

Comment Summary and Disposition Recommendations Report

Draft Environmental Impact Statement
Wegmans – East Avenue

Prepared by the Rochester Environmental Commission

September 3, 2010

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Comment Disposition Terminology

1. No Response Required - not a substantive issue
 - a) Comment expresses opinion and/or does not raise a substantive issue; acknowledge, but No Response Required - not a substantive issue.
 - b) Comment addresses an issue that is outside the purview of the DEIS.
2. Correction Required

The comment points out an omission or inaccuracy in the DEIS that needs to be corrected.
3. Explanation/Clarification Required

The comment raises an issue which was addressed in the environmental impact statement. The issue needs a simple explanation and reference to the section in the DEIS where it is discussed.
4. Additional Analysis Required

The comment raises an issue which has not been thoroughly addressed. Further analysis is believed necessary to offer a proper response.
5. Alternative Suggested

The comment suggests an alternative which merits evaluation.

COMMENT SUMMARY/ DISPOSITION RECOMMENDATIONS

<u>COMMENT</u>	<u>COMMENTS</u>	<u>DISPOSITION RECOMMENDATION</u>
COMMENT CATEGORY: Community Character		
Subcategory: Windows		
The lack of windows along East Avenue is a concern. There should be more fenestration along entire length of East Avenue facade.	Combs, Petix, Shutte, Wallace, Hardy, Gerling, Lowenstein, Bice, Macey, Millard, Koller, Hamberger, Whitaker, Petix, Millard, Speecher, Parchus, Kaiser, City Planning Commission, Zoning Board of Appeals	Additional Analysis Required
The building resembles a building that has bricked up windows which negatively impacts this gateway into the East Avenue Preservation District.	Petix	Additional Analysis Required
A long, blank wall along East Avenue will deaden the street. In addition to looking terrible, without the "eyes on the street" that windows provide, I am <u>concerned about safety</u> . Wegmans may respond that they will have security cameras installed, but nothing beats windows and actual people to create a sense of <u>security</u> in an urban environment.	Bice	Additional Analysis Required
Complying with the window requirements would enhance the quality of the public space for both pedestrians and motorists. If the City accepts Wegmans' position that the store's internal layout precludes most ground floor windows along East Avenue, it should insist that any variance be tied to specific and effective mitigating features on the East Avenue facade.	Doherty	Additional Analysis Required
The window glass areas in some cases are too large and the scale could be broken down with the use of more mullions. The second floor windows could, in some cases, be smaller vertical shaped windows and ganged together. Window/door frames and mullions should be Kynar colored finished (not aluminum color or bronze anodized).	Monroe	Alternative Suggested Which Merits Evaluation

Subcategory: Retain Existing Buildings/Facades		
Wegmans should retain the facades of the existing buildings along East Avenue. The current buildings give the corner a much-needed feeling of intimacy, have vernacular architecture, and allow for variations in sunlight and air movement. Has the incorporation of several of the existing structures been studied? Will it impact the floor plan? Could these facades screen the mechanicals proposed along the East frontage? Can the building be shifted toward University Avenue to accommodate the retention of these facades? The mitigation of this loss by a controlled demolition, preserving the facades, is not addressed at all. The closest the issue is addressed, and only obliquely, is on p. 134, section 6.2.3: "Building removal precludes physical mitigation." Again, acknowledgement of the facades, as if they are not separable from the rest of the structure, is missing. It is essential that the next EIS draft acknowledge this construction option.	Zarcone, Wood, Stack, Millard, Levitan, Monroe, Horowitz, Kaiser, Steedle, Hardy, Keenan, Castle, Brunelle, Braverman, City Planning Commission, Zoning Board of Appeals	Additional Analysis Required
Ch 6 1.1.2 p.102 Removal of buildings The construction of a new store and landscaping does in itself constitute mitigation for the removal of the buildings. The proposed facades do not begin to approximate the complexity of the existing combination of the facades of the existing buildings.	Olinger	Additional Analysis Required
Subcategory: Clock Tower		
Section 6.1.1.3, p. 104. Tower. Wegmans claims that the clock tower "will act as a neighborhood landmark" and will "make a positive form of retail identity in the neighborhood." This statement implies that the "neighborhood" currently lacks distinction, both commercially and architecturally. Just the opposite is true. The neighborhood, however it is defined, does not need a clock tower to make it distinctive. Wegmans will have to justify in greater detail the benefit of the tower. Eliminating it has the advantage of reducing the size of the new store a bit.	Forsyth, Shutte, Speecher, Parchus	Additional Analysis Required
The upper portion of the clock tower appears out of scale and spindly, and should be enlarged and appropriately detailed.	Monroe	Alternative Suggested Which Merits Evaluation
Clock Tower should have a clock face on more than one side.	French	Alternative Suggested Which Merits Evaluation
Subcategory: Lighting		
The high powered, unshielded, stadium style lighting of the McDonalds really takes away from the character of this neighborhood, which, after all, is a gateway to Rochester's East Avenue and Park Avenue neighborhoods. I hope to see lighting that is shielded, less obtrusive and softer in keeping with the type of illumination provided by the city on residential streets. A massive inundation of bright, white/fluorescent type light will be unattractive. Illumination should be directed downward so that it does not extend off the premises and should be primarily white or blue-white rather than a yellow or orange (sodium) color.	Bice, Kaiser	Explanation/Clarification Required

Subcategory: Building Materials		
The choice of materials for the exterior is a considerable step down from both the current building and those they propose to demolish. They employ much cultured stone, EIFS, concrete block – more appropriate for suburban locations. The justification for using the stone treatment is to relate to the Erie Canal aqueduct which is a stretch and also the wrong type of stone (the stone detailing shown has more relationship to Adirondack Great Camps or New York Thruway rest stops). Stone is not inappropriate but if used should be much more dressed and formal (Doyle building) or used for trim and bulkhead and base applications. EIFS in this great quantity and detail is a suburban solution in an urban context – much smaller quantities can be used successfully if detailed well (Sagamore Building downtown Rochester). Using EIFS to create fake shutters and louvers can't be done successfully. The faux shutter and louver treatment is an extremely poor detail and should be replaced with a more natural or authentic treatment. Brick is still the desired material when it comes to urban context and should be used more generously here. Also two (possibly three) brick colors could work well. Other materials to be considered are cut stone, limestone, slate, stone trim, and precast stone. Stone as a material works well if similar to a dressed limestone and used at a building's base, or belt course or trim, and for longer areas if properly detailed.	Monroe	Alternative Suggested Which Merits Evaluation
The materials used on the façade should be high quality natural—brick, cast stone, wood, architectural shingles, glass, mullions, fabric awnings, cut stone, slate. The use of EIFS and stucco should be kept to the bare minimum.	Monroe	Alternative Suggested Which Merits Evaluation
Subcategory: Building Size/Massing		
Page 102, DEIS: <i>“A potential impact is the size and massing of the Food Market that some may consider out of context for the surrounding urban area.”</i> While size and massing will indeed have an impact on the surrounding environment, they are not in and of themselves “impacts.” The final EIS should analyze how the size and massing of a new store will impact the area. Questions to address might include: Will the proposed building provide a pedestrian friendly environment? Will the size of the building overwhelm the surrounding buildings? How will the size and massing of the new store compare to the buildings that currently exist?	Whitaker	Additional Analysis Required
Subcategory: Landscaping		
More landscaping is needed on Winton Road.	Shutte, Coffey	Alternative Suggested Which Merits Evaluation
Insure that canopy type street trees are planted (the current Bradford Pear trees are not appropriate) that over time will create a strong canopy type buffer between the car and pedestrian.	Monroe, City Planning Commission	Additional Analysis Required
Subcategory: Ideas for Mitigating Impacts on Community Character		
Add hanging baskets on East Avenue frontage	Tinch	Alternative Suggested Which Merits Evaluation

