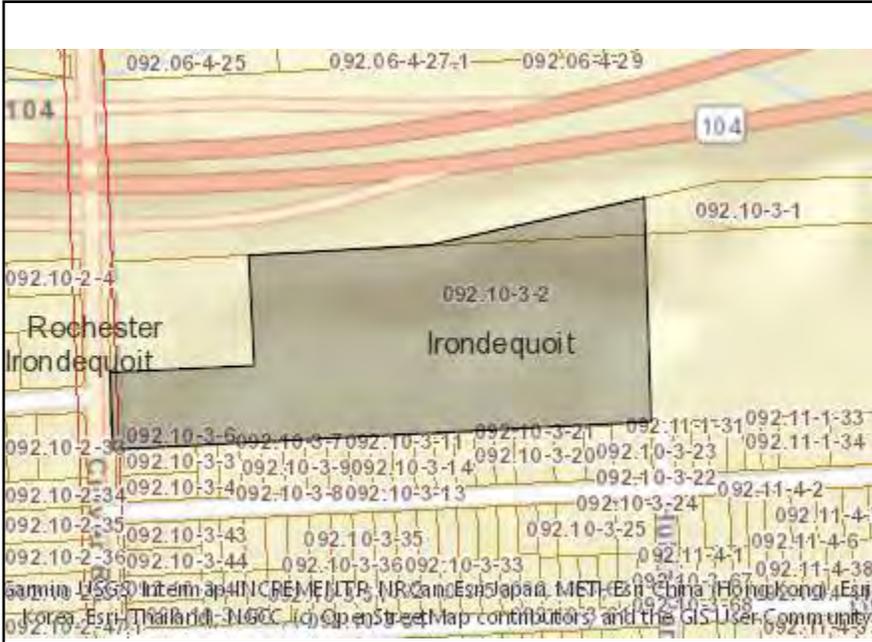
The post construction storm water will discharge to the northeast of the site to a low area as it drains during the existing condition.		

18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:		
Yes the project will include the construction of several bio-retention areas and a storm water retention pond.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor/name: <u>Andrew M. Hart (as agent)</u> Date: <u>7/28/2020</u>		
Signature: <u></u> Title: <u>Commercial Practice Leader</u>		



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No



Providence Housing – Irondequoit Apartments

EAFF Part 1 – Narrative Description

The proposed action involves rezoning the subject site from the existing R1 Residential District to the proposed R5 Residential District. The existing zoning allows for single family residential dwellings as well as several other uses; however, this district does not allow for multiple dwellings or a dwelling group for multiple families. The proposed R5 Residential District includes multiple dwellings or a dwelling group as a permitted use which would enable Providence Housing to move forward with their intended multibuilding apartment complex development.

The primary effect that the proposed action would have on the environment is the change in permitted use of the site. The proposed rezoning would allow for a higher density of residential units on the subject site; however, the other permitted uses would remain largely the same as permitted under the existing R1 Residential District. The proposed R5 Residential District would still maintain the residential character of the neighborhood and any development would still be subject to Site Plan Review by the Planning Board.

The proposed project will include (12) 2-story buildings of (1), (2), or (3) bedrooms, with a total of 96 apartment units, along with a 1-story community building. Parking for the proposed project will include 160 parking spaces and 32 banked parking spaces for a total of 192 parking spaces.

In regard to concerns over the potential for increased traffic resulting from the proposed development, a Traffic Impact Study is being prepared to analyze the anticipated impacts from Providence Housing's proposed multibuilding apartment complex development. The results of the study will be provided to the Town Board prior to the workshop meeting on August 11th.

Proposed Lot 1
(Part of T.A. No. 92.10-3-1 and 92.10-3-2)
Irondequoit, New York, 14622

All that tract or parcel of land situate in the Town Lot 42, Township 14, Range 7, Town of Irondequoit, County of Monroe, State of New York, being more particularly bounded and described as follows:

Beginning at a point on the easterly right of way line of Culver Road (County Road 120) as appropriated by the Monroe County Department of Transportation (Map No. 35, Parcel No. 40), said point also being on the division line between the lands now or formerly of Peter G. Wambach (Liber 6644 of Deeds, Page 153) on the north and the lands of Culver Manor Subdivision (Liber 59 of Maps, Page 12) on the south, said point is also the southwest corner of Proposed Lot 1 as shown on a map entitled "Subdivision Map Wambach Property", said map to be filed in the Monroe County Clerk's Office; thence,

North 03°02'01" West, on the said easterly right of way line of Culver Road, a distance of 169.42 feet to a point on the division line between Proposed Lot 3 on the north and said Lot 1 on the south; thence, the following three courses on said division line:

1) Southeasterly on a curve to the left, having a radius of 30.00 feet, an arc length of 47.26 feet, a central angle of 90°15'28", a chord bearing of South 48°09'45" East and a chord length of 42.52 feet; thence,

2) North 86°42'31" East, a distance of 310.81 feet to a point; thence,

3) North 03°17'29" West, a distance of 282.13 feet to a point on the southerly right of way line of New York State Route 104 as appropriated by the New York State Department of Public Works (Map No. 216, Parcel No. 318); thence, the following two courses on said southerly right of way line of New York State Route 104:

1) North 86°35'51" East, a distance of 404.79 feet to a point; thence,

2) North 76°44'05" East, a distance of 506.51 feet to a point on the division line between said Proposed Lot 1 on the west and Proposed Lot 2 on the east; thence,

South 03°04'17" East, on said division line, a distance of 509.92 feet to a point on the north line of said Culver Manor Subdivision; thence,

South 86°42'31" West, on said north line of Culver Manor Subdivision, a distance of 1,243.26 feet to the Point of Beginning.

Said parcel containing 10.341 acres, more or less, being Proposed Lot 1 as shown on a map entitled "Subdivision Map Wambach Property, 2590 Culver Road, Irondequoit, New York" prepared by Bergmann Associates, dated June 30, 2020, and Project No. 14079.00.

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD CALLING FOR A PUBLIC HEARING ON THE MATTER OF REZONING A PORTION OF 2590 CULVER ROAD FROM R-1 RESIDENTIAL TO C- BUSINESS DISTRICT

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020, at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, Land Tech Surveying & Planning, acting as agent for PEMM, LLC, has submitted an application for rezoning a portion of land located at 2590 Culver Road from R-1 Residential to C-Business District (the "Application"), and

WHEREAS, Town board accepts the Application for review and consideration; and

WHEREAS, the Application has been referred to the Town Planning Board and the Monroe County Planning Department for review and comment pursuant to the requirements of New York Town Law and New York General Municipal Law.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board hereby schedules a public hearing on this matter on **September 15, 2020 at 7:37 p.m.**

This resolution shall take effect immediately upon its adoption.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

" RE-ZONE "
TOWN OF IRONDEQUOIT
APPLICATION TO THE TOWN BOARD

PROJECT ADDRESS 2590 CULVER ROAD
TOTAL AREA OF PROJECT SITE 2.14 ACRES PART OF THE TOTAL 12.5% SITE
TAX ID NO. 92.10-3-2 ZONING DISTRICT RESIDENTIAL
PROPERTY OWNER (Print) _____ PHONE _____
ADDRESS _____ ZIP CODE _____
E-MAIL ADDRESS _____ FAX NO. _____
APPLICANT (Print) PEMM, LLC PHONE 226-3661
ADDRESS 2697 LAKEVILLE RD, AVON NY ZIP CODE 14414
E-MAIL ADDRESS K.PERELLI@QUICKLEGS.COM FAX NO. _____
AGENT LANDTECH - JOHN SCIARABBA PHONE 442-9902
ADDRESS 710 LATA RD ROCHESTER NY ZIP CODE 14612
E-MAIL ADDRESS JOHN@LANDTECHNY.COM FAX NO. _____
DESCRIPTION OF PROJECT SEE LETTER OF INTENT

APPLICANT (or Agent) SIGNATURE [Signature] DATE 7/29/2020

IMPORTANT NOTICE: Applicants and/or their representatives must appear at the Meeting to present their case to the Town Board.

REMARKS: _____

FEE \$ 1,750.00 DUE DATE OF HEARING At: 9-15-2020

CASE NO. _____ OTHER BOARD REFERRALS Call'ing: 8-14-2020
DB Ref: 8-24-2020 DATES Rec'd: 7-29-2020

A sign (provided by the Town must be posted on the property for at least (10) days prior to the scheduled Public Hearing.

July 29, 2020

Irondequoit Town Board
1280 Titus Avenue
Rochester, NY 14617

RE: 2590 Culver Road (Former Wambach property)
Quicklee's rezoning Application

Supervisor Seeley & Honorable Board Members,

On behalf of PEMM LLC (Quicklee's convenience stores), we submit the following materials for consideration of Rezoning a portion of this property:

- 22 copies of this letter of Intent
- 22 copies of the concept plan
- 22 copies of pictures of the newest style of Quicklee's stores
- 22 copies of the legal description (survey map provided by others)
- 1 complete application form
- 1 complete short EAF
- 1 portion of the signed real estate contract for the sale of the property
- \$50 Application Fee

This rezoning application is for an approximately 2.14+/- acres of this 12.5+/- acre site (Tax Account #'s 92.10-3-2 that is currently zoned Residential (R-1). I know this Board is familiar with this property and the former Wambach Farm historic retail operation. My client intends to purchase the western portion of the site which includes the existing commercial building and parking lot.

