FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT
for
CITYGATE

Project Location:
Southeast Quadrant
of East Henrietta Road and Westfall Road
(Formerly the Iola Campus)

Project Sponsor / Applicant:
Anthony J. Costello and Son (Spencer) Development, LLC
One Airport Way
Rochester International Airport
Rochester, NY 14624

Lead Agency:
Arthur Ientilucci
Director of Planning and Zoning
City of Rochester
30 Church Street, City Hall, Room 125B
Rochester, NY 14614

August 2010

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Important Dates in the SEQR Process

Positive Declaration Issued:	April 3, 2008
Public Scoping Session Held:	April 23, 2008
Comments Accepted Through:	April 30, 2008
Final Scope Accepted:	May 22, 2008
Draft Environmental Impact Statement (DEIS) Accepted by Lead Agency:	October 20, 2008
Public Hearing held on DEIS:	November 6, 2008
Comments Accepted Through:	December 1, 2008

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INTRODUCTION

This document, in conjunction with the Draft Generic Environmental Impact Statement (DGEIS) is the Final Generic Impact Statement (FGEIS) for the proposed Citygate project, located at the southeast corner of the intersection of East Henrietta Road and Westfall Road, situated in two municipalities – the City of Rochester and Town of Brighton, Monroe County, New York. One purpose of the FGEIS is to address the substantive comments received on the DGEIS. For the Citygate project a public comment period was opened on October 20, 2008 and closed on December 1, 2008. During the comment period a public hearing was held on November 6, 2008. The FGEIS also includes an explanation and an assessment of any modifications to the project as well as any revisions and/or supplements to the DGEIS. This FGEIS is issued and filed by the City of Rochester Director of Planning and Zoning as the Lead Agency.

The DGEIS and FGEIS are prepared pursuant to the State Environmental Quality Review (SEQR) regulations adopted and codified in 6NYCRR Part 617. The Lead Agency made a determination to rely on a Generic Environmental Impact Statement (GEIS) to describe the proposal and disclose and analyze potential environmental impacts and mitigation measures. In accordance with §617.10(a), a GEIS is a broader document than a site-specific environmental impact statement. It discusses the logic and rationale for the choices advanced. It is based on conceptual information and identifies the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. The need for further review of subsequently proposed development is determined by compliance with the content of the GEIS. Where a subsequently proposed action will be carried out in conformance with the conditions and parameters established in the GEIS or its findings statement, no further SEQR compliance is required. Alternatively, where a subsequently proposed development/action is later found to have not been adequately addressed in the GEIS, the SEQR regulations set forth two possibilities:

1. A negative declaration must be prepared if the subsequent action will not result in any significant environmental impacts; or
2. A supplemental EIS must be prepared if the subsequent action may have one or more significant adverse environmental impacts

1.1 List of Commenters

Denise Anthony Executive Director for Accountability and Community Relations Rush-Henrietta Central School District 2034 Lehigh Station Road Henrietta, New York 14467	Rick DiStefano, Secretary Town of Brighton Zoning Board of Appeals Town of Brighton 2300 Elmwood Avenue Rochester, NY 14618
Albert B. Antonez Brighton Informed 88 Palmerston Road Rochester, NY 14618	Donald D. Doe Monroe County Water Authority 475 Norris Drive Rochester, NY 14610
Joanne Arany, Executive Director Edward Olinger, Vice President for Preservation Landmark Society 133 S. Fitzhugh Street Rochester, NY 14608	Sandra L. Frankel, Supervisor Town of Brighton 2300 Elmwood Avenue Rochester, NY 14618

Ramsey Boehner Town of Brighton Planning Board Town of Brighton 2300 Elmwood Avenue Rochester, NY 14618	Helen Bayer Hogan, Executive Director South East Area Coalition 1045 South Clinton Avenue Rochester, New York 14620-2054
Dan Hurley, President Upper Mt. Hope Neighborhood Assn. 95 Southview Terrace Rochester, NY 14620	Joanna Oliver, Environmental Manager Office of Environmental Affairs Dormitory Authority of the State of New York One Penn Plaza, 52nd Floor New York, New York 10119-0098
Art Ientilucci, Director Division of Zoning City Hall, Rm 125B 30 Church Street Rochester, NY 14559	Brent H. Penwarden, Associate Engineer Monroe County Department of Transportation 6100 City Place 50 W. Main Street Rochester, NY 14614
Timothy E. Keef, P.E., Town Engineer Department of Public Works Town of Brighton 2300 Elmwood Avenue Rochester, NY 14618	Lisa M. Porter, Environmental Analyst NYS Department of Environmental Conservation Division of Environmental Permits, Region 8 6274 East Avon-Lima Road Avon, NY 14414
Joan Gray Lindberg Lilac Neighbors 32 Highland Ave. Rochester, NY 14620	Kevin Quinn MCPW – Office of Development Review 7100 City Place 50 W. Main Street Rochester, NY 14614
Kevin O'Buckley, Regional Director NYS Department of Transportation Region 4 1530 Jefferson Road Rochester, NY 14623	David Watson, Chair City Planning Commission City Hall Room 124B 30 Church Street Rochester, NY 14614

1.2 Comment Summary Report

Upon receipt of the public and agency comments during the comment period on the DGEIS, a comment summary report was prepared by the Lead Agency for presentation to the Rochester Environmental Commission (REC). The REC is a seven-member citizen advisory committee charged with reviewing the comments and advising the lead agency on whether or not each comment is substantive and of the recommended disposition of the comment. The disposition recommendation guides the FGEIS preparer on the level of follow up necessary to adequately respond to the comment. A copy of the REC's *Comment Summary and Disposition Recommendations Report* is in Appendix A.

1.0 REVISED CONCEPT PLAN PROPOSAL

The submission of numerous comments from the public and agencies led the project sponsor to reevaluate and revise the proposal that was described and depicted in the DGEIS. They hired the architectural firm, Chaintreuil, Jensen and Stark, to assist them in developing a concept plan that addresses the substantive comments as well as more effectively achieves their vision for Citygate. The revised site concept plan (Figures 1 and 3) addresses specific comments related to land use, site design, density, building design, and existing structures. Site-specific responses for utilities, drainage and traffic are addressed in the FGEIS as they relate to the revised site plan.