The Winton façade needs to be as ornate as possible.	Tinch	Alternative Suggested Which Merits Evaluation
The East Avenue façade could use some sun-screen treatments at the windows—awnings, marquees, etc.	Monroe, Metzker, Doherty, Murphy, City Planning Commission	Alternative Suggested Which Merits Evaluation
Technology should be included in the parking lot to decrease the number of shopping carts littering the neighborhood.	Kaiser, Tinch	No Response Required - Opinion
The rooftop cupola on the western façade is too “cute” and inappropriate and should be removed. An alternate to consider might be two smaller authentic venting cupolas.	Monroe	Alternative Suggested Which Merits Evaluation
The large dormer on the western façade is too dominant and should be broken down into two or three smaller dormers.	Monroe	Alternative Suggested Which Merits Evaluation
The facades are way too busy with respect to the use of materials and should be simplified in that regard. Eliminating the metal mansard roofs might be a good start.	Monroe	Alternative Suggested Which Merits Evaluation
The building design at the East/Winton and University/Winton corner looks too much like a fortress tower (Fort Niagara). A corner treatment/terminator is good but should be more authentic “main street” urban scale. It is too bad that these couldn’t be real office buildings or office use.	Monroe	Alternative Suggested Which Merits Evaluation
Subcategory: Traffic Impacts on Community Character		
How will increases in truck traffic impact the residential neighborhood on Culver Road? The impact of truck traffic using Culver Road from 490 to University has not been sufficiently assessed. Increased truck traffic in residential neighborhoods is a real concern. How much incremental noise and air pollution will the trucks generate? What about the aesthetic of trucks, Wegmans’ and others, parading up Culver Road through the Historic District?	Mitchell, Macey, Forsyth, Whitaker, Zarcone	Additional Analysis Required
Subcategory: Signage		
DEIS does not adequately demonstrate why the signage needs to be so large; out of scale.	Monroe	Additional Analysis Required
The proposed signage should be evaluated for compliance with the sign code. In addition, the Board would be interested in the signage permitted at the allowance of .5 sf of signage per linear foot of building frontage.	Zoning Board of Appeals	Additional Analysis Required
COMMENT CATEGORY: Historic Resources		
We encourage Wegmans to consider an alternative design that incorporates at least some of the historic building facades, particularly those of the J.H. Quine Building (#1812), the Old Central Trust Building (#1806), the Women’s Christian Temperance Building (#1800-1802), and the George Higbie Building and Annex (#1796 and #1794). The option of retaining the facades deserves serious review, rather than a cursory, one paragraph dismissal. This idea is rejected outright (p. 177), because alterations to the buildings render them of “little, if any historical value”, and if the entirety of the current buildings are retained, there will be a loss of parking spaces.	Whitaker, Van Meenan, Monroe, Horowitz	Alternative Suggested Which Merits Evaluation

The Wegmans store sits at the entranceway to the East Avenue Historic District. The many architecturally-significant and historically-significant structures to the west of the store define the District. The facades of the old stores behind the current Wegmans and the Brighton Presbyterian Church inform drivers and pedestrians that they are about to enter an area with strong architectural character. If Wegmans incorporates the facades into the design of the new store, the facades will continue to so inform drivers and pedestrians.	Forsyth	Alternative Suggested Which Merits Evaluation
Page 7, DEIS: <i>“Building removal precludes physical mitigation. Documentation of the physical and historical characteristics of buildings to be removed should be considered as part of any mitigation plan for buildings with historic significance.”</i> The DEIS should state what will be done to mitigate demolition, not what “should” be done. At a minimum, mitigation should include thorough documentation of both interiors and exteriors of any buildings to be demolished. A final EIS should outline detailed mitigation plans. Potential mitigation might include the following: relocate buildings to alternate locations; retain some buildings; retain some/all building facades; ensure that architectural features will be salvaged; reuse demolished materials in new construction; ensure that demolished materials will be recycled to the fullest extent possible. Many of these options are examples of “physical mitigation” that are not precluded by demolition.	Whitaker	Additional Analysis Required
Page 7, DEIS: <i>“None of the buildings are found on the national register and none would likely be considered for listing as a result of the significant modifications (to the interior and exterior) of the original structures.”</i> This statement may be misleading to those not familiar with historic preservation terminology and processes. First, only the New York State Historic Preservation Office (SHPO) at the Office of Parks Recreation and Historic Preservation (OPRHP) can make official determinations regarding the potential eligibility of resources for listing in the National Register of Historic Places. The statement that is included in the DEIS is likely based upon the professional opinions of Bero Architecture in Appendix D. No parties have requested that the NY SHPO make a determination of eligibility. Second, if Wegmans is utilizing National Register eligibility as the main criterion for determining the relative significance of each building it plans to demolish, it should also consider the potential eligibility of the buildings as contributors to a historic district. Again, only the SHPO can offer an official determination. Third, National Register eligibility is not necessarily the ultimate determiner of historic significance. Buildings that are not eligible for listing may still merit preservation as important resources to the local community.	Whitaker	Additional Analysis Required

Page 77, DEIS: Section 5.2.3 Structures on Site that May Have Historic Importance to the Neighborhood – <i>“East of the existing food market and the former Star Market are five commercial buildings. The buildings are located within the Project Site. All five of the buildings have suffered loss of integrity due to the removal of adjacent contemporary structures, unsympathetic alterations, and additions, particularly in their interiors.”</i> Each of the six buildings at #1776-1812 East Avenue were constructed prior to 1960, have crossed the 50-year threshold and—regardless of National Register eligibility—are therefore considered “historic.” While the five buildings east of the Star Market have suffered some loss of integrity, they retain most of their exterior features, massing, and materials. Central Trust building - the changes to the exterior are reversible and additions do not necessarily affect significance.	Whitaker, Olinger	No Response Required - Opinion
Page 168, DEIS: <i>“The removal of some of the buildings will result in a loss of a subjective cultural resource that cannot be avoided.”</i> The buildings at #1776-1812 East Avenue are not “subjective” resources. As a group, they lend visual interest and character to the streetscape. They are the last commercial buildings in this area that provide a tangible connection to Rochester and Brighton’s history. The final EIS should acknowledge these facts.	Whitaker	Correction Required
Conspicuous by its absence is any discussion of the possibility that cultural resources may be buried beneath the buildings and parking lots on the site. Wegmans will be excavating an entire city block, work that it has started. How are the City and the public to know that the excavation will not adversely impact valuable prehistoric and early historic resources covered over when the existing store and other buildings were built decades ago, resources that can be retrieved now? Out-of-sight should not be out-of-mind. Wegmans needs to conduct a cultural resources study and make the findings part of the Final Environmental Impact Statement.	Forsyth	Additional Analysis Required
The plan calls for the possibility of blasting or vibrations from the digging of the foundation of the underground parking garage. If this is to be done, we need to see a plan of how the contractors plan to protect our stained glass windows from harm from the vibrations this activity could generate. These window are very old and in precarious condition and any significant vibrations could potentially cause irreparable harm to them. We are very concerned about the potential damage to these historically important pieces of art.	Young	Additional Analysis Required
COMMENT CATEGORY: Truck Traffic/Loading		
Subcategory: General		
Traffic study needs to include more information on what type/size of trucks are getting off at which exits, how often, how many and at what time of day. How does proposed truck traffic compare to existing truck traffic for each exit and along each route?	Forsyth, Mitchell, Olinger, Whitaker, City Planning Commission	Additional Analysis Required