The redevelopment proposal includes construction of a new Quicklee's convenience store building with gasoline pumps, car wash, and a drive through coffee store within the proposed building. The operation of the site will be typical of other businesses that provided these services.

A new common access is proposed into the site across the street from Brookdale Park to service the Quicklee's project and the Multi-family development proposed on the remainder of the site. Initial conversations with the Monroe County DOT have been favorable concerning this access and a new traffic light may be required. New utility services will be brought into the site from the existing mains within Culver Road.

Project Area



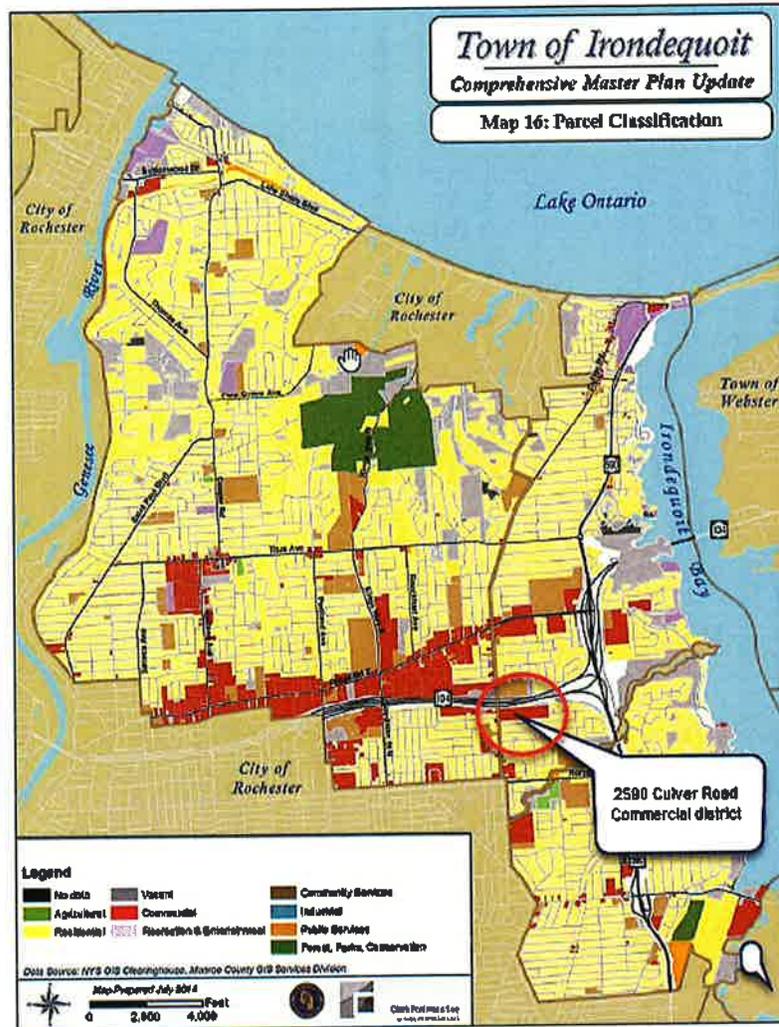
We have reviewed the Towns Comprehensive plan (Dated October 16, 2014) and see that the study has classified this parcel as commercial. We also learned that the tax rate for this parcel is 46% to 60% which is twice as much as residential property. Maintaining the commercial use will help maintain the tax base that the town has collected on this property for years. We understand that the future land use proposes the entire site as residential, but you would have to agree that the area of the proposed Quicklee's store is better suited for commercial use for five reasons:

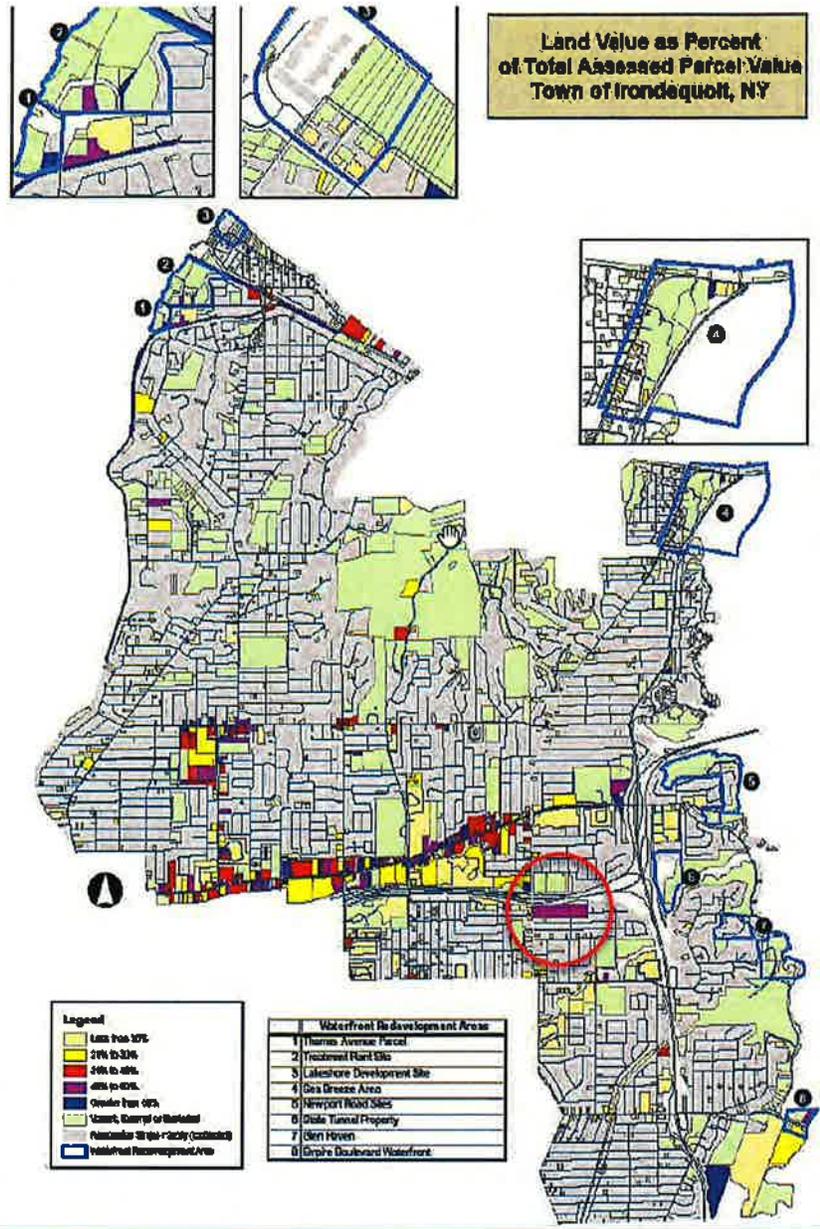
- Culver Road has a high traffic volume in this area
- Proximity to State Route 104 make this area difficult to market for single family homes
- The elevated bridge crossing Culver Road and the on ramp increase noise pollution

- Vehicle idling at the traffic light at 104 could be a nuisance to residential homes
- Maintaining the commercial use will help maintain the tax base that the town has collected on this property

Town of Irondequoit, NY

Appendix A: Existing Conditions Mapping & Narrative





Most recent store (Under Construction) Belmont, New York









Please add this application to the next practical Town Board agenda. In the meantime, if you have any questions or concerns please don't hesitate to contact me.

Sincerely,


John H. Sciarabba, L.S. LandTech

PARCEL DESCRIPTION

July 27, 2020
Page 1 of 1

Part of Tax Acc. No.92.10-3-2

All that tract or parcel of land situated in Town Lot 42, Township 14, Range 7, of the Phelps and Gorham Purchase, Town of Irondequoit, County of Monroe, and State of New York and more particularly described as follows:

Commencing at a point on the east right of way of Culver Road, said point being 121 +/- feet north of Whitlock Road, said point also being the southwest corner of the lands of Peter G Wambach (Liber 6644 of Deeds, Page 153);

thence Northerly along the east right of way of Culver Road bearing North $03^{\circ} 02' 01''$ West, a distance of 187.48 feet to the point of Beginning;

1. thence Continuing Northerly along the east right of way of Culver Road bearing North $00^{\circ} 35' 51''$ East, a distance of 109.88 feet to a point;
2. thence Continuing Northerly along the east right of way of Culver Road bearing North $04^{\circ} 13' 49''$ East, a distance of 124.77 feet to a point; Said point being on the south right of way of New York State Route 104:
3. thence Easterly along the south right of way of New York State Route 104 bearing North $86^{\circ} 35' 51''$ East, a distance of 3163.94 feet to a point;
4. thence Southerly along a line bearing South $03^{\circ} 17' 29''$ West, a distance of 282.13 feet to a point;
5. thence Westerly along a line bearing South $86^{\circ} 42' 32''$ West, a distance of 310.81 feet to a point of curvature;
6. Thence Westerly along a curve to the right having a radius 30 feet, and delta angle of $90^{\circ} 15' 28''$ and an arc length of 47.28 feet to the point of beginning;

Intending to describe a $2.146\pm$ acre parcel of land depicted as Lot 3 of the Wambach Property Subdivision Map prepared by Bergman Associates dated June 30, 2020.