The revised plan is different from the preferred plan depicted in the DGEIS in several notable ways. The proposed street network provides a clear network of new streets promoting easy access to the entire community for pedestrians and vehicles entering from the surrounding roadways. The plan now provides for a traditional street grid and small block pattern. The parking lots have been removed from the street frontages and placed at the interior of the blocks and behind buildings. Parking is screened from the public realm. All proposed buildings relate to the streets and each other rather than appearing to be several operationally independent and self-contained building sites. A transit center is being introduced as a new land use. See below for a description of the transit center. Refer to Figures 4.1 to 4.6 for an example of the proposed conceptual building elevations and floor plans. Figures 4.1 to 4.6 illustrate the dense use of space in the building design and creative uses of space on the site for off street parking and green space.

The following narrative, prepared by Chaintreuil, Jensen and Stark, explains the basis for the design of the new site concept plan pursuant to the project sponsor's vision for Citygate, the site development potential and the comments received:

> *The revised site concept plan presents Citygate is an exciting new, urban live-work community on the Erie Canal the likes of which is unequaled in Rochester. The development plan is designed to merge retail, commercial and housing into a pedestrian- friendly center where people of all ages will gather to live work and play.*
>
> *Citygate is focused on the public realm; its streets, sidewalks, parks and public space create a sense of community. The building types, their setbacks, scale, facades, exterior materials and detailing are developed to create public rooms for a rewarding civic life.*
>
> *Citygate is foremost a walkable community, scaled to the pedestrian, but Citygate also accommodates the automobile providing parking strategies without compromise to the quality of the streetscapes and built environment. On-street parking provides efficient access to retail destinations and adds vitality to the street. Secure and convenient parking is provided for residential and office space. Parking structures are centrally located but fully screened by mixed-use liner buildings.*
>
> *Citygate provides a clear network of new streets promoting easy access to the entire community for pedestrians and vehicles entering from any of the surrounding roadways. It is a community with a traditional street grid and small block pattern. Housing options within Citygate range from single-*

family homes to apartments and condominiums with configurations that include detached houses, townhouses, flats, lofts and penthouses.

Citygate is mixed use by design, integrating retail, office and residential uses to create a vibrant community. Mixed-use buildings on the community's main north-south street transition into primarily residential uses to the east, and into primarily commercial uses to the west. The main street slopes gently to the south arriving at a public park, the Erie Canal, canal front retail and entertainment destinations.

Citygate is sustainable, facilitating and promoting daily live work and play activities, without the use of the automobile and creating the densities that will support a public transit hub linked to other regional destinations. In the spirit of environmentally sensitive sustainable design, Citygate will seek certification under the new LEED Neighborhood Development rating system developed in collaboration with the U.S. Green Building Council (USGBC). The system, adopted by the Congress for New Urbanism and the Natural Resources Defense Council, awards points for neighborhood pattern and design that reflects open community, compact design, diversity of uses, diversity of housing types, reduced parking footprint, walkable streets, street network, transit facilities, access to public spaces and community outreach and involvement. The program provides independent, third-party verification that a developments location and design meet accepted high levels of environmentally responsible development.

The following table is a comparison of the maximum build-out of the revised Citygate plan and the plan depicted in the DGEIS:

Land Use	Original Plan in DGEIS	Revised Plan
Retail	310,000 sf	310,000 sf
Office/Commercial	193,000 sf	193,000 sf
Hotel	350 rooms	350 rooms
Residential	1,150 units	1,035 units
On-street parking	700 spaces	700 spaces
Total Parking*	3000 spaces	2700 spaces

*Includes transit center

The proposed build-out in each municipality is summarized below:

Land Use	Original Plan		Revised Plan	
	Rochester	Brighton	Rochester	Brighton
Retail	310,000 sf	0	310,000 sf	0
Office/Commercial	193,000 sf	0	193,000 sf	0
Hotel	136 rooms	214 rooms	350 rooms	0
Residential	450 units	700 units	989 units	111
On-street parking			465 spaces	225 spaces
Off-street parking			1687 spaces	303 spaces

The Multifaceted Citygate Satellite Transit Center (transit center) is proposed in partnership with the Rochester-Genesee Regional Transportation Authority (RGRTA). The transit center location and vehicular circulation and access are shown in Figure 2. Funding for the transit center is through a New York Economic Development Assistance Program (EDAP) from the Dormitory Authority of the State of New York (DASNY). RGRTA was coordinated as an Involved Agency for the SEQR process on February 19, 2010. DASNY was listed as an Involved Agency in the DGEIS. The construction of the transit center will involve the first phase of mixed-use buildings in addition to the transit component and will be subject to a site-specific review pursuant to this generic review. The revised traffic study (appendix H) includes the revisions resulting from the introduction of the transit center.

As discussed in the DGEIS and to achieve the goals of the revised plan, the project sponsor is requesting that the municipalities rezone the property. The requested zone in the City of Rochester is Planned Development District #11 (PDD#11) in accordance with Article XVII of the City Zoning Code. In Brighton the requested zone is Planned Development Residential District (PRD) in accordance with Article XX of Chapter 203, the Town of Brighton's Comprehensive Development Regulations. The proposed zoning in Brighton is a change since the DGEIS in an effort by the project sponsor to better clarify the development goals and alleviate some of the Town's concerns about zoning variances that would be required. For many years, the City of Rochester has successfully utilized the Planned Development District provisions. The purpose of using a planned development district is to achieve unified and integrated development and more flexible development opportunities that would not be possible through the strict application of the land use and development regulations of the Zoning Code. A copy of the Town of Brighton PRD zoning code and proposed performance standards are in Appendix D.

The purpose and intent of the PRD in the Town of Brighton is:

A. In accordance with the recommendations and policies in the Town Master Plan, this district is intended to promote and encourage the development of a variety of housing types within the medium-density and high-density ranges prescribed in the Master Plan. This is a floating zone; that is, until a sketch plan or concept plan has been approved by the Town Board, all the requirements of the current zoning district apply. After the application to rezone to Planned Residential Development has been approved, the sketch plan or concept plan and proposed performance standards will regulate land uses and setback requirements.

B. This section also specifically encourages innovations in residential development so that the growing demands for housing at all economic levels may be met by greater variety in type, design and siting of dwellings and by conservation and more efficient use of land in such developments.

C. This section recognizes that while the standard zoning function (use and bulk) and the function (platting and design) are appropriate for the regulation of land use in areas or neighborhoods that are already substantially developed, these controls represent a type of preregulation, regulatory rigidity and uniformity which may be inimical to the technique of land development contained in cluster development.