The maneuvering area in the loading dock zone appears to be oversized based on the turning circle and previous plans and alternatives that show it being smaller. Wegmans should show how small this area could be and how the captured space might be put to good use inside to help solve the transparency problem with an alternate interior plan.	Monroe	Additional Analysis Required
Subcategory: Winton Road		
The portion of Winton Road where the new loading dock is proposed is on an incline. There is potential for truck maneuvering difficulties and hazards during inclement weather. Has this been evaluated and have remediation measures been explored?	Gerling, Shutte, Kaiser, Metzker, Starks, Mitchell, Speecher, Parchus, Zoning Board of Appeals	Additional Analysis Required
All loading for the proposed supermarket will occur on Winton Road. The renderings provided do not effectively reflect the true visual impact on Winton Road. Winton Road is a very prominent frontage. Have adequate measures been incorporated to mitigate the visual impacts of this function?	City Planning Commission	Additional Analysis Required
The Winton Road side of the building appears to be for truck access and loading docks. If so, this will be a less than pleasant view from the south, and the short stretch of Winton Road will be unpleasant for other drivers, as trucks pull in and out regularly. The existing truck access off of University Avenue makes more sense as there is a longer stretch of road for compromises with trucks.	Cehelsky	Additional Analysis Required
Ingress and egress from the proposed loading dock will be difficult. The proposed right in/right out of the loading area on N. Winton Rd will cause a problem with traffic congestion in an already difficult area. What will be the impact of the truck access on the existing Winton Road traffic? Will truck traffic be limited to non peak hours?	Gerling, Starks, Rowe, Forsyth, Koller, Whitaker, Shutte, Speecher, Parchus	Additional Analysis Required
Winton Road in the area between Hillside and Blossom is congested, especially in the morning. Traffic flow should be evaluated when school is in session, as school buses area a material factor. This should be a concern with regard to the access to and from the proposed loading dock. An additional turning lane could be cut into the Wegman's property on Winton Road.	Kaiser	Additional Analysis Required
The railway underpass North of the University Ave. and Winton Rd. intersection is too low and too narrow for 18 wheelers to easily pass from the common route of 590/490 via Blossom Rd., since they can't enter at Browncroft Blvd due to the weight restriction in place	Starks	Additional Analysis Required
If trucks exiting the Wegmans loading dock tried to get to the left turn lane at East Ave. so that they could connect with the 490 EAST entrance down East Ave, that again would cause dangerous traffic conditions as well as congestion because of the short distance before the traffic light and turn lane at East Ave. In essence, they would have their trailer across all 3 Southbound lanes creating gridlock at the N. Winton Rd./University Ave. intersection	Starks, Forsyth	Additional Analysis Required
Subcategory: 490 Ramps		

The entrance to 490 West is an extremely short distance from the Winton Rd. and East Ave. intersection and is too sharp a turn with not enough expressway entrance merge lane. Trucks trying to enter 490 West,(less than 30 feet from the intersection) would block the intersection at Winton/ East Ave as they tried to negotiate the sharp turn, as well as, they would not have the room to negotiate the turn properly and could potentially strike the light/traffic poles and road signage at that intersection as well as short cutting the turn and running over the curbing with the rear wheels, potentially causing damage or striking pedestrians on the sidewalk. Most of these trucks are pulling trailers with a length of 53 feet. Meaning that they basically would block about 30 feet of the intersection to cross traffic causing a gridlock effect.	Starks	Additional Analysis Required
Because of the short entrance ramp, trucks entering 490 West would cause potential rear-end collisions on 490 West as they are not able to get up to 55 mph before entering the existing traffic flow.	Starks	Additional Analysis Required
Subcategory: Culver Road		
How much will the trucks add to the delays on Culver Road at the peak hours? What measures can be taken to mitigate the negative impact of trucks driving on Culver Road, such as barring travel during peak hours? Can staggered loading schedules be imposed on truck deliveries?	Forsyth, Koller, City Planning Commission, Zoning Board of Appeals	Additional Analysis Required
Even if Culver Road and University Avenue are capable of handling the new truck traffic, is this the best use of these two roads, one of which bisects the Historic District and one of which marks the northern boundary of the District?	Forsyth	Additional Analysis Required
What will be the impact of the Harvard Street intersection, which is so close to the exit ramps, on the flow of truck traffic?	Forsyth	Additional Analysis Required
Subcategory: University Ave		
The plan to have the truck traffic use Universty Ave has a very serious hazard. Valley Manor has a driveway that exists onto that road. It is a blind driveway and trucks coming around that curve cannot see the exiting cars. Most of the drivers are senior citizens. This danger needs to be evaluated.	Sherman	Additional Analysis Required
COMMENT CATEGORY: Traffic, Transportation, Parking		
Subcategory: Vehicular Traffic		
Traffic is underestimated.	Combs	Explanation/Clarification Required
How will school busses pick up children on Probert Street? Has school bus traffic been included in traffic analysis?	Combs	Additional Analysis Required

The DEIS far from adequately addresses the question about increased traffic in the University Ave, Winton Road and East Avenue corridors. The concern is that the bigger store will raise the traffic levels in all directions. This concern needs to be addressed and action taken. The impact statement should give figures showing how traffic will be affected, and also how the increased traffic levels will be mitigated, including the residential neighborhood heading south on Winton Road toward Twelve Corners.	Mitchell, Seitz	Additional Analysis Required
I am wondering how many more cars are estimated to visit Wegmans per day. There will be much more traffic in an already congested area. It's currently impossible to get in and out of Hess and forget exiting the plaza on the corner. Over the years on Hillside Avenue we have had cars careening down the street to cut down to 590; I am very concerned that this may increase as curious suburbanites check out our new store. Is there a plan in place for traffic control should it become significantly worse?	Brunelle	Explanation/Clarification Required
Should another lane be added to East Avenue and University Avenue due to traffic impacts?	Kaiser	Explanation/Clarification Required
The timing and synchronization of traffic signals in that area will probably need readjustment to accommodate changed traffic flow.	Kaiser	Explanation/Clarification Required
Wegmans claims that they are not serving a larger population. This seems to be an inaccurate premise because it seems the store will draw people. There will be traffic issues with the draw of more customers. The closing of the other Wegmans seems to be a reason there will be a draw of people from other parts of the City that are currently not served by Wegmans.	Vesneske	No Response Required - Opinion
The existing roads can't handle the additional traffic that will be brought here.	Hardy	Explanation/Clarification Required
Forcing all vehicles that enter and leave the Wegmans parking lot to do so via either the heavily traveled East Avenue or University Avenue could create additional stress on traffic flow at peak times. There are only 2 main east-west corridors serving this portion of the city, and those are East Avenue and University Avenue. Were traffic to become significantly impacted by the new Wegmans, it would leave local residents with no alternate routes to get through this area to their homes or workplaces.	O'Brien, Grim	Additional Analysis Required
Every morning we turn right onto East Avenue from Park Avenue on our way to work, and in the mornings East Avenue is oftentimes backed up with cars waiting to turn into Dunkin Donuts, which is located across the street and a block down from Wegmans. Increasing the traffic flow on East Avenue (which the new Wegmans will undoubtedly do) will further congest the traffic in this area.	O'Brien, Grim	Additional Analysis Required
My biggest concern is that the bigger store will raise the traffic levels not only at the Winton Road and East Avenue intersection but also along both streets in all directions from the intersection. This concern needs to be addressed and action taken. The impact statement should give figures showing how traffic will be affected, and also how the increased traffic levels will be mitigated, including the residential neighborhood heading south on Winton Road toward Twelve Corners.	Mitchell, Schick	Additional Analysis Required

The City Police Department identified the area as one of the City's hot spots for traffic accidents. There is no documentation relating to the resolution questions raised by Officer Patrick M. Piano concerning congestion problems, clustering of accidents, accident risk at the east/Winton intersection and bus stops. If, contrary to the sentence on page 153, most of the delivery trucks will access the new store following the current routes, then the RPD's question remains very relevant and unanswered. What will Wegmans do to reduce the risk of accidents at the very busy intersection of East Avenue and Winton Road?	Olinger, Forsyth	Additional Analysis Required
The new study needs to account for the vehicles to be generated by the redevelopment of the Culver Road Armory. The entire development will be serviced by a 500 car parking lot. He has most of his approvals or is confident of obtaining them.	Forsyth	No Response Required - Outside DEIS Purview
Traffic Impact Study, Appendix B, DEIS: In general, the study prepared by FRA refers to an outparcel that is no longer part of the proposed development project, thus making it difficult to analyze.	Whitaker	Correction Required
The effects of this development on traffic flow, ingress and egress for Brighton Presbyterian Church and for the plaza at the southwest corner of East and Winton, need to be adequately addressed.	Kaiser	Explanation/Clarification Required
For University Avenue, please explain the lane changes proposed for creating the westbound left-turn pocket. What storage is required and how would the lanes be created? Also, when referring to the proposed traffic signal, please clarify in 2010 the County is initially installing a temporary signal constructed on span wire, and the Wegmans needs to design and construct the permanent traffic signal system as part of the project.	Cesario	Additional Analysis Required
Subcategory: Traffic Light Relocation		
McDonalds is supportive of the proposed expansion project but is concerned with the removal of the traffic light.	Cassata	Additional Analysis Required
The project proposes the relocation of an existing traffic signal on East Avenue. Have the implications to other existing businesses been thoroughly studied? There are currently queuing issues on East Avenue associated with the Dunkin Donuts operation. Will this impact Wegmans? The McDonalds drive through currently relies on the traffic signal. Will its operations be impacted? Has McDonalds consented to the relocation?	City Planning Commission	Additional Analysis Required
The location of the East Avenue curb opening may adversely impact traffic conditions on Probert Street and exiting from the East Avenue McDonalds because of left turn queuing into Wegmans. Has the location of the East Avenue access to the store been adequately studied?	Zoning Board of Appeals	Explanation/Clarification Required