Subject to any easements or restrictions of record.

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information				
Name of Action or Project: Quicklee's Convenience Store				
Project Location (describe, and attach a location map): 2590 Culver Road - Tax of Irondequoit				
Brief Description of Proposed Action: This rezoning application is for an approximately 2.14+/- acres of this 12.5+/- acre site (Tax Account #'s 92.10-3-2 that is currently zoned Residential (R-1). I know this Board is familiar with this property and the former Wambach farms historic retail operation. My client intends to purchase the western portion of the site which includes the existing commercial building and parking lot. The redevelopment proposal includes construction of a new Quicklee's convenience store building with gasoline pumps, car wash, and a drive through coffee store within the proposed building. The operation of the site will be typical of other businesses that provided these services. A new access is proposed into the site across the street from Brookdale Park to service the Quicklee's project and the Multi-family development proposed on the remainder of the site. Initial conversations with the Monroe County DOT have been favorable concerning this access and a new traffic light may be required. New utility services will be brought into the site from the existing mains within Culver Road.				
Name of Applicant or Sponsor: LandTech		Telephone: 442-9902		
		E-Mail:		
Address:				
City/PO: q		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		2.14 acres		
b. Total acreage to be physically disturbed?		0 acres		
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		12.5 acres		
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)				
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):				
<input type="checkbox"/> Parkland				

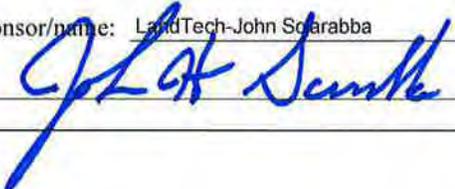
5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are public transportation services available at or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: This action is for Rezoning only-No physical changes are required for this action	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ This action is for Rezoning only-No physical changes are required for this action	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ This action is for Rezoning only-No physical changes are required for this action	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input checked="" type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input type="checkbox"/>
If Yes, briefly describe:		

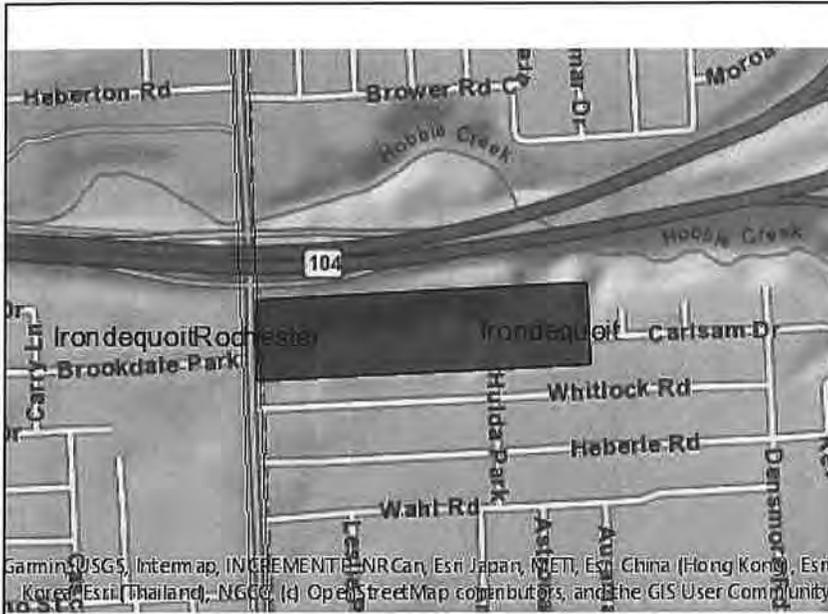
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:	<input checked="" type="checkbox"/>	<input type="checkbox"/>

19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	<input checked="" type="checkbox"/>	<input type="checkbox"/>

20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor/name: LandTech-John Scarabba	Date: 7/29/2020	
Signature: 	Title: Project Engineer	

PRINT FORM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Garmin, USGS, Intermap, INCREMENT, NR Can, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

**EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING
A RESOLUTION DECLARING THE TOWN BOARD'S INTENT TO SERVE AS LEAD
AGENCY REGARDING STATE ENVIRONMENTAL QUALITY REVIEW (SEQR)**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020, at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
----------------------------	-----------------------

WHEREAS, the Town Board has accepted a rezoning application related to the development of a portion of real property located at 2590 Culver Road ("Project"); and

WHEREAS, the proposed development will require the future applications to the Planning Board for subdivision and site plan review and to the Irondequoit Zoning Board of Appeals for area variance(s); and

WHEREAS, actions undertaken by the Town of Irondequoit must comply with environmental impact assessment requirements as prescribed by 6 N.Y.C.R.R. Part 617 and the State Environmental Quality Review Act ("SEQR"); and

WHEREAS, the Project is classified as an Unlisted Action because it is not listed under 6 N.Y.C.R.R. §§ 617.4(b) or 617.5(c); and

WHEREAS, the Town will conduct a coordinated review with the Planning Board and Zoning Board for the purposes of SEQR; and

WHEREAS, the Town will give notification to all other involved and interested agencies pursuant to 6 N.Y.C.R.R. § 617.6(b); and

WHEREAS, the Town Board has received and reviewed Part I of the Short Environmental Assessment Form ("SEAF"), dated July 28, 2020.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board declares its intent to be Lead Agency for the purposes of the State Environmental Quality Review Act.

AND, BE IT FURTHER RESOLVED, that the Town will notify all other involved and interested agencies and transmit to them the SEAF.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Name of Action or Project:			
Project Location (describe, and attach a location map):			
Brief Description of Proposed Action:			
Name of Applicant or Sponsor:		Telephone:	
		E-Mail:	
Address:			
City/PO:		State:	Zip Code:
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres			
b. Total acreage to be physically disturbed? _____ acres			
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres			
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. Urban Rural (non-agriculture) Industrial Commercial Residential (suburban)			
<input type="checkbox"/> Forest Agriculture Aquatic Other(Specify):			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	

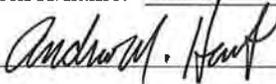
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe:		

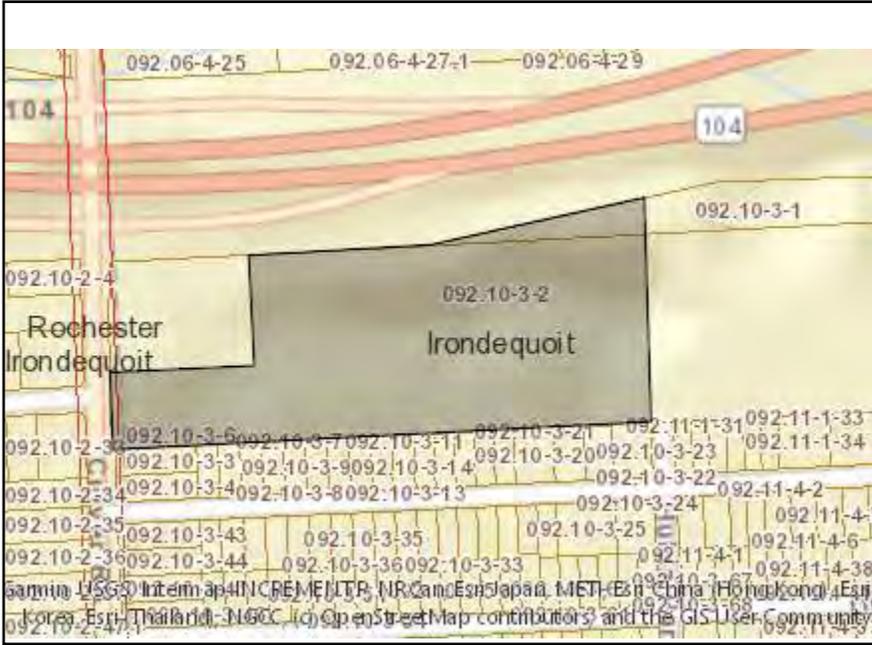
The post construction storm water will discharge to the northeast of the site to a low area as it drains during the existing condition.		