D. The cluster development procedures established in the following standards provide a method of permitting innovative residential development within

minimum and maximum bulk requirements, restrictions imposed by capacity of public services and limitations imposed by the environmental constraints present on the site of the proposed development.

As indicated in this purpose and intent, a sketch or concept plan that will regulate land uses and other requirements must be adopted by the Town Board. The revised plan presented in this FGEIS will serve as the concept plan for this purpose. In addition, in Appendix C and D are the design guidelines and proposed PDD regulations and PRD performance standards.

Incorporating the entire project into a Planned Development facilitates the overall integration of the project as well as the application of uniform regulations and design. Marrying the planned development regulations eliminates the problem of the project crossing municipal boundary lines and having two sets of regulations. The map in Figure 6 illustrates the proposed Brighton PRD district.

2.0 PHASING PLAN OF THE REVISED PLAN

The first phase of Citygate will begin with the parcels under control of the project sponsor. Monroe County owns and occupies two structures that will be in use by the County for a number of years (3 to 5 years) after Citygate development begins. The Children's Detention Center (CDC) and the Monroe County Pure Waters Rochester Operations Complex (ROC) will continue to be owned and operated by the County. The County is in the process of finding a new site and designing a facility to facilitate the relocation of the CDC. Currently, the County estimates the relocation of the CDC will take place by the end of 2013. The ROC will be utilized by the County for its Department of Environmental Services. No date has been set to relocate the facilities activities. The project sponsor has minimized the impact of the two buildings on the revised concept plan and integrated the uses into the proposed transportation network. In similar fashion, Monroe New Power (MNP) owns the Power Plant and a building formerly identified as the Fleet Building. MNP will continue to operate a co-generation facility in these two buildings and produce power for Monroe Community Hospital.

Phase 1, as illustrated in Figure 7, will assemble the portion of the site that currently generally contains 8 buildings that are proposed to be demolished. The buildings are described in more detail on page 21 and Section 4.5 of the DGEIS. The City and other commenters asked the project sponsor to consider alternatives that left three of the buildings in place. The project sponsor determined that the poor condition of the buildings and poor topography, along with the concept plan and the necessary density, cannot be accomplished with the existing buildings in place. This point was analyzed by the project sponsor in the DGEIS. The proposal, therefore, is that the first activity in Phase 1 will be the demolition of the 8 structures to facilitate the assembly of the site including grading, a storm water detention facility for phase I, utilities and construction of the street network. Mitigation proposed in the DGEIS of retaining architectural features of the existing buildings in the new design and a photographic essay will be implemented. Proposed construction of a parking facility as part of the transit center, retail, commercial and the transit bus street network to support the first phase will be implemented through concept design while demolition takes place. The Transit Center parking facility is funded by the State and will be the first structure, with the accompanying commercial space, constructed.

Phase 2 will begin with the site assembly of the canal frontage and the design and installation of the New York State Canal Greenway Grant Improvements. The

construction of retail and commercial structures in this area will be market driven. Phase 3 will take place after site plan approvals are issued. Phase 3 will require the longest time frame to implement.

4.0 SITE DRAINAGE CLARIFICATION AND EXPLANATION

Two separate storm water detention facilities have been designed in response to comments in the DGEIS. The facility on the City portion of the site will act as the primary storm water detention facility and will receive storm water for 100 percent of the City development and a portion of the Town of Brighton development. The second facility located in the Town of Brighton portion of the site will receive the balance of storm water in the Town development. In response to comments #42 to #46 (see below) from the Town of Brighton, no storm water from the City of Rochester will be discharged into the Town of Brighton. Figure 8 illustrates the revised storm water detention design for the development. The complete stormwater phasing design, use assumptions and total square footage for each phase is contained in Appendix I.

The proposed design addresses the concerns raised by the Town of Brighton as it relates to drainage into the town park. The revised design in the FGEIS increases the amount of detention in the City portion of the site and discharges treated storm water from the primary facility into the New York State Barge Canal. The secondary facility in the Town of Brighton will discharge into an existing drainage swale to the New York DOT pond in the town park. The revised design protects a number of mature trees in the southwest corner of the Citygate site contributing to a greener design, buffering the Town trail and the further retention of groundwater on the site by mature vegetation.

5.0 TRAFFIC REPORT CLARIFICATION AND EXPLANATION

Three comments resulted in further clarification and explanation of the Traffic Study in the DGEIS. In response to Comment # 88 Bergmann provided a Saturday Traffic Analysis (Appendix F) that provides further clarification of the analysis provided in the DGEIS. In response to Comment # 100 a Traffic Signal Warrant Analysis (Appendix G) is provided as further clarification to information provided in the DGEIS. In response to Comment # 101 an Expanded Traffic Analysis (Appendix H) is provided for Elmwood Avenue at South Avenue, East Henrietta Road at Crittenden Boulevard/ Mt. Hope Avenue/ West Henrietta Road. None of the supplemental information resulted in changes in the assumptions made in the 2008 Traffic Study.

The revised Concept Plan eliminates two of the site access points at Westfall Road. A single access point is proposed and serves as the primary north-south street for the development. Revisions to Westfall Road access required the project sponsor to update/revise the traffic study results in the DGEIS. The supplemental Westfall Road Traffic Analysis (Appendix I), performed by GTS Consulting concludes that the single signalized driveway and turn lanes on Westfall Road at both the site driveway and Green Knolls East driveway will operate well during all three peak periods without negatively impacting area traffic operations. The proposed Satellite Transit Facility while introducing bus traffic into the Citygate site does not add traffic to East Henrietta Road, Westfall Road and surrounding arterials. The proposed bus traffic currently operates within existing designated RGRTA routes.

6.0 RESPONSES TO PUBLIC COMMENTS

1. The DGEIS does not provide sufficient site development detail.

Commenter: Distefano

Response:

The purpose of the DGEIS was to describe the rationale for the concept of the project sponsor and assess the potential impacts and mitigation measures of and alternatives to the concept plan. The site plan approval process for individual site-specific projects proposed pursuant to the concept plan will be initiated following rezoning approval and will be subject to subsequent SEQR reviews.

2. Page 11. A summary of what is proposed in the Town of Brighton. Section 2.2 does not contain a description of what is proposed in terms of the type of residential units, proposed heights, range of building densities and supporting development features. Two loft buildings are shown on the concept plan. Will any retail uses be included in the Brighton portion?