The relocation of the traffic signal from Probert Street to the Wegman's East Avenue Driveway could cause significant operational disturbance. Currently, the Route 1 traverses the Probert / East intersection and makes a left turn movement from East onto Probert 33 times daily. The change to this intersection geometry and the reduction of access points to the Wegman's parking lot may negatively impact the operations of Route 1. Operational impacts will have to be assessed and operational changes may have to be made.	Benjamin	Additional Analysis Required
I strongly oppose the moving of the traffic light at Probert St. I am a senior citizen and I use the light at that location to safely cross East Ave when I am walking. I also use that street to enter into East Ave when I am driving. If the light is moved to the parking lot, it means I must dodge the departing cars leaving the parking lot when I cross East Ave at that light.	Sherman	Explanation/Clarification Required
Has McDonald's been made fully aware of this proposal and have they agreed to its potential impact on their two-lane egress location?	Cesario	Explanation/Clarification Required
To evaluate the need for a traffic signal at the proposed location, please provide projected traffic volumes from the businesses on the south side of East Ave. Has potential cross-access with the McDonald's property been considered?	Cesario	Additional Analysis Required
The proposed signal has three phases, including an eastbound left turn phase. To justify the left turn phase, please verify whether the location meets the warrants.	Cesario	Explanation/Clarification Required
The County recommends a meeting be held with all stakeholders in the immediate area affected by the proposal to further discuss what is proposed and any appropriate design alternatives.	Cesario	Additional Analysis Required
Subcategory: Pedestrian/Bicycle		
Wegmans must make the site bicycle friendly with appropriate amenities	Laing, Tinch, Botzman, MacRae, Macey, City Planning Commission, Zoning Board of Appeals	Additional Analysis Required
The East Avenue Wegmans attracts more pedestrian traffic than typical Wegmans stores. Can direct pedestrian access be provided from East Avenue?	Zoning Board of Appeals	Additional Analysis Required
Wegmans could play a big role in being a portal for pedestrian and bicycle traffic. They should investigate intermodal transportation options for the site. Safety for pedestrian and bicycle traffic and access needs to be assured.	Schull, Kaiser	Additional Analysis Required
There will be a growth in the numbers of biking customers. Has this been studied?	City Planning Commission	Additional Analysis Required
Urge Wegmans to meet with members of the Rochester Cycling Alliance, the Rochester Bicycling Club, Genesee Valley Cycling Club, Huggers Pedal Power Group, the Bicycle Advisory Committee of the Genesee Transportation Council, and the New York Bicycling Coalition (Albany.)	Botzman	Additional Analysis Required

Wegmans employees should have a special high security area for parking their bicycles. Their bicycles, being parked at this store (or any store) for longer periods of time become more attractive to thieves. Build adequate showers and lockers for employees who wish to bike or walk to work to encourage them to use “active transportation”.	Botzman, McRae	Additional Analysis Required
Wegmans should provide several trial bikes that can be “trialed” on a 2-week basis so that employees can evaluate whether bike commuting is a viable alternative to them.	McRae	No Response Required - Outside DEIS Purview
Place modern design bike lock stands in ideal places for bicyclists.	McRae	Additional Analysis Required
In regards to the pedestrian access on University Ave., I see that they list an exterior staircase as access, but no wheelchair ramp. Doesn't that violate the Americans with Disabilities Act?	Starks	Additional Analysis Required
This site plan seems to indicate that the proposed plan does not include sufficient flat space behind curb cuts for persons in wheel chairs. Without flat space, persons in wheel chairs will be required to navigate up and down the curb cuts when rounding a corner. At a minimum, plans should meet the guidelines of the Americans with Disabilities Act. The DEIS should state whether or not this is the case.	Whitaker	Additional Analysis Required
University Avenue sees a high volume of pedestrian traffic due to employees of Harris RF Communications. There are currently at least 2 crosswalks across University Avenue which largely serve these employees as they visit Wegmans for lunch or park in a lot across the street from their office building. Further increasing vehicular traffic through this area could create unforeseen problems for those pedestrians, not to mention additional traffic delays, if this is not taken into consideration.	O’Brien, Grim	No Response Required - Opinion
The plan shows how constrained the site is and how little space is within the public right of way for pedestrians and the proposed project does nothing to improve conditions. Large buildings fit better eclectically when they're set back a bit so there can be some breathing room for greenery, and so pedestrians don't feel like they're right next to the traffic when walking by this massive building. Due to the high volume of pedestrians, ample sidewalk space is very important.	Olinger, Amorese, Koller	Additional Analysis Required
The pedestrian crossing on University Ave. will necessitate people in wheel chairs or with strollers or carts to move into the right hand turn lane from Wegmans creating a conflict with turning vehicles. The crossing will create a hazard to pedestrians.	Olinger	Additional Analysis Required
Getting more people use to the idea of biking, walking or using the bus system to the expanded Wegmans should be the goal for local residence.	Shippers	No Response Required - Opinion

The current Wegmans building is set back from the East Avenue curbing by 17'6". The DEIS document talks about the average setback along the avenue and an alternate scheme is shown with the building setback from the curb at 12' plus or minus (5' from the property line plus a 7' plus or minus sidewalk). Moving the building 5' back from the property line is a step in the right direction. To improve the pedestrian corridor even further consideration should be given to having the proposed building back from the curb the same distance as it is now (17'6"). This is the only real positive opportunity offered as a consequence of demolishing the historic buildings on the site (Doyle, Fountainbleau, etc.). Wegmans should work closely with the city on this issue and include a tree lawn or tree grates at the curb line and a wider pedestrian corridor should be planned.	Monroe, Brown	Alternative Suggested Which Merits Evaluation
The East/Winton Charrette in 2004, the City Zoning Code, the City Comprehensive Plan, all focus on enhancing the pedestrian realm. This proposal has not gone far enough in developing design excellence in that regard. Improving the environment for pedestrians could be accomplished by reducing the size of the building and its impinging on the sidewalk size; redesigning the parking area providing generous tree lawns and appropriate 10' fencing and landscaping buffer at the lot edge on all streets bounding the project site. A plan should be developed that shows this and its consequences.	Monroe, Brown	Alternative Suggested Which Merits Evaluation
Page 3 of the study references a "review of pedestrian accommodations and travel patterns along University Avenue..." Why was the entire pedestrian system not analyzed?	Whitaker, Olinger	Additional Analysis Required
Page 147, DEIS & Page 21, Traffic Study: In discussing the impact on pedestrian traffic/movement, both of the above listed pages reference pedestrian counts that date from 2004. Have pedestrian volumes changed in the years since that study took place?	Whitaker, Zoning Board of Appeals	Additional Analysis Required
Pedestrian traffic is probably higher at the East Avenue store than other suburban locations. Have pedestrian levels been studied? What provisions have been incorporated in the project? Pedestrian routes to the store include East Avenue and neighborhoods north and south of the project area.	City Planning Commission	Additional Analysis Required
It is likely that the new Wegmans with eating facilities will invite more pedestrians (and bus riders), presumably from the west (East Avenue and University Avenue), and some from the south (Winton Road). The proposed design does not offer any improvements over existing pedestrian access routes.	Cehelsky	Additional Analysis Required
Subcategory: RGRTA/Bus Service		
There is no discussion of the impacts on users to moving the bus stops.	Olinger	Additional Analysis Required
There is a bus stop in this section of Winton Road, the impacts to which will need to be addressed.	Kaiser	Additional Analysis Required