18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:		
Yes the project will include the construction of several bio-retention areas and a storm water retention pond.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor/name: <u>Andrew M. Hart (as agent)</u> Date: <u>7/28/2020</u>		
Signature: <u></u> Title: <u>Commercial Practice Leader</u>		



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

**EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING
A RESOLUTION AUTHORIZING THE RENEWAL OF AN AGREEMENT
WITH HARPER DANESH LLC TO PERFORM ACTUARIAL ANALYSES OF
THE COST OF OTHER (NON-PENSION) POST EMPLOYMENT BENEFITS OF
TOWN EMPLOYEES AS REQUIRED BY THE GOVERNMENT ACCOUNTING
STANDARDS BOARD PRONOUNCEMENT No. 75**

At a regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney to the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, the Government Accounting Standards Board (GASB) has issued certain requirements known as pronouncement no. 75 which pertains to the analysis of the cost of post employment (except pension) fringe benefits provided to employees, with provision that the analysis is updated every two (2) years; and

WHEREAS, it is necessary for the Town to have the services of a qualified actuary to perform the analysis of the future cost of other (non pension) post employment benefits; and

WHEREAS, pursuant to Resolution No. 2016-221, the Town Board authorized the Supervisor to enter into an agreement with Harper Danesh LLC to provide actuarial services to the Town; and

WHEREAS, the current agreement with Harper Danesh LLC expires on August 31, 2020 and allows for two (2) one-year optional renewals; and

WHEREAS, funding for the actuary service is included in the 2020 budget of the Office of the Comptroller, account 001-1315-4120.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board authorizes the Town Supervisor to enter into a one-year renewal of the Town's agreement with Harper Danesh

LLC, in the amount of \$2,000, for actuary services pertaining to the cost of other post employment benefits in response to the requirements of GASB 75.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting_____
Town Board Member	Perticone	voting_____
Town Board Member	Romeo	voting_____
Town Board Member	Freeman	voting_____
Town Supervisor	Seeley	voting_____

EXTRACT OF MINUTES OF A MEETING OF THE TOWN BOARD ADOPTING A RESOLUTION AUTHORIZING THE CHIEF OF POLICE TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE GREATER ROCHESTER AREA NARCOTICS ENFORCEMENT TEAM (GRANET)

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time, there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP

Attorney for the Town

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, the Irondequoit Police Department is a member of the Greater Rochester Area Narcotics Enforcement Team (“GRANET”), a task force comprised of the Rochester Police Department; the Monroe County Sheriff’s Office; Town and Village Police Departments within Monroe County; the Monroe County District Attorney’s Office; the Bureau of Alcohol, Tobacco, Firearms and Explosives; the Drug Enforcement Administration, and the New York Army National Guard Counter Drug Unit; and

WHEREAS, the mission of GRANET is to achieve maximum coordination and cooperation of member agencies, and to bring to bear their combined resources, to primarily investigate mid- and upper-level narcotic related offences in the Greater Rochester/Monroe County area, utilizing State and Federal laws; and

WHEREAS, the GRANET member agencies wish to enter into a memorandum of understanding (“MOU”) outlining the mission of GRANET, formalizing the relationships between them with regard to policy guidance, planning, training, public relations, reimbursements, funding, media coordination, and interagency cooperation; and

WHEREAS, each member agency of GRANET will bear its own overtime costs for participating officers (where necessary) and contribute the use of its own existing equipment to GRANET, provided that the City of Rochester will furnish office space and hire support staff to assist GRANET, and other expenses shall be funded with asset forfeiture monies; and

WHEREAS, the Town is authorized to participate in federal programs pursuant to General Municipal Law § 99-h, to enter into agreements with state agencies pursuant to General Municipal

Law § 99-r, and to enter into intermunicipal agreements pursuant to General Municipal Law § 119-o; and

WHEREAS, the Chief of Police recommends entering into an MOU with GRANET, and the Town Board has determined that such MOU is in the best interests of the Town, its residents, and the Irondequoit Police Department.

NOW THEREFORE, BE IT RESOLVED, that the Town Board authorizes the Chief of Police to enter into the MOU with GRANET in substantially the form attached hereto and made a part hereof.

This resolution shall take effect immediately upon its adoption.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

GREATER ROCHESTER AREA NARCOTICS ENFORCEMENT TEAM ("GRANET")

MEMORANDUM OF UNDERSTANDING

The Greater Rochester Area Narcotics Enforcement Team (GRANET), which is comprised of members from the Rochester Police Department (RPD); the Monroe County Sheriff's Office (MCSO); the Town and Village Police Departments in the County of Monroe; Monroe County District Attorney's Office (MCDA); the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF); the United States Drug Enforcement Administration (DEA); and the New York Army National Guard Counter Drug Unit (CDU), are executing this Memorandum of Understanding (MOU). The above listed agencies agree to abide by the terms and provisions of this MOU throughout the duration of this joint operation.

I. Purpose:

The purpose of the below listed guidelines are to outline the mission of GRANET. Additionally, these guidelines will formalize relationships between the participating agencies with regard to items such as policy guidance, planning, training, public relations, reimbursements, funding, and media coordination in order to maximize interagency cooperation.

II. Mission:

The mission of GRANET is to achieve maximum coordination and cooperation, and bring to bear the combined resources of member agencies to primarily investigate mid and upper-level narcotic related offenses in the Greater Rochester/Monroe County area, utilizing both State and Federal laws.

III. Organization, Supervision and Chain of Command:

GRANET will be comprised of a combined enforcement body of members from the above named agencies. The policy, program, involvement and direction of GRANET shall be the joint responsibility of the chief administrators of the respective agencies. These administrators agree to establish a governing body called the Advisory Board to oversee the administrative functions and concerns of GRANET consisting of: a Chief of Police chosen from a Town or Village Police Department; the Chief of the Rochester Police Department, or designee; the Monroe County Sheriff, or designee; the Assistant Special Agent in Charge (ASAC) who oversees the Rochester Resident Office of the Drug Enforcement Administration; and the Assistant Special Agent in Charge (ASAC) who oversees the Rochester Resident Office of the Bureau of Alcohol, Tobacco,

Firearms and Explosives. These members agree to meet, at a mutually agreed upon time and location, on a monthly basis to discuss any issues of concern, receive an update on the progress of GRANET and a financial report. RPD will assign one lieutenant to act as the Commanding Officer of GRANET. RPD and MCSO shall each provide a minimum of one first line supervisor. In the absence of the Lieutenant, he/she will designate one of the GRANET sergeants to assume the role of commanding officer.

IV. Personnel:

It is understood and agreed that occasionally exigent circumstances affecting the mission of the member agencies may require the diversion of the above resources, including technical equipment, away from GRANET for a reasonable period of time.

Member agencies with personnel assigned to GRANET that remove their personnel for non-existent circumstance must replace them within 60 days, or are no longer eligible for asset forfeiture sharing.

V. Expenditures

A. Overtime

Overtime will be paid by the participating member's respective agency. All overtime must be pre-approved by a GRANET supervisor.

B. Support Staff

Support staff will be designated to assist GRANET. Such person will be an employee of the City of Rochester hired per current Civil Service Law and the salary will be paid by the RPD. The City of Rochester, Chief of Police, will have the authority to sign the MOU with the CDU for National Guard support of GRANET.

C. Equipment

The member agencies agree to provide the necessary property, goods and equipment that they respectively already own. Member agencies will separately purchase equipment when necessary. If GRANET ceases operations, it shall deliver to the appropriate procuring agency any equipment and/or property provided for GRANET or purchased under this agreement. All equipment will be marked for identification and inventoried by the procuring agency. Any purchases made prior to this agreement are the responsibility of the purchasing agency.

D. Office Equipment

The member agencies, to the extent possible, agree to provide necessary office equipment and needed supplies to carry out the administrative operation of GRANET.

E. Office Space

The RPD shall provide office space for GRANET at the Rochester Police Department's Public Safety Building.

F. Technical expenses

The member agencies agree that technical expenses related to pens and eavesdropping investigations will be paid for with asset forfeiture monies per Section VI(D) of this MOU. The service contract for the RPD intercept system will also be paid with asset forfeiture monies.

G. Parking

Member agencies agree that parking for the members assigned to GRANET will be paid with asset forfeiture monies per Section VI(D) of this MOU.

H. Evidence Fund

The member agencies agree that the evidence fund will be funded with asset forfeiture monies per Section VI(D) of this MOU. The RPD evidence fund procedures shall be utilized in accordance with RPD Administrative Order A-29, or its successor.

I. Cellular Phones and Pagers

The member agencies agree that expenses incurred for officers' pagers and cellular phone usage will be funded with asset forfeiture monies per Section VI(D) of this MOU.

J. Miscellaneous Expenses

The member agencies agree that miscellaneous expenses such as training, rental cars, investigative travel, etc. will be funded with asset forfeiture monies per Section VI(D) of this MOU.

K. High Intensity Drug Task Force Area (HIDTA) Federal Funds

1. HIDTA investigative funds will be allocated to specific investigations upon approval of the GRANET governing body. A HIDTA investigation may be proposed by any member of GRANET.

2. HIDTA funds may be utilized for training and/or equipment upon approval of the GRANET governing body.

VI. Procedures:

A. Selection of Personnel

Prior to being assigned to GRANET, a prospective member must undergo a formal review and selection process by his/her Departmental command staff, according to their standards that include an exemplary disciplinary record, no integrity concerns, and no truthfulness concerns. A periodic review of the member's performance by the Commanding Officer of GRANET will be done as it relates to the member's effectiveness and cooperation.