Commenter: Bohner

Response: Refer to the FGEIS Section 2.0 and Figures 1-3.

3. Page 15. What is meant by the "[live] work units"? At first glance, these types of units are not consistent with the RHD-1 zoning district.

Commenter: Boehner

Response: In the revised concept plan, live work units are not included in the Town of Brighton portion of the site

4. The potential variances needed from the Brighton Zoning Board of Appeals are not identified (i.e. use, height, setbacks, etc.).

Commenter: Boehner, Distefano

Response: Refer to FGEIS section 2.0 above. Once the concept plan is adopted by the Town Board and a PRD is established, no variances should be required.

5. Page 106. The portion of the proposed project within the Town of Brighton is inconsistent with the RHD-1 zoning district requirements. Live/work residential units with small offices are not allowed, nor is "retail in the first floor".

Commenter: Boehner

Response: In the revised plan, live/work units are not proposed, nor is retail.

6. Page 114. Even for a DGEIS, the description of the proposed land use in the Brighton portion of the project is too vague. How many residential units are proposed? How tall will they be? Is there a range of maximum lot coverage, minimum setbacks, density and maximum heights that can be presented at this time?

Commenter: Boehner

Response: Refer to section 2.0 above and Figures 1-3.

7. The DGEIS does not explain or describe any impacts on and thus any mitigation for the ongoing operation and security of the Children's Detention Center (CDC) which will most likely remain in operation throughout phases IA, IB and beyond. Has the CDC provided any comments/concerns?

Commenter: Quinn

Response: According to the project sponsor, quarterly meetings with the County are ongoing to discuss the progress of Citygate and outstanding issues, including the CDC. The

County is conducting a feasibility study to determine the best replacement option for the CDC. Special mitigation measures such as public access for employees and visitors, utility service to the CDC and security have been discussed with the County and will be implemented as necessary while the CDC is located at Citygate. For a discussion of the phasing for the revised plan, see section 3.0 above.

8. The Town's Comprehensive Plan calls for an affordable housing component in residential developments. Will that be provided here?

Commenter: Frankel
Response: Yes.

9. Will the residential use include student housing?

Commenter: Frankel
Response: The project sponsor has no plans for a student housing component.

10. In order to build 1100 residential units, how high will the rental units be, especially in the Neighborhood Mixed-Use district located in the City of Rochester? If housing units are limited to 3 stories in the Residential district (Brighton), will the same height restriction apply to the Neighborhood Mixed-Use district?

Commenter: Lindberg
Response: The revised concept plan shows residential units of four floors in the Neighborhood Mixed-use District. In the Canal Front Mixed-Use District no residential housing is planned. (Refer to the Design Guidelines in Appendix C for a description of the type of residential housing in each district and municipality.)

11. How high will the proposed parking structure for 1200 – 1500 cars be?

Commenter: Lindberg
Response: The revised concept plan shows two parking garages in the mixed use area with 300 to 600 cars in each garage. The height of the garage is two (2) floors above grade and the design concept proposes that the garage be hidden by the massing of the surrounding buildings.

12. In the calculations for parking spaces, how many parking spaces are planned for each use? What will the total number of parking spaces be for Citygate?

Commenter: Lindberg/Boehner
Response: Approximately 2,700 parking spaces are proposed in the revised concept plan. A matrix in Figure 3, based on the revised concept plan, better defines the number of parking spots for each use.

13. The proposal should indicate which streets, if any, will be dedicated as public right-of-way and which streets will remain in private ownership. For example, the streets leading to/around the proposed transit facility would likely be public right-of-way.

Commenter: Ientilucci
Response: The revised concept plan and narrative in Section 2 addresses the street network and the circulation for the Transit Center.

14. Recognizing that the proposed transit facility will be subject to a site-specific environmental review at a future date, we would still suggest that more information on the vision for this facility be presented. As discussed above, the operation of the facility will likely determine the street network around it. It also has traffic implications, air quality implications, etc that could impact what uses are proposed around it. In addition, we would like to see the vision explored in somewhat more detail without requiring a specific assessment at this point. How will the facility

employ "green" initiatives? Has the project sponsor explored the option of a green roof? Will an RGRTA bus stop be integrated into the site design? How many parking decks are envisioned?

Commenter: Ientilucci

Response: The revised concept plan (Figure 1) identifies two parking structures. Figure 2 identifies the mass transit loop road and the location of the mass transit satellite facility. The narrative in Section 2 addresses the site design for the transit center component of the parking structures. The revised concept plan shown in Figures 1-3 and the revised design guidelines in Appendix C better depicts and explain the project sponsor's vision.

15. Page 115. The zoning requirements of the requested RHD-1 zoning district have not been addressed. Are there any use variances needed for the Brighton portion of the project?

Commenter: Boehner

Response: See section 2 above.

16. Page 118. There was not a sufficient analysis of the land use and zoning impacts, therefore, it is premature to conclude that no additional mitigation is needed for Land Use Zoning.

Commenter: Boehner

Response: The revised concept plan, the discussion in the FGEIS and the information appended should provide sufficient information on the proposed zoning district and land uses to make a decision on zoning map and text amendments. The information provides clarification on building height, lot coverage, setbacks, density, land use and design requirements.

17. The proposal is not in accord with our Comprehensive Plan recommendation for the area.

Commenter: Frankel/Distefano

Response: With regard to the proposed uses recommended for this site in the Town of Brighton, the proposal is not compatible with the Town Comprehensive Plan. However, the proposed development is in conformance with the Town's Comprehensive Plan with regard to the following:

Housing (Chapter IX)

I. Provide a balance in the type and cost of residential development for Brighton's citizens. Support of affordable housing options in the community is an important element of achieving this goal.
II. Provide a high quality living environment in existing residential neighborhoods and establish new residential developments as high quality neighborhoods.
III. Provide housing options preferred by senior citizens.

Land Use Recommendations

1. Residential use should remain the primary land use.
2. When changes in land use or land use densities are proposed, consider such factors as neighborhood character and identity; compatibility of land uses; impacts on livability; impacts on services and facilities, including schools, to the extent permitted by law; accessibility to transit routes; and impacts on traffic levels on both neighborhood streets and major thoroughfares.