It is noted in section 6.1.1.7 that shelters will be provided to the two (2) stops adjacent to the new development. However, there have been no discussions with RTS representatives about these shelters and they are not represented in the streetscape drawings in the DEIS. Shelter pads require specific dimensions and characteristics in order to hold the shelter securely. Space must be set aside to accommodate these stop enhancements.	Benjamin	Additional Analysis Required
Currently there is an average of 210 boardings and 120 alightings at the bus stop on East Avenue nearest Wegman's entrance. The improvements at this Wegman's store will likely increase ridership to this location. Because this stop is one of the busiest, it is slated to have a wayside (ATIS) sign. Coordination between Wegman's and RTS must take place in order to accommodate all of the needs for this stop location.	Benjamin	Additional Analysis Required
Pedestrian movements related to transit activity were not well defined. This section of the report should include discussion of pedestrian movements specifically related to transit.	Benjamin	Additional Analysis Required
Subcategory: On-street Parking		
The plan for the north side of East Avenue calls for the removal of on-street parking. We object to this because Wegmans has historically been unwilling to allow the use of their parking areas for overflow parking for some of our special events. The loss of on-street parking will further exacerbate the lack of parking.	Young	Explanation/Clarification Required
For East Avenue, please discuss more thoroughly the lane usage requirements and parking needs. How many lanes on East Avenue are actually needed through the project area? Are there opportunities and support for changing the current (limited) on-street parking?	Cesario	Explanation/Clarification Required
Eliminate the parallel parking along the East Ave site frontage. It's unnecessary and would make that space available for something more useful like a merge-left lane, bus stop space, and right turn lane into the Wegmans parking lot.	Murphy	Explanation/Clarification Required
Subcategory: Parking Lot		
A statement is made that the parking counts cannot be used because they were conducted during periods of stormy weather and reduced (assumedly cold) temperatures. If accurate counts are needed to to determine parking needs what is the basis of the conclusions concerning parking needs? The analysis is based on providing for peak use times ; the peak is infrequent and of a short duration; therefore, for the greatest period of time the lot will be underutilized.	Olinger	Explanation/Clarification Required
The space between parking bays is shown as 26 feet wide. A normal width is 20 feet. The need for the extra width is referred to anecdotally with no objective analysis to substantiate the need.	Olinger	Explanation/Clarification Required

Mitigation of the consequences of an oversized parking area is not addressed completely. Explore introducing areas for smaller compact cars. City zoning allows a certain percentage of parking spaces to be less than 18' deep; consider that some might be 15' deep or less. Cars are becoming smaller and will continue that trend in greater numbers as gas prices rise. Backup space should be reduced to 24' to reduce the impact of the size of the parking area.	Monroe	Alternative Suggested Which Merits Evaluation
The row of cars along the East Ave. side of the parking lot should be eliminated or altered to allow for a greater buffer between it and East and to accommodate a generous tree lawn (matching those in front of the building) or generous pedestrian walk, and 10' of area for fencing, trees, and landscaping.	Monroe	Alternative Suggested Which Merits Evaluation
Acute or obtuse angled parking spaces are much easier to navigate than the right angles commonly used. With so much activity in a busy parking lot, there would be less chance of minor scrapes or fender benders. Also, visibility is vastly improved upon entering or exiting the space.	O'Hara	Alternative Suggested Which Merits Evaluation
The commission will be reviewing the alternative parking analysis associated with the special permit required for the off street parking in excess of 110% of the parking requirement. Significant parking is proposed as part of this project. It is currently based on floor area (4.8/100 sf of net floor area.) This must be further supported with additional information associated with the actual market operations (IE; numbers of employees, customers/ square foot, cafe usage, etc.)	City Planning Commission	Additional Analysis Required
The accessory parking lot proposes only two accesses. Has the internal circulation pattern been completely evaluated? Will bottlenecks occur on-site as customers exit the site? What queuing patterns are anticipated? Will the closure of the Probert Street exits contribute to more on-site congestion?	City Planning Commission, Nickerson	Additional Analysis Required
The parking lot is substantial. It results in variances being required for both lot coverage and setbacks. The absence of the required 10 foot setback is problematic and difficult to defend. Increases to landscaping and setbacks should be explored despite potential losses in numbers of parking spaces to mitigate the massiveness of the parking lot.	Zoning Board of Appeals	Additional Analysis Required
The north-south main access lane within the parking lot should probably be straight. The curve in the lane plus the tree islands will create unnecessary complications for drivers and snow plows. There are other devices that can be used to control vehicle speed if that is a concern.	Cehelsky	No Response Required - Opinion
We concur that 2 egress lanes would be appropriate for the proposed accesses at East Ave and University Ave.	Cesario	No Response Required - Opinion
COMMENT CATEGORY: Existing Setting		
Section 5.1.3.2, pp. 37-60. Missing neighborhood buildings. In this section describing the surrounding buildings and their transparency, Wegmans omitted two buildings: The Brighton Restaurant at 1881 East Avenue and Laufer and Tweet Jewelers at 1863 East Avenue. Both likely meet or exceed the 70% transparency requirement.	Forsyth	Correction Required

Section 5.1.3.2, p. 60. Opinion on transparency. After describing the surrounding buildings, Wegmans opines that they “offer very little with respect to architectural transparency.” The style of the windows may not meet with Wegmans’ approval but its view is not relevant to the Zoning Board. What will be relevant is the number of buildings in the neighborhood which do comply with the 70% standard. Counting the two Harris buildings and not counting the residences on Probert Street, there are 24 buildings on or near the site. 14 or 58% comply with the 70% standard and 10 or 42% do not. The 14 are Dunkin Donuts, McDonalds, Scott Photo and Game Craze, Prestone Cleaners and East Side Trading Post, the commercial center next to the church, Laufer and Tweet, Brighton Restaurant, M&T Bank, DiBella’s, Wendy’s, Fountain Bleu, Lowenguth Realty, Cyrus Rugs, and the older Harris building. The 10 are World Gym, Country Club Diner, Mangia Grill, the church, Hess, Buckman’s, Doyle Security, East Side Gym, the existing Wegmans, and the newer Harris building.	Forsyth	Correction Required
COMMENT CATEGORY: Alternatives Analysis		
Supports the No Action alternative. Do not expand the existing store. A smaller store is preferable. Consider rehabilitating it, only.	Hamilton, Roxin, Barella, Casterline, Morgenstern, Thomas, Grover, Davis, Rawady, Gallagher, Braggiotti, Wood	No Response Required - Opinion