B. Investigations

All cases will be jointly investigated. Members from participating agencies will staff each GRANET investigation. It is, therefore, agreed that no member agency will act unilaterally.

C. Media

All media releases and statements will be mutually agreed upon and jointly handled within existing member agency guidelines. Under no circumstances will a member agency make any statements to the media about any GRANET investigation and/or arrest without the prior clearance from the GRANET Commanding Officer. The Commanding Officer of GRANET is authorized to make media releases on routine arrests and seizures. All media releases will include the notification and/or participation of the chief administrator in the jurisdiction of occurrence.

D. Budget

The proposed operating budget for GRANET for the fiscal year encompassed in this agreement will be \$200,000. The budget may be modified by the receipt of any additional collections within the fiscal year.

The proposed operating budget for this one-year agreement will be \$200,000. In the event that the actual collection of forfeiture funds received the previous fiscal year is less than \$200,000, the Advisory Board will be convened to determine a proposed course of action.

E. Forfeitures & Federal Equitable Sharing

GRANET recognizes an ancillary benefit of asset forfeiture is the potential to share federal forfeiture proceeds with cooperating state and local law enforcement agencies through equitable sharing. The Equitable Sharing Program (Program) enhances cooperation between federal, state, local, and tribal law enforcement by providing valuable additional resources to each task force member agency. Equitable sharing funds are designed to supplement and enhance, not supplant, appropriated agency resources.

GRANET understands that Federal law authorizes the Attorney General and the Secretary of the Treasury to share federally forfeited property with participating state and local law enforcement agencies. GRANET understands that the exercise of this authority is discretionary and limited by statute and sharing is not required in any case. In addition, GRANET understands that sharing is only available from remaining net proceeds after recovery of government expenses and payment of victim compensation. The sharing amount for each asset will bear a reasonable relationship to the degree of direct participation of each member agency and will consider the sharing recommendations outlined in this section based on qualitative factors such as unique contributions and financial obligations to GRANET.

GRANET understands that in order for its member law enforcement agencies to receive shared funds, the member agency must be compliant with Program guidelines and reporting requirements. Each member agency's Agency Head and Governing Body Head must annually sign the member agency's Equitable Sharing Agreement and Certification (ESAC) report. By signing and submitting the ESAC report, each member agency and its jurisdiction agree to abide by all policies set forth in the current *Guide to Equitable Sharing for State and Local Law Enforcement Agencies* and all subsequent updates.

Sharing Request Submissions: Sharing requests may be submitted at any time following the seizure, but no later than 45 days after forfeiture

Financial Management Requirements: Equitable sharing funds are awarded to each member agency to be spent at the discretion of the recipient agency. All federally shared funds received by each member agency will be maintained in separate revenue accounts/accounting codes by each member agency's jurisdiction. These funds will be treated in the same manner as appropriated funds, including procedures for all procurement and approval processes and inclusion in all single audit requirements by the jurisdiction.

Funds may be expended in support of GRANET operations, such as paying leases and renting undercover vehicles and cell phones. GRANET member agencies will not expend funds at the direction of or for the sole use of federal agencies.

Member law enforcement agencies understand that pursuant to the Department of Justice Guidelines (effective July 1, 2018) GRANET will no longer be able to receive federal forfeiture funds directly, and that any seizure earmarked for GRANET will be allocated to RPD but will be set aside to be utilized solely for GRANET operations.

The member law enforcement agencies and the MCDA agree to the following division of funds:

1. Approximately 20 percent of the forfeitures will be designated for the mandatory federal asset forfeiture administrative fees. This percentage may vary from case to case, but the minimum federal share is 20 percent.
2. Per section VI. D., the operating budget for GRANET during the fiscal year will be \$200,000. Each fiscal year shall be from July 1st through and including June 30th. The proposed budget for the following fiscal year is also \$200,000.
3. GRANET will maintain an operational fund of twice the proposed annual budget (\$400,000).
4. In the event that GRANET processes an asset forfeiture for any agency, participating or not, there will be a ten percent (10%) administrative charge which shall be earmarked for the GRANET fund. This money will be utilized solely for GRANET operations. Mere "routine" assistance does not make that case a GRANET investigation. All agencies are encouraged to contact GRANET staff for intelligence purposes and or follow-up assistance as needed.
5. Any seizure not specified in this MOU will be considered by the appointed members of the governing body and deposited or distributed as appropriate.
6. The following agencies are active and agree to the below sharing percentages of seized assets received by GRANET (based on current active agency participation and does not include the deducted federal share)

- a. At the start of the fiscal year if GRANET operational budget is below \$400,000:
 - Rochester Police Department– 27%
 - Rochester Police Department– 30% (this amount will be earmarked for GRANET only)
 - Monroe County Sheriff's Office -15%
 - Monroe County District Attorney's Office – 10%
 - Brighton Police Department– 10%
 - National Guard Counter Drug Unit (Western Region) – 8%

- b. At the start of the fiscal year if the GRANET operational budget is at or exceeds \$400,000:
 - Rochester Police Department – 31%
 - Monroe County Sheriff's Office – 16%
 - Monroe County District Attorney – 10%
 - Brighton Police Department– 10%
 - National Guard Counter Drug Unit (Western Region) – 8%
 - Rochester Police Department – 25% (this amount will be earmarked for GRANET only)

7. For equitable sharing disbursement for the current fiscal year (2020-2021), see Appendix A.

8. The minimum sharing amount in VI.E.6a (above) will be \$13,000. For any seizure less than \$13,000, the money (minus the federal administration fee) will be claimed by RPD only and deposited into the RPD asset forfeiture account to be solely utilized for GRANET operations. The minimum sharing amount in VI.E.6b (above) will be \$8,000. For any seizure less than \$8,000 (minus the federal government administration fee), the money will be claimed by RPD only and deposited into the RPD asset Forfeiture account to be solely utilized for GRANET operations.

9. GRANET may deviate from the above percentages on a case-by-case basis as needed upon concurrence of all active task force member agencies. Deviations from the agreed upon percentages generally would only occur in rare and unique situations involving cases where a larger than usual sharing may occur.
10. When a non-active GRANET member of a participating agency within GRANET seizes United States currency or property of value, that agency will be individually responsible for and entitled to the entire seizure of that money or property of value.
11. **Change in Participation:** This portion of the Agreement/Memorandum of Understanding will be updated each time a change in GRANET member or manpower contribution occurs and/or if a change in financial or administrative responsibilities occurs. If an agency terminates their active participation during the fiscal year, their share of asset forfeiture as described in section VI.E.6 will be re-allocated to GRANET to be used for task force expenditures. The updated share percentage will be listed in Appendix A of this agreement
12. **Dissolution:** Should the task force (GRANET) disband or when a member agency withdraws from GRANET, all funds currently in that member agency's possession remain with that member agency. Should an agency leave GRANET mid-year, they would be entitled to their percentage of those investigations they participated in while a part of GRANET.
13. Upon request, GRANET will provide a balance statement of funds available.

F. Evaluation

The member agencies agree to monitor GRANET progress, effectiveness, and the need for continued operation. An evaluation of the nature and result of GRANET investigations will be conducted upon request by the chief administrators. The criteria for the evaluation will include but not be limited to the number of investigations completed, number of arrests, amount of seizures, and impact on the community. Modifications or adjustments to this mission will be implemented when necessary. In addition to a quarterly report, all records kept in the course of normal business shall be available upon request for inspection by a representative of each of the participating agencies.

G. Firearms Training / Qualification and Related Training

All investigative personnel assigned to GRANET shall continue routine firearms training and qualification as provided and required by their respective agencies in addition to any training that might be provided by GRANET. All members of GRANET are required to attend the Tactical Warrant Service School sponsored by Monroe Community College and the Regional Police Training Center. Such training must occur within six months of assignment to GRANET. Prior to attending the Tactical Warrant Service School, personnel must attend a one-day warrant service training program sponsored by members of GRANET prior to actively participating in search warrant executions.

H. Use of Vehicles

Each participating agency agrees to provide their assigned member with an undercover vehicle for their use and to provide fuel, routine maintenance and repairs for their respective vehicles. Members will operate their own agency vehicles unless there is an imminent officer safety concern or emergency situation.

I. Evidence Fund Reimbursement/Expenditure Policy

The RPD evidence fund procedures shall be utilized in accordance with RPD Administrative Order A-29, or its successor. Funding to this account shall be done in accordance with Sections V(H) and VI (D)(2) of this MOU.

J. Informants

All informants, either compensated or contractual, must be formally processed in accordance with GRANET's written informant policy prior to being actively utilized. The written informant policy will also govern the management of informants.

K. Report and Evidence Policy

All reports and evidence will be processed and maintained in accordance with the written policies of RPD and MCSO. RPD reports and evidence procedures will be utilized for investigations that are initiated within the City of Rochester. MCSO reports and evidence procedures will be utilized for all investigations occurring outside of the City of Rochester.