In addition, the residential component is supportive of the overall Concept Plan for Citygate and is critical to the success of this new and exciting project which brings tremendous investment to the area.

18. **Once the hierarchy of streets is defined, then the design guidelines and district regulations should relate to street-types rather than use categories. This would pertain, also, to existing streets such as Westfall Road and E. Henrietta Road. We will work with the project sponsor on this and provide examples of this type of regulatory technique**

Commenter: Ientilucci

Response: The Project sponsor has collaborated with City of Rochester staff to develop a series of Design Standards and Planned Development District Regulations to reflect the use of Type A (primary corridors), Type B (secondary streets), and Type C (perimeter streets) Streets within the proposed Citygate development. The goal is to develop high quality architecture with a network of logical, coherent, streets, sidewalks, and pathways, constructed at a pedestrian scale that allow residents and visitors to easily enter and traverse the site. This network will connect in a logical and meaningful way for pedestrians and vehicles to the existing public rights-of-way on the perimeter of the site from East Henrietta Road, Westfall Road, and the Erie Canal. Streets and other public open spaces, such as squares and parks, will function as outdoor rooms and contribute to the creation of a unique sense of place. (See Appendix C and D).

19. **What impact will Citygate have on vacancy rates at adjacent rental properties? (e.g. Rochester Highlands). No one benefits from renovating one derelict site (the Iola Campus) only to create another underutilized site across the street**

Commenter: Lindberg

Response: Based on the results of the market study conducted for the Citygate site (Appendix Q of the DGEIS), the current real estate market is not meeting the needs of young, affluent professionals, empty-nesters, and other high-end, urban-style home buyers and renters This includes adjacent properties such as the Rochester Highlands. As such, it is unlikely that development of the Citygate site will significantly impact the vacancy rates of adjacent rental properties.

20. **When and where possible, historic buildings should be re-used, this area has some strong architecture that could enhance the project and landscape. Look at what Al Sigal did with the Wolk campus.**

Commenter: Hogan

Response: As noted in the DGEIS, the project sponsor is committed to maintaining the Power Plant building and its tall smokestack, designed by Sigmund Firestone, and is in discussions with the owner to purchase the building. Both features are important architectural components of the proposed Citygate development. It is the intent of the project sponsor to remove the remainder of the existing buildings and replace them with an attractive mixed-use development using high-end materials to achieve their vision. The quality of the replacement development must be such that it is a worthy trade for the loss of the existing buildings. The existing historic buildings will be fully photodocumented with a narrative report that will be submitted to the Rochester Public Library. In addition, on-site interpretation is proposed as mitigation and the reuse and replication of architectural elements of the existing buildings.

Also, see the response to comment 24.

22. **I did take several pictures of the buildings on site and the one that concerns us is Building 5. Most of this structure appears sound. It is unique in appearance and**

seems could be incorporated into a "Market Place" setting similar to Village Gate or Station 55 at the Public Market.

Commenter: Hurley

Response: The revised concept plan is focused on creating a more traditional style neighborhood development with a walkable network of streets. According to the project sponsor, the existing building 5 configuration, site location and associated topography of this campus do not allow for its successful integration into the proposed development.

In terms of architectural integrity, the project sponsor's architectural assessment found that the architectural components of the structure are in an advanced state of disrepair. Complete window and exterior door replacement is needed and, from what could be discerned of the roof condition, complete replacement of roofing membranes will probably be necessary.

Additionally, the results of the project sponsor's forensic building science and microbiological investigation found approximately 90,880 square feet of mold on interior surfaces and noted that there will be additional growth concealed within the interior wall cavities and ceiling/floor assemblies (these areas were not investigated due to their inaccessibility). According to the NYC Department of Health and the Occupational Safety and Health Administration (OSHA), this level of growth would be classified as "extensive contamination" (i.e., exceeding 100 square feet). In terms of airborne concentrations, Building 5 was found to have approximately 37,145 spores per cubic meter, which is approximately 167 times the airborne concentration of a sample taken outside the building.

Finally, the lead-based paint inspection indicated that several areas within this structure were found to contain lead-based paint.

Thus, based on the cumulative results of these assessments and their implications, the project sponsor asserts that rehabilitating Building 5 for inclusion in the Citygate development is not feasible.

23. **The existing historic buildings on the site should be retained and reused to promote the historic character of the site. If the buildings cannot be retained, then their unique stone, brick and architectural details should be reclaimed and reuse.**

Commenter: Watson

Response: As noted in the DGEIS, one possible measure to mitigate the loss of the Iola Campus buildings includes the use of architectural design elements recalling the original Iola structures in the Citygate buildings. These elements could include physical artifacts salvaged from the historic buildings, as well as design features recalling the architectural styles or the spatial characteristics of the Iola buildings. More specifically, the following elements could be incorporated into the Citygate design:

- Cast stone trim elements from Buildings 1, 5, and 7 could be incorporated into Citygate buildings or site features.

- Use of yellow brick to match the Power Plant/Building 10 color as a key trim element on the Citygate structures or pavements.

- Use of Craftsman style elements from the original pavilion buildings such as large windows facing south (this is also plus from a Green Building perspective), simplified half-

tudoring at the exterior, and gable roofs with wide overhangs. These elements could be incorporated into some of the residential buildings toward the southeast portion of the site.

The Design Guidelines in Appendix C further describes the architectural character, design features, material and colors and key building elements for each district.

24. **The preservation of the existing perimeter buildings (1, 7, and 10) offers enough public benefit that we would like to see this alternative pursued further. Are the financial losses significant when analyzed in the context of the larger site development? The rehabilitation of each building, if analyzed as a separate project, will show a net loss. However, as a component of a larger development project, that loss is less significant. Secondly, the cost assessment associated with the scenario for rehabilitation includes lead and asbestos abatement which would have to be done even if the buildings were demolished.**

Commenter: Ientilucci

Response: The following response was supplied by the project sponsor: To determine the feasibility of rehabilitating the vacant structures located on the former Iola Campus for potential inclusion in the Citygate development, in 2007 the Project sponsor commissioned a structural conditions assessment, a forensic building science and microbiological investigation, a lead-based paint inspection, and an architectural assessment of these buildings.