Supports the development of proposed East Avenue Wegmans as proposed.	Sackett, Hall, Haney, Cassata, Dubois, Beltre, M. Huff, J. Huff, Parisi,Wallace, McKelvey, Shea, Owners of “Open Face,” Currenti, Frolick, Burns, Thome, De Santis, Marvin, Post, Ranno, Kampmeier, Boddie, Barton, R. Phillips, Stenson, Moses, Freeman, Weiss, 67 signatures from 1600 East Avenue, Hough, Winch, G. Phillips, Isaacs, O’Dell, Saunders, Sibilio, Metal, Stetzer, Tice, Tucker, Kapecki, Kaeding , Betteridge, Ventura, Bandyach, Colaprete, Zemla, Downes, Murrqy, K. Miller, Garatea, Wild, Hosely, Gaum, Klainer, Papas, M Bell, W. Bell, Leopard, Schaertel, Hengerer, Meyer, Callahan, Ray, Schmidt, Webber, Walker, Critchlow, Fisher, McMillan, Valenti, Conroy, Cutulle, B. Martin, Dilworth, DiGregorio, Calos, Gallant, Shilo, Bryson, Pakozdi, DeCiantis, Toukatly, Scarciotta,, McCarty, Wright, Clamp, Heckman, Fackler, P. Porter, Moran, DeBlieck, Welch, Voss, Mittiga, Parmigiani, Hewlett, Suda, Lilyea, S. Gursslin, Maloney, Suda, Benoit, Alhart, Forbes, Dowdall, Heveron, Finstad, Steinberg, Petersen, Bensko, Duggan, E. Anderson-Zych,	No Response Required - Opinion
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Retain the existing store and add small bldgs on Winton Road.	Hamilton	No Response Required - Opinion
An alternative to consider is moving the store back 50 feet and using that space for additional retail frontage or an interior corridor into the store.	Zarcone	Alternative Suggested Which Merits Evaluation
Subcategory: Alternate Floor Plan/Building Size		
One of the Wegmans prototypes presented in the DEIS reflects the Market Cafe extending the full length of the building. This would be an appropriate operation to be located along East Avenue. Increasing active aspects of the operation along East Avenue should be further explored to improve the East Avenue presence. The exterior of the building has been driven by the proposed floor plan. Have alternative floor plans been explored which would allow for a more active East Avenue elevation?	Zoning Board of Appeals	Additional Analysis Required
Although the floor plan may not accommodate true transparency, other alternatives should be explored to enhance the East Avenue frontage. Alternatives such as: alternative decorative wall elements, spandrel glass, decorative art, tile detailing and other alternatives to masonry should be explored. Provision of "pseudo-transparency" materials should also be further explored if increases to true transparency are not possible.	Zoning Board of Appeals	Alternative Suggested Which Merits Evaluation
Perhaps a flipped or rearranged floor plan could help to get windows on East Ave.	Petix, Wallace, Braverman, Mitchell	Alternative Suggested Which Merits Evaluation
The interior plan should be modified to accommodate real windows that allow for visibility into the store and its operations (similar to the Rite Aid store at Monroe & Goodman.) Wegmans has been resistant to this in the past because of their claim that their layout offers the highest level of service to their customers. We believe that Wegmans is smart enough and creative enough to accomplish both their high level of service goals and the urban design goals of the community. In the end this visibility of the store interior from East Ave. will be a major asset and actually attract customers.	Monroe	Alternative Suggested Which Merits Evaluation

Section 8.2, pp. 170-171. Reduced building size alternative. In this section Wegmans was supposed to describe the alternative of constructing a smaller store—what it would look like and the advantages and disadvantages of doing so. Instead, Wegmans simply repeats its argument that any store less than 108,500 square feet is not “economically viable.” Wegmans needs to follow the scope and describe in words and pictures a smaller store, say 70,000 square feet. Such a store would be 75% larger than the existing store but 30% less than the proposed store. Presumably, Wegmans would need fewer parking spaces. It could still build the smaller store behind the existing store, redesign the parking lot to make vehicle and pedestrian movement safer, and landscape the site beautifully. A smaller store may even enable Wegmans to comply with the transparency standard. The feasibility of a smaller store is one of the factors that the Zoning Board must address when it evaluates the request for a square footage variance of 1,717%. The Board cannot do so without information on the design of the smaller store. Wegmans has the burden of establishing that the benefit of the variance outweighs the detriment.	Forsyth, Van Meenan	Alternative Suggested Which Merits Evaluation
The idea would be to create along East Avenue, opening to the sidewalk/street, a series of Wegman's specialty shops -- bread and bakery, deli, green grocer, tea and coffee, and so forth. These mini-stores might connect to each other internally, so the shopper could flow inside from one to the next. The back of each mini-store could be shared with its counterpart inside the main store (for all that needs to go on more or less "behind the scenes"). The idea comes from an experience I had buying groceries somewhere in Berkeley many years ago. You could buy your fresh bread, some fruits and vegetables, cheese, deli delicacies, even meat from a butcher, flowers, paying as you went along -- in that case, each was a little business or stand separately owned. In the Berkeley climate this area was like a partially-covered, open-air market all year round. There was a sense of spontaneity, quickness, friendliness to the shopping experience. In total, the "regular" grocery store would still exist, with its front entrance where it is now (west side of the building). Inside, it would be possible to do one's specialty and non-specialty shopping all together -- as at the current Wegman's stores. Outside, as described above, the shopper could have a very different experience, shopping at one or a series of specialty stores, in an outdoor-ish environment. In winter, the outside shops might become more like one shop (something between a small corner grocery and Zabars), less of the open-air quality. Note, one of the outside mini-stores could indeed be like the corner grocery -- a mini-store providing most-needed or most-commonly purchased items.	Auchincloss, Prins- (prefers one or more walk-up entrances)	Alternative Suggested Which Merits Evaluation
I love our smaller Wegmans and prefer it over the Mega-Wegs out in the suburbs. How about a “store within a store” concept so for smaller shopping trips you could get what you need out of the front and middle of the store and skip the far reaches unless you have lots of time to burn and a long, complicated grocery list.	Prins	Alternative Suggested Which Merits Evaluation
Subcategory: Alternative Design – Urban Setting		

The significance of a project of this importance is that it sets the stage for the future development of this significant area of the city. Will it turn the tide in favor of walkability/sustainability (the way of the future) or will it be developed in a “business as usual” fashion catering to an automobile dominated realm, the dinosaur of the past? To that end Wegmans can be a leader, truly, holistically integrated into the community it serves as well as being reasonably concerned with providing the high level of service that people have come to expect and extending that to a high level of design respectful of the urban community in which it is located.	Monroe, Brown	No Response Required - Opinion
East Ave Wegmans is a unique urban store and requires unique attention with an urban design. The proposed design attempts to mimic a collection of windowless buildings. Alternative East Avenue elevations should be explored.	Braverman, Mitchell, Amorese, Speicher, Shippers, Hardy, Hirsch, Monroe, Whitaker, Brown, City Planning Commission	Additional Analysis Required
This is a culturally important area and more should be done to match the store within the cultural area.	Hamilton	No Response Required - Opinion
Subcategory: Alternatives for East Avenue Treatments		
At the public hearing, Wegmans mentioned adding a few windows and perhaps a community mural. I would urge a more detailed and robust approach. One option would be to consider each of the proposed roof-line areas individually. In some cases, awnings might be appropriate, while others might benefit from false-window treatments, or enhanced landscaping.	Doherty	Alternative Suggested Which Merits Evaluation
Consider display windows. Provisions must be made for maintaining the display windows	Braverman, Shippers, Stack	Alternative Suggested Which Merits Evaluation
It would seem that ‘false’ windows could be designed that would not impact work flow or temperature inside the store. This would give the East Avenue side of the store a much better appearance. It may even cost less than the brickwork planned for that space.	DeTamble	Alternative Suggested Which Merits Evaluation
The landscaping plan along the East Ave facade appears to be much too spare. In order to be able to accommodate adequate landscaping there, accept Wegmans proposed alternative to transfer to them the unnecessary strip along the University Ave right-of-way that would allow them to shift the building 5 ft to the north, providing more room on the East Ave side. Modify the landscaping plans as needed along the University Ave and Winton Rd facades to accommodate the building shift and any art panels or sculpture pads there. The landscaping plans should also include plantings directly against building panels that would have neither glazing nor art work, especially on the East Ave side, but on the other sides as well. The landscaping possibilities for these places could include trellises for climbing plants and espaliered trees or shrubs. All plantings should be primarily native species and should especially avoid invasive exotics, such as Norway maple.	Murphy	Alternative Suggested Which Merits Evaluation