L. Personnel Complaints

Citizen and internal complaints against an officer or officers assigned to GRANET will be forwarded to the Commanding Officer of GRANET. If the complaint cannot be resolved or is in violation of the member's departmental policies and procedures or of GRANET's policies and procedures, the complaint will be forwarded to the member's agency. The Department agency head or designee will conduct a joint investigation with the Commanding Officer or designee from GRANET. Nothing in this section precludes any citizen from going directly to an officer's department to file a complaint.

VII. Modification and Termination:

This agreement may be modified at any time by written consent of the member agencies. Any participating agency may terminate its participation in GRANET under this MOU by delivering a written notice to the other participating agencies thirty days prior to the effective termination date. This agreement will be in effect from July 1, 2020, until June 30, 2021.

By signing below in consideration of the terms stated above, the parties hereby agree to the GRANET MOU:

APPENDIX A

For the fiscal year of 2020-2021 the GRANET operational budget is below \$400,000. For the 2020 - 2021 budget year, active agencies in GRANET will share seized assets as written in section VI.E.6b. See below:

- b. At the start of the fiscal year if GRANET operational budget is below \$400,000:
 - Rochester Police Department– 27%
 - Rochester Police Department– 30% (this amount will be earmarked for GRANET only)
 - Monroe County Sheriff's Office -15%
 - Monroe County District Attorney's Office – 10%
 - Brighton Police Department– 10%
 - National Guard Counter Drug Unit (Western Region) – 8%

GRANET 2020-201
EXECUTIVE OFFICER'S SIGNATURES

Bureau of Alcohol, Tobacco, Firearms & Explosives

Date

Brighton Police Department

Date

Brockport Police Department

Date

Drug Enforcement Administration

Date

East Rochester Police Department

Date

Fairport Police Department

Date

Gates Police Department

Date

Greece Police Department

Date

Irondequoit Police Department

Date

Monroe County District Attorney's Office

Date

Monroe County Sheriff's Office

Date

GRANET 2020-2021
EXECUTIVE OFFICER'S SIGNATURES (continued)

Ogden Police Department

Date

Rochester Police Department

Date

U.S. Customs and Border Protection

Date

Webster Police Department

Date

Homeland Security Investigations

Date

Date

Date

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING A RESOLUTION AUTHORIZING INTERMUNICIPAL COOPERATIVE AGREEMENT FOR POLICE RESPONSE BETWEEN THE CITY OF ROCHESTER AND THE TOWN OF IRONDEQUOIT

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 P.M. local time; there were:

PRESENT:

- | | |
|----------------------------|-----------------------|
| David Seeley | Town Supervisor |
| Patrina Freeman | Town Board Member |
| John Perticone | Town Board Member |
| Kimie Romeo | Town Board Member |
| Peter Wehner | Town Board Member |
| Harter Secrest & Emery LLP | Attorney for the Town |

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, it is requested that Town Board approval be given for the Town Supervisor to enter into an Intermunicipal Cooperative Agreement for Police Response with the City of Rochester (“City”) to govern the police response to breaches of security at Delta Sonic Car Wash, located at 611 East Ridge Road within the Town of Irondequoit (“Town”) and an adjacent parcel located at 1535 Hudson Ave within the City; and

WHEREAS, the parcels of land upon which the Delta Sonic Car Wash is situated are within both the City and the Town according to land maps; and

WHEREAS, the Chief of Police recommends that the Irondequoit Police Department respond to breaches of security at Delta Sonic Car Wash; and

WHEREAS, the Town is authorized to enter into intermunicipal agreements with the City pursuant to General Municipal Law Section 119-o.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board authorizes the Supervisor to enter into the Intermunicipal Cooperative Agreement for Police Response in substantially the form attached hereto as may be approved by the Attorney for the Town.

This resolution shall take effect immediately.

Seconded by the Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

**INTERMUNICIPAL COOPERATIVE AGREEMENT
FOR POLICE RESPONSE**

THIS AGREEMENT is made this ___ day of _____, 2020, by and between the **CITY OF ROCHESTER**, a municipal corporation having its principal office located at City Hall, 30 Church Street, Rochester, New York 14614, hereinafter referred to as the "City," and the **TOWN OF IRONDEQUOIT**, a municipal corporation having its principal office located at the Town Hall, 1280 Titus Avenue, Rochester, New York 14617, hereinafter referred to as the "Town."

WITNESSETH

WHEREAS, Delta Sonic owns and operates a car wash located at 611 East Ridge Road within the Town, parcel identification number 091.10-1-16.1, together with an adjacent parking lot located at 1535 Hudson Ave within the City, parcel identification number 091.40-1-6.002 (together, the "Property"), and

WHEREAS, part of the Property is located in the Town and part of the Property is located in the City, and both the Irondequoit Police Department and the Rochester Police Department are dispatched as first responders to calls from different parts of the Property, and

WHEREAS, this division of first response duties may cause confusion for both dispatchers and responders, and due to the location of Property, the Irondequoit Police Department is often able to respond more quickly to calls for service than the Rochester Police Department, and

WHEREAS, the City and the Town have agreed that in order to prevent confusion and provide for prompt and consistent service, the Irondequoit Police Department will assume responsibility for first response to calls for police service to the entire Property.

NOW THEREFORE, the parties do covenant and agree to enter into an intermunicipal cooperative agreement as follows:

SECTION 1. The Irondequoit Police Department shall provide the initial response to calls for police service for the entire Property. The City's Emergency Communications Department (911 Center) shall amend the dispatch protocols for the Property to reflect this change. When necessary, the Rochester Police Department shall be dispatched to assist the Irondequoit Police Department.

SECTION 2. The Town hereby covenants and agrees to indemnify, defend and hold harmless the City and its officers, agents and employees from and against any and all claims, liabilities, obligations, damages, losses and expenses, whether contingent or otherwise, including reasonable attorneys' fees and costs of defense, incurred by the City as a result of the negligence, omission, breach, fault or intentional misconduct of the Town in providing response services under this Agreement.

SECTION 3. The City hereby covenants and agrees to indemnify, defend and hold harmless the Town and its officers, agents and employees from and against any and all claims, liabilities, obligations, damages, losses and expenses, whether contingent or otherwise, including reasonable attorney's fees and costs of defense, incurred by the Town as a result of the negligence, omission, breach, fault or intentional misconduct of the City in connection with this Agreement.

SECTION 4. In connection with the services to be performed under this Agreement, the Town and the City and each of their agents and employees shall comply with all federal, state and local laws, resolutions, ordinances, codes, rules and regulations applicable to the response services to be rendered hereunder.

SECTION 5. This agreement shall continue in full force and effect until thirty days after written notice is given by either party of its intent to terminate the agreement.

SECTION 6. This Agreement may be executed in counterparts, each of which shall constitute an original and all of which, when taken together, shall constitute a single, fully executed Agreement.

IN WITNESS WHEREOF, the parties have duly executed this Agreement on the date first written above.

CITY OF ROCHESTER

Date: _____, 2020

By: _____
Lovely A. Warren
Mayor

TOWN OF IRONDEQUOIT

Date: _____, 2020

By: _____
David A. Seeley
Town Supervisor

State of New York)
County of Monroe) ss:

On the ___ day of _____, 20__, before me, the undersigned, a Notary Public in and for said State, personally appeared **Lovely A. Warren**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that she executed the same in her capacity, and that by her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

State of New York)
County of Monroe) ss:

On the ___ day of _____, 20__, before me, the undersigned, a Notary Public in and for said State, personally appeared **David Seeley** personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING A RESOLUTION TO DECLARE CERTAIN EQUIPMENT AS SURPLUS PROPERTY

At a regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of June, 2020, at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, the Department of Public Works along with other Departments in the Town of Irondequoit uses certain equipment to perform services for the Town, and from time to time such equipment needs to be replaced; and

WHEREAS, each piece of equipment listed on the attached Addendum "A" is several years old and no longer used by the Town; and

WHEREAS, the Town intends to auction the Equipment at the online municipal auction to occur in September 2020.