Based on the results of the structural assessment, which was scored on a scale of 1 to 5, buildings 1, 7, and 10 received the following scores:

- Building 1 – 4.5
- Building 7 – 3.0
- Building 10 – 3.0

In terms of architectural integrity, the architectural assessment reported the following for buildings 1, 7, and 10:

Building 1 – In general the condition of the building could be classified as good and could be reoccupied with minimal repairs and replacements. The report also indicated, however, that corridor walls may be load bearing, and, if so, interior changes from double loaded corridor arrangement would not be practical. Additionally, the original interior doors do not provide required minimum clear opening width for accessibility. In terms of potential uses, the depth of spaces on either side of the corridor are not well suited for today's typical office configurations, the overall configuration of the building (i.e., overall depth, depth-to-length ratio, multiple levels, relationship to parking areas, etc.) is not well suited for retail use, and the double-loaded corridor configuration is not well suited for residential functions.

Building 7 – The architectural components of this building are in various states of disrepair. The exterior components are in fair to poor condition, while the interior components are in a severe state of disrepair. On the exterior, several areas of the brick veneer need replacement or restoration. Some exterior components appear to be rapidly deteriorating and partially detached from the structure. On the interior, there is very little to salvage of architectural components. In terms of potential uses, a limitation of depth of spaces on either side of corridor reduces functionality for any proposed use.

Building 10 – The architectural components of this building are in a state of disrepair. The exterior of the structure is salvageable. The interior components are not salvageable.

Additionally, the original interior doors do not provide required minimum clear opening width for accessibility. In terms of potential reuse, the corridors and office walls are believed to be load bearing, thus limiting reconfiguration.

Additionally, the results of the forensic building science and microbiological investigation found approximately 680 square feet of mold on interior surfaces in building 1, 10,600 square feet of mold on interior surfaces in building 7, and 420 square feet of mold on interior surfaces in building 10 (note that there will be additional growth concealed within the interior wall cavities and ceiling/floor assemblies). According to the NYC Department of Health and the Occupational Safety and Health Administration (OSHA), this level of growth would be classified as "extensive contamination" (i.e., exceeding 100 square feet).

In terms of airborne concentrations, building 1 was found to have approximately 3,099 spores per cubic meter (14 times the airborne concentration of a sample taken outside the building), building 7 was found to have approximately 14,610 spores per cubic meter (66 times the airborne concentration of a sample taken outside the building), and building 10 was found to have approximately 722 spores per cubic meter (3 times the airborne concentration of a sample taken outside the building). Given the cost of remediation and that there is no standard way to assure potential future occupants that these problems no longer present a health risk, the project sponsor cannot accept the liability of mold contamination during post-renovation occupancy.

Finally, the lead-based paint inspection indicated that several areas within buildings 7 and 10 were found to contain lead-based paint. Based on the results of this inspection, no lead-based paint was identified in building 1.

As noted in the DGEIS, while some of the impacts and costs associated with retaining the historic resources could be absorbed without becoming a major threat to the viability of the overall project, buildings 2, 4, 5, 7 and 9 are all positioned in such a way that their retention is incompatible with the overall project concept and design. Additionally, although rehabilitating buildings 1 and 10 is not completely infeasible, a requirement to retain both would impose high opportunity costs resulting from the inability to make major interior modifications and as their sites are particularly attractive for new construction given their street frontage. Additionally, in terms of their impact within the context of the larger site development, the adaptive reuse scenarios for the perimeter buildings would cost the project a significant amount of money in lost land sale revenue as these sites are valued as high as $1 million per acre.

25. **Continued coordination with the NYS Office of Parks, Recreation, and Historic Preservation is recommended until a determination regarding impacts of this proposed project on historic structures and archeological resources is made.**

Commenter: Porter

Response: As noted in the DGEIS, the New York State Office of Parks, Recreation and Historic Preservation (i.e., SHPO) is identified as an Interested Agency for this project. In February 2008, the project sponsor met with this agency to discuss the current plans for the proposed Citygate development. During this meeting the it was indicated that a majority of the buildings associated with the former Iola Campus were slated for demolition and discussed potential mitigation with SHPO. No action was required by SHPO at that time; additionally, no comments from SHPO have been received since that time. The Lead Agency contacted SHPO through e-mail and by telephone to discuss Citygate. No verbal or written comments have been received.

26. Do the City of Rochester and Town of Brighton value their historic resources more than the desire to assist a developer who wishes to achieve a maximum profit? We believe the City should continue to seek a solution that can achieve the goal of a reasonable profit for the developer while ensuring the adaptive reuse of portions of the historic campus. We believe there are alternatives that are not explored in the DGEIS that could make a reuse of some of the existing buildings and landscape features viable.

Commenter: Arany/Olinger

Response: Please see the project sponsor's responses to comments 23, 24, 25, 28, and 29.

27. Another broad concern is the fact that the buildings have been deteriorating during the five years of developer ownership. While this situation may have begun while the site was vacant under County ownership, it has continued and amplified since the developers purchased this property. In February 2007, we met with the developers and expressed our concern that the buildings' conditions were worsening and must be rectified, yet we have seen no progress toward stabilizing the buildings. The developers were aware of the complex's historic status when they purchased the buildings and we believe that to permit their wholesale demolition without serious, meaningful mitigation would set a terrible precedent. Any intent on the part of the developer to allow for a demolition-by-neglect should be thwarted by City administrators.

Commenter: Arany/Olinger

Response: According to the project sponsor, the buildings have deteriorated over a period of 50 years and many of the buildings were not maintained even during times where they were occupied between 1980 and 2004. The project sponsor has removed keystones and fixtures to protect them from vandals (documented by police reports). Appendix J of the DGEIS illustrates the failing structural condition of the buildings for decades. The project sponsor does not have approvals for necessary capital and financing to stabilize the buildings nor is willing to assume the liability of workers entering the buildings based on the Forensic Report in Appendix M of the DGEIS. See responses to 22 and 24 above.

28. In order for the developers to qualify for a Nationwide Wetland Permit from the U.S. Army Corps of Engineers, they must comply with a number of conditions, including compliance with the Section 106 consultation process. The applicant should immediately commence discussions with SHPO and with the U.S. Army Corps of Engineers to get this process started, if it is not already underway.

Commenters: Arany/Olinger

Response: Both the New York State Office of Parks, Recreation and Historic Preservation (i.e., SHPO) and the U.S. Army Corps of Engineers are listed as Interested Agencies for this project. As such, both agencies have been contacted. To begin the Nationwide Permitting process, the U.S. Army Corps of Engineers must first provide a jurisdictional determination indicating that the wetlands in question are indeed "waters of the U.S." and thus under the jurisdiction of the U.S. Army Corps of Engineers. On September 22, 2008 the Project sponsor received said determination indicating that Wetlands A (0.17 acre) and B (0.07 acre) are jurisdictional waters of the U.S.