Section 8.3, pp. 171-174. Transparency alternatives. The only transparency alternative for the East Avenue wall that Wegmans has discussed, and illustrated on p. 108, is full compliance with the 70% rule. In pages 171-174 Wegmans sets forth various reasons why a building in full compliance is “not practical.” 70% is not the only transparency alternative. Wegmans could build a store with less transparency than 70% but more than the 18% proposed. It makes no mention of such a middle ground and does not illustrate a building with more windows on East Avenue that requires a smaller transparency variance. It needs to discuss this alternative, describing in words and pictures what the alternative would look like and explaining the advantages and disadvantages. If layout is truly the reason for a transparency variance, then Wegmans needs to explain why it cannot modify the layout of the proposed store to make more wall space, say 20-30%, available for windows. The feasibility of a wall on East Avenue with substantially more windows than 18% but less than 70% is one factor that the Zoning Board must address when it evaluates the request for a transparency variance of 388%. The Board cannot do so without information on the design of a wall in greater compliance with the standard. Wegmans has the burden of establishing that the benefit of the variance outweighs the detriment.	Forsyth	Alternative Suggested Which Merits Evaluation
With regard to transparency, a better solution may evolve from reworking the plans to include at least one eating area at ground level. Then there could be some windows into the facility without compromising function or security.	Cehelsky	Alternative Suggested Which Merits Evaluation
Pay architectural homage to the industrial sensibility of University Avenue.	Hirsch	No Response Required - Opinion
Transparency, that is providing windows on to the street, is a major issue. The location of cooler equipment prevents Wegmans from having windows. It appears that a major driving force affecting the cooler equipment locations on the interior and consequently the store layout is the “cold chain path” and the goal not to cross the customer path. This may be an issue in the suburban stores and the patrons there. The East Avenue store has a different clientele with other issues. Other supermarkets have solved this problem. The DEIS document should include alternate floor plans that place the coolers internally away from the walls where windows could occur along East Avenue. Try making the outdoor loading circulation smaller to help gain more room on the interior to make up for the 17’6” set back from the curb (or 15’-16’) with double loaded aisles.	Monroe, Brown	Alternative Suggested Which Merits Evaluation
Installation of glass block walls might fill the requirement for transparency while still maintaining consistent temperatures. They would also allow natural light into the building.	O’Hara	No Response Required - Opinion
There has been much discussion of the façade of the building facing East Avenue. The city is pushing for windows on this wall. However, we would object to this design if the windows are such that they show the back of shelving and refrigeration units. We would rather see a decorative wall than the sight of dusty shelving and other infrastructure.	Young	No Response Required - Opinion

Subcategory: East Avenue Art Displays/Murals		
Get artists from the School of the Arts to do murals on East Avenue.	Hall	No Response Required - Opinion
Murals and historic plaques are not enough.	Steedle, Doherty	No Response Required - Opinion
Incorporate murals reflecting history of the area.	Metzker	No Response Required - Opinion
Accept the option offered by Wegmans to increase the window space slightly on the East Ave facade and to make some of the exterior masonry panels into art display spaces. But expand the extent of the art spaces to include panels on the University Ave, Winton Rd, and storefront facades. And recommend that they include some concrete pads for sculpture and that they have these display areas become a public gallery managed jointly with city artists such as those from nearby neighborhoods (Neighborhood of the Arts and others) and arts organizations such as Big Picture Rochester.	Murphy	No Response Required - Opinion
If improving its visual impact [of East Avenue façade] with art then it should be permanent art. A sizeable budget ought to be put aside and a process with community participation should be part of the agreement.	Schneider, Baciewicz	No Response Required - Opinion
Their token gesture of hanging “local art or historic photographs” is about as original as all the banners that seem to propagate like rabbits all over the City. How about hiring a really talented architect to actually “design” something.	Schick	No Response Required - Opinion
Subcategory: Parking Lot Alternatives		
Section 8.6.1, p. 184. Parking setback alternatives. In a table on this page Wegmans offers three parking alternatives that reduce a bit the size of the parking lot. Option A may eliminate the need for a parking setback variance, according to a statement on page 21. Wegmans does not comment on the alternatives. It needs to confirm that option A will eliminate the need for the variance. Also, it needs to explain why option A or option B in possible combination with option C should not be adopted. Fewer parking spaces may cause some congestion in the parking lot during peak shopping hours, which would be the detriment to Wegmans. The benefit to the community is more green space and a softer, more pedestrian-friendly edge to the parking lot on its south side.	Forsyth	Explanation/Clarification Required
As located on your Site Plan, the store structure offers no protection for patrons from north and northwest winter winds, as they do at the Mt. Read or Hudson-Titus facilities, for instance. The narrow strip of grass and one row of trees surrounding the lot are nice, but they constitute a meager buffer. A better design would be to locate the building so that the main parking lot is to the east or south.	Cehelsky	No Response Required - Opinion

Good urban design is often not just about buildings and architecture. It is about streets, connectivity, context and the space between buildings. Indeed, in the urban context, the exterior spaces between buildings are as important to the image of a street and a neighborhood as buildings are. The existing block has a gap (exterior space not including buildings, structures or public gathering space) between the Wegmans building and Probert Street of 255 linear feet, approximately ¼(+) of the block frontage. The placement of the new building is restricted by the need to retain the existing store until the new store is built. However, the result yields an even larger gap in the streetscape than now exists. The new plan reflects a gap of 460 linear ft., approximately ½ (+) of the block, increasing the gap footprint from 1.9 acres to 3.4 acres. The impact of the gap is exacerbated by the fact that it runs through the entire block from East Ave. to University Ave. This is perhaps as large of an impact in terms of neighborhood character as the deficiencies in the proposed building itself. This issue was raised in the scope for the DEIS. One of the alternatives discussed in the DEIS considers a building at the corner of Probert and East Ave., in itself probably insufficient to mend the increased gap in the urban fabric created by the proposed site layout. Additional alternatives analysis is needed. Such analysis should consider the possibility of additional out building(s) frontage on East Ave. between the new store and Probert St.; or, a significantly enhanced landscape/hardscape area, perhaps including public space and public art. In lieu of a more substantial building frontage along the parking lot, additional internal landscaping should also be considered to soften the impact of the size of the parking lot gap.	Ientilucci	Alternative Suggested Which Merits Evaluation
Subcategory: Underground Parking/Loading		
One alternative that will avoid all truck impacts on Culver Road is to construct the loading area under the store. The entrance to the area could be the same as the entrance to the underground parking lot, off University Avenue. Trucks could continue their current approaches off of I-490. The square footage presently set aside for unloading could be turned into floor space. Wegmans may then be able to change the layout of the store, which could lead to façade options on East Avenue, University Avenue, and Winton Road. Wegmans needs to explain in detail the advantages and disadvantages of locating the unloading area underground. Incremental construction costs and a possible reduction in operational efficiency are two factors but should not be the deciding factors, given the externalities described above.	Forsyth, Whitaker, Kaiser, Metzker	Alternative Suggested Which Merits Evaluation

As a solution to the parking problem, a better one would be to put a reasonable-sized store similar to the East Avenue one in the South Wedge. Placed correctly, it would attract clientele currently going to the East Avenue store, reducing parking hassles at that venue; it could serve new populations in the Corn Hill and surrounding neighborhoods as well as downtown, and probably more effectively take business from several Tops stores than a bigger East Avenue store would. It would be a preemptive, strategic move against any other store that could move into that area, which would surely take a good share of the market if managed correctly.	Barella	No Response Required - Opinion
Subcategory: Miscellaneous		
Ramps and bridges may need to be considered to connect to parking lots on the other sides of the surrounding streets.	Tinch	No Response Required - Opinion
Recommend that the bus shelters that have to be replaced become ArtWalk-style ones. This site could become the ArtWalk Island of the East or an Art Walkabout Up Over.	Murphy	No Response Required - Outside DEIS Purview
COMMENT CATEGORY: Utility Resources		
Need to do energy use analysis with glass and without glass.	Laing	Additional Analysis Required
Install solar panels on the roof.	Metzker, Jones	Alternative Suggested Which Merits Evaluation
The south-facing windows along East Ave will provide passive solar heat gain, great during winter, not so during summer, when they'll add to the air conditioning burden and make the seating exposed to that heat gain less pleasant. Encourage Wegmans to examine design-compatible, seasonally adjustable awnings to welcome the winter sun, but exclude it in summer. Of course, that may also mean adding awnings over corresponding art panels and over the west-facing windows of the Market Cafe entrance to maintain consistency in the design.	Murphy	Alternative Suggested Which Merits Evaluation
Since the amount of window space would be limited, recommend that the store use light tubes or other energy efficient means to bring as much natural light as possible into its core and to reduce the store lighting when not needed. Also recommend that Wegmans install a green roof on the flat portions, which would further reduce peak stormwater runoff and improve stormwater quality.	Murphy	Alternative Suggested Which Merits Evaluation
Ch 6 8.1 p 164 the increase in greenspace cited as mitigating storm water runoff rates is not documented.	Olinger	Correction Required
The parking lot is massive and will further increase water run off in an area that is already plagued with road flooding during rain storms.	Wood	No Response Required - Opinion
COMMENT CATEGORY: Public Needs and Benefits		
Wegmans will put other stores out of business.	Combs, Hardy	No Response Required
Hopes food prices will not go up.	Gootnick	No Response Required
There should be an analysis done that indicates the service areas of the nearby Wegmans stores to see how much of the City population is not served by Wegmans.	Vesneske	No Response Required