NOW THEREFORE BE IT RESOLVED, that the Town Board hereby declares said equipment (serial numbers set forth in Addendum "A," which is attached hereto and made a part hereof) as surplus and authorizes the Town Supervisor to execute and deliver such documentation as necessary to auction said Equipment at the next appropriate municipal equipment auction.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

Addendum "A"

Year	Fleet #	Description	KVS#
Public Works			
2008	3	Roller- LeeBoy model 400T, Serial # 49798	006562
2015	104	Chevy Colorado extended cab VIN #1GCHTCE39F1209495	
2015	105	Chevy Colorado extended cab VIN #1GCHTCE35F1209252	
2015	107	Chevy Colorado crew cab VIN #1GCGTCE38F1209600	
2001	138	Sterling 6 wheel plow dump salter VIN #2FZAAZA891AH94101	002925
2002	144	Sterling 6 wheel plow dump salter VIN #2FZAAZA802AK44316	008487
		Large pile of millings: 10,270 cubic yards	
2017		A.E.D.- serial # B17B-00342 Operations Center	
2012		A.E.D.- serial # BF12-011080 DPW Repair Garage	007044
Parks			
2012		A.E.D.- serial # B12F-01123 McAvoy	007043
2007		A.E.D.- serial #B07A-01138 Camp Eastman-Conference Center	006463
2017		A.E.D.- serial #B17B-0034 Woodcraft Camp	002908
2016		A.E.D.- serial #B16F-07031 117 Kings Hwy- Baseball Park	

<u>Year</u>	<u>Fleet #</u>	<u>Description</u>	<u>KVS#</u>
Public Safety Building			
2007		A.E.D.- serial # B07A-01031 Courts	006465
2007		A.E.D.- serial #B07-01330 Police	006466
Recreation			
2012		A.E.D.- serial #B12F-01136 Pinegrove Community Center	007042
Town Hall			
2007		A.E.D.- serial # B07A-01142	006484
Library			
2007		A.E.D.- serial # B07A-01036	006467

EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING A RESOLUTION RENEWING AGREEMENT FOR THE GRINDING OF WOOD WASTE

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August, 2020 at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member
Harter Secrest & Emery LLP	Attorney for the Town

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, the Town Board at its August 20, 2019 meeting adopted a resolution (No. 2019-195) awarding a contract for the grinding of wood waste to SM Gallivan, LLC; and

WHEREAS, pursuant to Section 3.1 of the contract bid terms and conditions, the Town Board may at its option extend the contract with SM Gallivan, LLC for up to two (2) additional (1) one-year extensions; and

WHEREAS, the town wishes to renew the contract for one additional year ending August 1, 2021 under the same conditions and cost; and

WHEREAS, funding for this expense will be available in account # 001.8160.4120; and

NOW THEREFORE BE IT RESOLVED, that the Town Board renews, for one year through August 1, 2021, the Grinding of Wood Waste contract with SM Gallivan, LLC in the amount of \$265.00 per hundred yards of grinding wood waste;

AND, BE IT FURTHER RESOLVED THAT, the Town Board authorizes the Town Supervisor to execute any and all documents related to this extension.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____

**EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD ADOPTING A
RESOLUTION FOR THE AWARD OF A BID FOR REDI PUMP STATION
IMPROVEMENTS**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August, 2020 at 7:00 P.M. local time; there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Peticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member
Harter Secrest & Emery LLP	Attorney for the Town

Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, due to the severely increased high-water level of Lake Ontario in the last few years New York State has formed the Lake Ontario Resiliency and Economic Development Initiatives (REDI) and allocated funding to increase the resilience of several projects. The Town of Irondequoit has received awards to increase the resiliency of the pump station improvements at the Seabreeze Pump Station and the Point Pleasant (German Village) Pump Station (the "Project"); and

WHEREAS, the Town of Irondequoit issued an Invitation to Bid and caused the Notice to Bid for the Project to be published in the *Irondequoit Post* on August 6, 2020, and published the Invitation to Bid on the Town website in compliance with General Municipal Law § 103, Chapter 51 of the Irondequoit Town Code, and Town Law Article 12, requesting bids for Irondequoit REDI-Pump Station Improvements (Town Bid No. 2020-10), in order to compute the best value to the Town; and

WHEREAS, sealed bids were received and publicly opened and read on August 14, 2020; and

WHEREAS, the lowest responsible bidder was Dakksco in the amount of \$89,544; and

WHEREAS, funding for this expense will be available in account #399.8120.2012 ; and

WHEREAS, pursuant to Resolution 2020-124; the Town Board determined that the Project is a Type II Action as one for the replacement, rehabilitation or reconstruction of a structure or

facility, in kind, on the same site pursuant to 6 NYCRR part 617.5 (c) (2), and therefore all requirements of the State Environmental Quality Review Act have been met.

NOW THEREFORE BE IT RESOLVED, that the Town Board awards the bid for Irondequoit RED- Pump Station Improvements to Dakksco in the amount of \$89,544.

AND, BE IT FURTHER RESOLVED THAT, the Town Board authorizes the Town Supervisor to execute any and all documents related to this award.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Romeo	voting	_____
Town Board Member	Freeman	voting	_____
Town Supervisor	Seeley	voting	_____



17 August 2020

Town of Irondequoit
1280 Titus Avenue
Irondequoit, New York 14617

Attn: Robert W. Kiley
Commissioner of Public Works

**RE: Recommendation of Award for
Irondequoit REDI Pump Station Improvements
MO.31 – Seabreeze PS and MO.63 Point Pleasant PS
Town Bid 2020-10**

Dear Commissioner Kiley:

As directed by the Town of Irondequoit, bids were solicited for various improvements to the Seabreeze and Point Pleasant wastewater pump stations. On August 14, 2020 bids were received, opened and publically read at the appointed time by the Town Clerk.

Bidding documents were taken out or reviewed by five potential bidders. Two bids were submitted.

We have reviewed the submitted bid documents and have tabulated the bids. There were no errors or omissions found in the bids received.

A summary of the bids is provided below, along with our Engineer's Estimate. A detailed breakdown of each bid is provided in the Bid Tabulation attached.

<i>Bidder</i>	<i>Base Bid</i>
• Dakksco	\$ 89,544.00
• C.P. Ward Inc.	\$101,500.00

Dakksco Pipeline Corp. was the apparent low bidder for this project.

Evaluation of Low Bidder

A post-bid review of the bids submitted was conducted, and we are confident that Dakksco and its officers have a good understanding of the project and has the manpower necessary to perform the work within the terms outlined in the Contract Documents. Dakksco has completed projects similar to this one in the past and has also worked with the agencies associated with this project in the past.

Dakksco is not on the NYSDOL disbarment list. We conducted a search on the OSHA website for health and safety violations. The search indicated the firm has no health or safety violations within the past 5 (five) years.



Recommendations

We recommend that the Town of Irondequoit award the contract to the apparent low bidder - **Dakksco Pipeline Corp.** for the amount of **\$89,544.00.**

The Advertisement for Bidders provides for the refund of one (1) copy of the Contract Documents to those submitting Bids on the forms furnished, if returned in good condition to the Town within thirty (30) days of the award of the contract. Checks collected by Rotolite Elliot during the bid period will be forwarded to the Town under separate cover.

We recommend the Town retain the bid securities from the other bidder until the contract has been executed.

Should you have any questions, please contact me directly at (585) 739-2842 or bupson@labellapc.com.

Respectfully submitted,

LaBella Associates

Bradley B. Upson
Resident Engineer

Attachments: Summary of Bids
Bid Tabulation

Cc: Dan Morin, Dakksco
File 214153.053

**EXTRACT OF MINUTES OF A MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION AUTHORIZING THE SUPERVISOR TO ENTER
INTO A PAYMENT IN LIEU OF TAXES AGREEMENT FOR IRONDEQUOIT
SENIOR HOUSING DEVELOPMENT FUND CORP. AND IRONDEQUOIT
SENIOR LIVING LLC**

At the regular meeting of the Town Board of the Town of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th of August 2020 at 7:00 P.M. local time, there were:

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP	Attorney for the Town
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Town Board Member _____ offered the following resolution and moved its adoption:

WHEREAS, Irondequoit Senior Housing Development Fund Corp. (the “Corporation”) and Irondequoit Senior Living LLC (the “Company”) wish to develop an affordable housing project consisting of approximately 80 residential units for persons of low income (the “Project”) for the property depicted as “Lot 2” on the subdivision approved by the Planning Board on February 23, 2020 (the “Property”); and

WHEREAS, the Corporation is or will be the fee owner of the Property and the Company will be the beneficial and equitable owner of the Property pursuant to a declaration of interest and nominee agreement; and

WHEREAS, Section 577(1)(a) of the Private Housing Finance Law authorizes the Town Board to exempt from real property taxation the project of a housing development fund company; and

WHEREAS, the Corporation and the Company have submitted a request to the Town Board to enter into a Payment in Lieu of Taxes Agreement (“PILOT Agreement”) for the Property; and

WHEREAS, the Town Board has carefully reviewed the information provided by the Corporation and Company and considered the financial impact of the request upon the Town and its taxpayers; and

WHEREAS, the Town Board has determined that the development of the Property lies in the best interests of the Town and that the PILOT Agreement is in the Town's best interests.

NOW, THEREFORE, BE IT RESOLVED, that The Town Board hereby authorizes the Town Supervisor to execute and enter into the PILOT Agreement, substantially in the form annexed hereto as **Exhibit A**, on behalf of the Town and to execute any and all necessary additional documents.

The resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting	_____
Town Board Member	Perticone	voting	_____
Town Board Member	Freeman	voting	_____
Town Board Member	Romeo	voting	_____
Town Supervisor	Seeley	voting	_____

Exhibit A
(PILOT Agreement)

PAYMENT IN LIEU OF TAXES AGREEMENT

This Payment in Lieu of Taxes Agreement (this “Agreement”) is made this ___ day of _____, 2020, by and between the TOWN OF IRONDEQUOIT, a municipal corporation with offices at 1280 Titus Avenue, Rochester, New York 14617 (hereinafter called the “Town”), IRONDEQUOIT SENIOR HOUSING DEVELOPMENT FUND CORP., a corporation organized under the Not-For-Profit Corporation Law and Article 11 of the Private Housing Finance Law, with offices at 249 Norton Village Lane, Rochester, New York 14609 (hereinafter called the “HDFC”) and IRONDEQUOIT SENIOR LIVING LLC, a limited liability company, with offices at 249 Norton Village Lane, Rochester, New York 14609 (hereinafter called the “Project LLC”).

WITNESSETH:

WHEREAS, the HDFC is or will be the fee simple owner of record of the real property described in Schedule “A” attached hereto on which the project is or will be situate; and

WHEREAS, the Project LLC is or will be the beneficial and equitable owner of such property pursuant to a declaration of interest and nominee agreement providing that all beneficial and equitable right, title and interest in and to the property be held by the Project LLC; and

WHEREAS, the HDFC and the Project LLC will develop, own, maintain and operate a housing project for persons of low income at the Property, anticipated to consist of approximately eighty (80) residential rental units, and commonly known as Irondequoit Senior Housing (the “Project”); and

WHEREAS, by Resolution No. 2020-___, adopted August ___, 2020, the Town approved a property tax exemption for the Project pursuant to Section 577 of the New York State Private Housing Finance Law (the “PHFL”).

NOW, THEREFORE, it is mutually agreed, by and between the parties hereto, as follows:

1. The following parcels of real property (the “Subject Real Property”), more particularly described in Schedule A hereto, shall be owned by the HDFC and the Project LLC and developed into affordable housing units:

[INSERT ADDRESS] SBL No. [_____]

2. Pursuant to Section 577 of the PHFL, the property listed in Paragraph 1 shall be exempt from Town, East Irondequoit Central School District (“School”) and County of Monroe (“County”) real property taxes, other than assessments for local improvements. The Town acknowledges and represents that it is the appropriate legislative body to issue such exemption pursuant to the requirements of Section 577 of the PHFL. Such exemption shall be effective on the 2022 assessment roll, used for the levy of Town and County taxes for 2023 and School taxes for 2022-2023, provided the HDFC acquires title to the Subject Real Property on or before

February 28, 2022 and the Project LLC acquires the beneficial and equitable interests in the Subject Real Property on or before February 28, 2022. The exemption shall continue for forty (40) years, through the Town's and County's 2062 tax year and the School's 2061-2062 tax year (the "Exemption Term"), unless terminated sooner under section 9 of this Agreement.

3. For as long as this Agreement remains in effect, the HDFC and Project LLC shall ensure that the Subject Real Property is used solely for the purpose of providing a housing project for persons of low income and purposes incidental thereto.

4. So long as some or all of the subject properties is exempt from real property taxes, the HDFC and/or Project LLC shall make annual payments to the Town, in lieu of taxes, equal to 5.00% of the annual "shelter rent" received on the tax-exempt properties for the first fifteen (15) years of the Exemption Term, increasing to 7.50% of the annual "shelter rent" received on the tax-exempt properties for the sixteenth (16th) through fortieth (40th) year of the Exemption Term. "Shelter rent" shall mean gross rents less utility costs, as presently defined in Subsection 1(a) of Section 33 of the Private Housing Finance Law. The payments for a given tax year shall be computed on the rents received by the HDFC and/or Project LLC during its fiscal year ending within that tax year, and shall be paid within thirty (30) days after the end of the HDFC's and/or Project LLC's fiscal year. Any amount not paid by its due date shall accrue interest at the rate provided by law for the Town's real property taxes.

5. Tenant income levels and rents charged at the Project must meet the requirements of the low-income housing tax credit program established by Section 42 of the Internal Revenue Code (26 USC sec. 42) of 1986, as amended.

6. The HDFC and/or Project LLC shall annually obtain audited financial statements and an audit of their compliance with all terms of this Agreement and of Article 11 of the Private Housing Finance Law, as applicable, prepared by independent certified public accountants, and shall provide such statements and reports to the Town annually. The Town shall, upon reasonable notice, have access to all documents and records of the Project, including computerized records, on an ongoing basis. Such records shall include all tenant-eligibility records and all financial records. The Town shall be permitted to inspect the Project upon request.

7. During the term of this Agreement, the HDFC shall not transfer fee title to the Subject Real Property and the Project LLC shall not transfer beneficial and equitable ownership of the Subject Real Property without the prior written approval of the Town.

8. The HDFC and the Project LLC, as applicable, shall comply with all provisions of Article 11 of the Private Housing Finance Law in their ownership and operation of the Project.

9. If the HDFC or Project LLC violates any provision of this Agreement, and such violation is not cured within sixty (60) days after written notification of such violation by the Town, the tax exemptions granted under section 2 hereof shall immediately terminate. The Town shall provide a copy of any notice of violation hereunder given to the HDFC or Project LLC simultaneously to any other such address as the Project LLC may provide in writing to the

Town. The Town agrees to accept payments due hereunder from other affiliates of the Borrower and Project mortgagees pursuant to the same terms and conditions hereof as if provided by the HDFC or Project LLC.

10. The term of this Agreement shall be forty (40) years.

[END OF PAGE -SIGNATURES FOLLOW IMMEDIATELY ON NEXT PAGE]

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first above written.

TOWN OF IRONDEQUOIT

By: _____
Name: _____
Title: _____

**IRONDEQUOIT SENIOR HOUSING
DEVELOPMENT FUND CORP.**

By: _____
Name: Margaret J. Hill
Title: Authorized Signatory

IRONDEQUOIT SENIOR LIVING LLC

By: Irondequoit Senior Living MM LLC
Its: Managing Member

By: Rochester Management, Inc.
Its: Managing Member

By: _____
Name: Margaret J. Hill
Title: Authorized Signatory

[END OF PAGE - ACKNOWLEDGMENTS FOLLOW IMMEDIATELY ON NEXT PAGE]

Acknowledgments

STATE OF NEW YORK)
COUNTY OF MONROE) ss:

On the ___ day of _____ in the year 2020 before me, the undersigned, a Notary Public in and for said State, personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

STATE OF NEW YORK)
COUNTY OF MONROE) ss:

On the ___ day of _____ in the year 2020 before me, the undersigned, a Notary Public in and for said State, personally appeared Margaret J. Hill, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

**EXTRACT OF MINUTES OF MEETING OF THE TOWN BOARD
ADOPTING A RESOLUTION APPROVING THE SPECIAL EVENT LICENSE FOR
YELLOWJACKET RACING/ FLEET FEET’S ROCHESTER MARATHON (FULL AND HALF)
AND RELAY**

At a Regular Town Board Meeting of the Town Board of Irondequoit, Monroe County, New York held at the Town Hall, 1280 Titus Avenue, in said Town of Irondequoit, on the 18th day of August 2020 at 7:00 p.m. local time, there were

PRESENT:

David Seeley	Town Supervisor
Patrina Freeman	Town Board Member
John Perticone	Town Board Member
Kimie Romeo	Town Board Member
Peter Wehner	Town Board Member

Harter Secrest & Emery LLP Attorney for the Town

Town Board Member offered the following resolution and moved its adoption:

WHEREAS, the Town Clerk’s Office received an application from YellowJacket Racing/Fleet Feet to host the Rochester Marathon, Half Marathon and Relay on Sunday, September 20, 2020 from 7:30 a.m. to 2:00 p.m.; and

WHEREAS, the proposed start is at Maplewood Park at 4:00 a.m. and the finish area is at Frontier Field at 2:00 p.m.; and

WHEREAS, YellowJacket Racing/Fleet Feet is seeking permission to utilize a portion of Irondequoit for the long-existing Rochester Half and Full Marathon; and

WHEREAS, YellowJacket Racing/Fleet Feet has been working with both the Rochester Police Department and the Irondequoit Police Department on the route (which is the same as in 2019) and traffic control and are in the process of filing permits with the New York State Department of Transportation and the Monroe County Department of Transportation; and

WHEREAS, the Coast Guard and Monroe County Department of Transportation have been contacted about keeping the O’Rorke Bridge closed to boat traffic for the duration of the event; and

WHEREAS, proof of insurance, which expires on November 1, 2020, has been reviewed and approved by the Town insurance carrier.

NOW, THEREFORE, BE IT RESOLVED, that the Town Board approves the Special Event License to conduct the Rochester Marathon, Half Marathon and Relay on Sunday, September 20, 2020 from 7:30 a.m. to 2:00 p.m., upon the condition that YellowJacket Racing/Fleet Feet notifies all affected residents before the event.

This resolution shall take effect immediately upon its adoption.

Seconded by Town Board Member _____ and duly put to vote, which resulted as follows:

Town Board Member	Wehner	voting
Town Board Member	Perticone	voting
Town Board Member	Romeo	voting
Town Board Member	Freeman	voting
Town Supervisor	Seeley	voting