29. A list of potential actions to mitigate the demolition of the historic buildings is provided throughout the document. The list does not indicate credible or serious efforts to mitigate negative impacts. A published book or "on-site interpretation program" is not a true mitigation for an impact of this magnitude. The list includes "retention of historic site features where possible," but yet we note that the

document contradicts this mitigation option by indicating the belief that none of the buildings, landscape design, vehicular/pedestrian pathways, or significant trees is worthy of saving. We also wonder what "alternative site planning" might mean in the context of a project proposing to clear the site of all historic features

Commenters: Arany/Olinger

Response: The publishing of a book or an on-site interpretation program is proposed to ensure that the recollection of this historic resource is not lost. Also, the measures are proposed in the DGEIS to mitigate the negative impacts associated with the removal of the historic buildings. In response to comments received through the DGEIS process regarding saving the Sycamore trees located at the northwest corner of the site, the Project sponsor has agreed to preserve those trees.

30. The project is repeatedly referred to as the "redevelopment" of an existing site, with the implication that it constitutes an adaptive reuse that retains key features. With the possible exception of some limited amounts of infrastructure, this project does not appear to reuse any existing features and therefore should not be called a redevelopment of an existing facility, but rather the redevelopment of a site that is to be completely cleared.

Commenters: Arany/Olinger

Response: The project is characterized as a redevelopment of an existing site, which has, in recent times, housed facilities including a Children's Detention Center, Recycling Center, Monroe County Pure Waters, Monroe Newpower Corporation and Siemens Building Technologies, Inc. It is noted throughout the DGEIS that this project seeks to reuse an existing site, as it is not a new development of a greenfield site.

31. Any trustworthy calculation of the environmental impact of this project must take into account the amount of energy that would be expended in the demolition and construction processes, and would quantify the embodied energy associated with the existing buildings, which would be wasted through such demolition. Only then can we get a true and accurate understanding of the energy impact of this project. While it may be true that the *operating* energy of the new buildings will be less on a per-square-foot basis than the existing buildings, on average, it takes approximately 65 years for a new, energy-efficient building to overcome the wasted embodied energy and the energy expended in demolition of an existing building even if 40% of the demolished building's materials are recycled. (Data courtesy of the National Trust for Historic Preservation.)

Commenters: Arany/Olinger

Response: The following response is submitted by the project sponsor: With respect to buildings, embodied energy involves assessing the *total* energy used from extracting all of the raw materials from nature, manufacturing and processing of each raw material to a final product, transportation, actual construction of a building and installation of each item, as well as removal of the building at the end of its useful life. The quantification of this is an inexact science with too many potential variables. However, generally speaking it is accepted that the construction of new buildings have a lower amount/cost of embodied energy due to advances in technology, efficiency and especially when recycled materials will be used since it would take less energy to recycle material than extracting them from natural resources. Thus in terms of redevelopment of the site, there will be less embodied energy in constructing new buildings in addition to the savings in long-term energy use due to energy efficiency measures and improved building techniques.

32. On page 110 in the description of community character, the sentence that begins, "There is no definable community character..." is inaccurate. It is the Iola complex itself, and the hospital across the street, that define the community character. This

section should be rewritten to properly define the community character, recognizing in particular the character of the Iola site and the drama of the Monroe Community Hospital, a major visual asset in the immediate vicinity. Rather than consistently downplaying the existing assets, the DGEIS should recognize the positive elements, including the uniqueness of the historic buildings, the remnants of the designed historic landscape, and the high design quality of the hospital, and should take into account the potential to build on the unique character of the campus. In tandem with the hospital, there is the possibility of creating a distinctive site that would draw on a population of students and young professionals who want distinctive, not homogenous, experiences.

Commenters: Arany/Olinger

Response: Monroe Community Hospital and the Iola Campus, together, constitute the historic and institutional character of that area of the neighborhood. This area also includes the six buildings developed after 1970 and are\were used for vehicle maintenance/repair operations, workshops, and warehousing by Monroe County or other municipal agencies. A dense, urban, single-family neighborhood lies immediately northwest of the site. A more suburban-style multi-family housing complex with office complexes lies immediately north and east of the site.

33. On the top of page 65, why start with the assumption that the buildings would be reused only independently from Citygate and not in conjunction with a redevelopment proposal? This assumption creates a situation where the buildings must stand alone as independent rehabilitation projects, rather than work alongside a broader redevelopment of other portions of the site.

Commenters: Arany/Olinger

Response: See answer to comment 24

34. Why assume that the existing footprints of the buildings must not be altered, that fencing would not be permitted, or that the buildings can only be used for similar functions, all of which conditions are laid out on pages 64-66? It is surely possible to construct additions, rework the floor plans, modify the surrounding landscapes, change the buildings' uses, and make other modifications in order to enhance the viability of the buildings and make them work as part of a redevelopment of the site.

Commenters: Arany/Olinger

Response: See answer to comment 24

35. We question the assumption that the historic rehabilitation tax credit is unworkable and in particular would seek the source of the assertion, on page 69, that the use of the credits makes the project "much more expensive," outweighing the value of the credit, as well as the statistic, on page 70, that rehabilitation would be 20 to 50 percent more expensive than new construction. What are these assertions based on, and do these figures factor in demolition costs that would not be expended?

Commenters: Arany/Olinger

Response: See answer to comment 24

36. The developer discusses, and discards, the possibility of using the Low Income Housing Tax Credit. We would like to know whether there was any consideration of combining the LIHTC with the historic rehabilitation tax credit, an approach that has been quite successful elsewhere and has made a number of difficult rehabilitation projects financially viable. It is unclear why the developer asserts that there would be a "devastating" impact on the project if a building were reused for affordable housing; this term seems quite loaded and difficult to reconcile with

the statement later in the same paragraph that affordable housing is part of the Citygate proposal.