Ch 4 p. 24 Wegmans contributions to the community are well known and greatly appreciated. However, the inclusion of the accomplishments in the statement adds nothing to the evaluation of the environmental impacts of the project and is inappropriate.	Olinger	No Response Required - Outside DEIS Purview
Section 4.1, p. 23. Lack of a market study. Wegmans justifies the public need for the expansion by citing customer requests for a “modified” store that would “provide more goods and services.” This is anecdotal information and not proof that a demand for an expansion exists, let alone an expansion of the scale described in the DEIS. To demonstrate a true need for the expansion, Wegmans should conduct a scientific market study and make the questions and the answers part of the Final Environmental Impact Statement. The survey should include questions about the trade-offs necessary to build the new store.	Forsyth, Olinger	No Response Required - Outside DEIS Purview
Section 4.4, pp. 24-30. Community benefit of the East Avenue store. It is great to know all that Wegmans as an organization does for the community of Monroe and I applaud it for its many contributions. However, Wegmans needs to quantify the contribution of the East Avenue store to the community. The last paragraph of this section on page 30 is a start. For example, Wegmans should be able to tell the reader how many dollars of customer checkout donations the East Avenue store generated in 2009 and how many East Avenue employees received scholarships in 2009. Then it can forecast how many more donation dollars the new store will generate and how many scholarships will be awarded the new 150 employees.	Forsyth	Explanation/Clarification Required
Wegmans does not adequately demonstrate how much more business is anticipated at this store, if any. They talk about improving the shopping conditions for the current volume in the future. Do they anticipate competing more with Tops or Price Right? Where does the increased volume come from if any? Again, how do they justify a bigger store with a bigger parking lot? More comfort for the current demand (if so there is way too much parking) or to satisfy a future increase in customers?	Monroe	Additional Analysis Required
COMMENT CATEGORY: DEIS Deficiencies		
Ch 2, p.14 There is no second floor layout here or anywhere else in the statement. It is impossible to evaluate issues of facade design , transparency , etc. without complete floor plans.	Olinger	Correction Required
Ch 6 1.1.4 p. 104 Transparency This section does not analyze the impacts of either of the transparency alternatives.	Olinger	Correction Required
Engineering Report - The report refers to calculations at the end of the report. These calculations are missing.	Olinger	Correction Required
Much of the report refers to the plan where the Outparcel at the corner of East and Winton was a part of the project. Thus the report is difficult to analyze.	Olinger	Correction Required

The renderings shows signs for the Market Cafe at the south and west sides; the statement cites one sign on the South side. The sign for the pharmacy is not shown on the rendering.	Olinger	Correction Required
Section 3.0, p. 20. Transparency variances needed. Section 120-159(B)(3) of the City Code requires all new construction in C-2 districts “<i>along the street</i>” to “provide areas of transparency equal to 70% of the wall area” (emphasis added). “Along” means “on a line or course parallel to and close to; continuously beside,” according to the Free Online Dictionary. The new building will be bounded closely by three streets, East, University, and Winton. Wegmans states that the building will not meet the transparency standard by 52%. Elsewhere in the DEIS Wegmans focuses the transparency discussion on the wall facing East Avenue. How did Wegmans calculate the 52% shortfall, which equates to transparency equal to 18% of the wall area? What walls did it count? The elevations of the building on p. 15 reveal that there will be no transparencies between two and eight feet in the walls continuously beside University Avenue and Winton Road. Will not Wegmans need a variance for the lack of transparencies in these walls? If so, Wegmans needs to describe in detail in the Final Environmental Impact Statement the reasons for and against granting the variances, the alternatives (one of which should be walls that substantially but not fully comply with the transparency standard—see comment 10 below), and the ways that the negative impacts of the solid walls can be mitigated.	Forsyth	Additional Analysis Required
Section 3.0, pp. 20-21. Variance analysis. Wegmans seeks 7 variances, maybe more. It describes the magnitude of the variances in terms of the absolute square footage exceeding code or the absolute percentage not meeting code. Doing so minimizes the deviations between what is sought and what is allowed. A better way to measure the magnitude is to express the deviations in terms of a ratio or a percentage. Thus, the proposed square footage floor area of 103,075 exceeds the code standard of 6,000 by a factor of 17 or 1,717% to be precise. The proposed lot coverage of 91.5% deviates from the code standard of 80% by 14%. The proposed transparency of 18% deviates from the code standard of 70% by a factor of nearly 4 or 388% to be precise. The proposed landscaping of 8.5% deviates from the code standard of 10% by 15%. The proposed square footage of signage of 550 deviates from the code standard of 50 by a factor of 11 or 1,100%. These deviations are substantial and need to be addressed by the Zoning Board.	Forsyth	Additional Analysis Required
On street parking spaces are mentioned in the DEIS document and should be shown graphically on the proposed plans.	Monroe	Correction Required
A second floor café is mentioned in the DEIS document and should be shown graphically in the proposed plans.	Monroe	Correction Required

The lack of details provided for the second floor layout make it difficult to further evaluate issues related to the façade design and transparency.	Whitaker	Correction Required
The proposed size of the new store and parking lot appear to provide minimal space for landscaping and sidewalks. Lack of specific details in the DEIS make it difficult to further analyze.	Whitaker	Correction Required
Page 102, DEIS: <i>“The removal of the existing structures on the Project Site...will be mitigated by the Food Market in which the architectural features and landscape areas are intended to enhance and contribute to the surrounding environment.”</i> Along with the design of the new store, landscaping is intended to mitigate demolition of the six historic buildings. References to proposed landscape elements and “an increase in greenspace” are included on pages 112 and 164 of the DEIS. The DEIS, however, does not include enough information to determine to what degree the landscaping will or will not mitigate the loss of historic buildings, the increase in parking lot size, and/or affect the surrounding neighborhood. The statement that the amount of green space will be increased is not supported by facts or figures.	Whitaker	Correction Required
Ch 6 p. 102 The phrase, in relation to size of the structure, says “some may consider it out of context”. Context is not subjective; a contextual sized building in a C2 zone is 6,000 square feet.	Olinger	Correction Required
Contrary to the statement on p. 22, Wegmans may not need to obtain a SPDES permit. (Wegmans should have the DEC confirm this in writing.) However, based on the information posted on the DEC website, it appears that Wegmans does need to obtain a permit for stormwater discharge from its construction activity. The activity will disturb more than one acre, the threshold for the permit.	Forsyth	Correction Required
The commission will be required to approve a special permit for 24 hour operations at the new store in the C-2 Community Commercial District. There has been no analysis provided concerning potential impacts associated with hours of operation. Is the store currently operating 24/7?	City Planning Commission	Correction Required
COMMENT CATEGORY: Miscellaneous		
Where will snow be stored on the site or how will snow removal be conducted?	Combs	Additional Analysis Required
Wine business will make the store too busy.	Tinch	No Response Required - Outside DEIS Purview
Ch 2, p. 21 Sidewalks cannot count as landscaping.	Olinger	Explanation/Clarification Required

Tree lawns and tree plantings at the curb are a prevalent feature on East Avenue, Probert Street and University Avenue which act to enhance the pedestrian experience, serves as a snow storage area in winter, provides more green space. This strategy should be employed throughout the project site and should be addressed in plan.	Monroe	Explanation/Clarification Required
Tops will probably be no longer viable; all their customers racing to be first under the railway overpass will create additional chaos.	Thomas	No Response Required - Outside DEIS Purview
They list a Cafe' on the mezzanine, I can't see on the plans clearly, but I was wondering if there is an elevator for A.D.A. access to that Cafe'?	Starks	Explanation/Clarification Required