Commenters: Arany/Olinger

Response: Affordable housing will be a component of the development of Citygate. References are made to the 2000 Comprehensive Plan for the Town of Brighton and the goals of achieving affordable housing is one of the results proposed as part of the development of housing in the Town. The location of existing buildings on the site are in areas proposed for the highest density of commercial new construction. The Sponsor revised the concept plan to achieve an exciting new ,urban live work community. The proposed new buildings relate to the streets and each other rather then appearing to be several operationally independent and self-contained building sites. According to the Sponsor it will be difficult to achieve the objectives of the revised concept plan and maintain the location of the existing buildings.

37. Page 68 makes reference to the "extraordinary" costs of asbestos, lead paint, and mold removal, and removal of the tunnel. The asbestos and lead must be abated whether the buildings are demolished or retained; the tunnel would be removed regardless of what is done to the site. Therefore, these are not costs that are associated only with reuse of the building, but would be incurred regardless of what is done with the site.

Commenters: Arany/Olinger

Response: See answer to comment 24

38. Page 70 makes conflicting claims regarding the potential marketability of office space in new and/or rehabilitated buildings. In one place, the DGEIS notes that "The area around Citygate has a lot of Class B commercial space for rent at very competitive rental rates," which seems to undercut the need for yet more office space at the Iola site. Similarly, also on page 70 is the claim that if the existing buildings were to be rehabilitated, the resulting space could not compete against new spaces to be provided at Citygate. This seems to be quite a circular argument.

Commenters: Arany/Olinger

Response: According to the Sponsor the new office space proposed for Citygate will be Class A office space with modern amenities. The existing buildings if renovated would be Class B space.

39. The design will have a significant impact on the Erie Canal, which is also a National Register-eligible resource. Enhanced canal-focused amenities could be an asset to the canal, but more information would be needed regarding the orientation, appearance, and function of the buildings in order to make that determination.

Commenters: Arany/Olinger

Response: The revised site master plan creates a mixed-use development and provides enhanced canal-focused amenities that will promote use and appreciation of the historic resource. The main mixed-use street and public open space lead directly to canal front retail and the Erie Canal.

40. It is notable that the Western Erie Canal Heritage Corridor management plan envisions reuse of buildings adjacent to the canal and yet, this proposal would demolish all such buildings on the Iola campus.

Commenters: Arany/Olinger

Response: While the *Western Erie Canal Heritage Corridor Management Plan* does consider the reuse of buildings adjacent to the canal, it also states that "there is a need to attract and integrate high quality new development to enhance existing historic structures, to replace incompatible and abandoned site uses, and to stimulate local appreciation of

the canal as an important community feature" and that "attracting entrepreneurs and their retail and service operations are necessary to prepare the region for a significant increase in visitors and to better meet the needs of the local consumer". The Management Plan also states that "it will take more than museums, historic sites, and visitor centers to draw visitors to the corridor; it will require that canal communities be great places to live, work and play". Based on this information, the proposed Citygate project does meet many of the goals identified in the Western Erie Canal Heritage Corridor Management Plan.

41. **Page 24. How much new impervious surface will be added to the site? What is the potential increase in the volume of storm water generated compared to that generated today?**

Commenter: Boehner

Response: The Citygate site currently has approximately 29 acres (45% of the site) of impervious surface (buildings, paved parking areas, roadways, and sidewalks). Once fully constructed, there will be an additional 8 acres of impervious area, for a total of approximately 37 acres (57% of the site).

Currently the site consists of four drainage areas which ultimately drain to two separate locations. The largest area is located on the west side of the site and is assumed to drain to three storm sewer networks, which discharge to a swale located at the southwest corner of the site. This swale is then piped under the canalway trail and into the canal. The remaining three drainage areas drain towards the east property line. All three areas ultimately drain to the NYSDOT pond located at the I-390 Interchange.

The overall drainage area for proposed conditions will drain to two separate stormwater management facilities (SWMF's). Pond 1, located in the City of Rochester, will provide stormwater management for the western portion of the project and will be constructed during Phase 1. Pond 2, located in the Town of Brighton, will provide stormwater management for the eastern portion of the project and will be constructed during Phase 3.

The table below summarizes the current and proposed runoff conditions as well as the proposed outflow (proposed is after full construction). Note that the proposed outflow is less than current conditions for each recurrence interval as the runoff is detained and the release rate is constrained. In other words, the SWMF's have been designed so that the post-development rate of run-off is equal to or less than the pre-development rate.

Existing and Proposed Peak Discharges for Total Citygate Site

Recurrence Interval	Existing Runoff DA-1 + DA-2 + DA-3 + DA-4 (cfs)	Proposed Runoff DB-1 + DB-2 (cfs)	Proposed Outflow Pond 1 + Pond 2 (cfs)
1 yr	67.14	104.19	33.31
2 yrs	96.56	144.58	51.69
5 yrs	133.11	193.82	75.62
10 yrs	164.1	235.07	96.03
25 yrs	195.31	276.33	117.11
100 yrs	251.69	350.4	155.7

The two SWMF's have been designed with 4.46 Ac-Ft of water quality volume (WQv) where 3.03 Ac-Ft are required. The majority of the available WQv within the ponds are located in Pond 1; however, low flow orifices, pond re-routing, bio-swales, available infiltration etc. will be incorporated within specific site plans to ensure that all requirements are complied with. It should also be noted that the current stormwater management approach has been designed to maintain existing trees in the southeast corner of the development

42. **Page 24. Will the proposed storm water management system be constructed in sequence with the construction phasing or will any portions need to be constructed at the outset?**

Commenter: Boehner

Response: Pond 1, located in the City of Rochester, will provide stormwater management for the western portion of the project and will be constructed during Phase 1. Pond 2, located in the Town of Brighton, will provide stormwater management for the eastern portion of the project and will be constructed during Phase 3.

43. **Pages 24 and 25. Please elaborate on the contents and objectives of the SWPPP. What is the anticipated volume and quality of runoff leaving the site?**

Commenter: Boehner

Response: The designs for the stormwater ponds that are proposed for the Citygate site are listed in the New York State Stormwater Management Design Manual as an acceptable practice for water quality treatment. By meeting the design criteria in that manual, the quality of water leaving the site will meet the NYSDEC permit GP-0-10-001 requirements.

The permit requires construction sites disturbing one or more acres to have a storm water pollution prevention plan (SWPPP). The SWPPP must address erosion and sediment control and storm water management during and after construction. The purpose of the SWPPP is to protect water quality due to construction activity and reduce sediment damage and associated maintenance costs of road ditches, storm sewers, streams, lakes, and flood control structures. As the project nears construction, the Citygate SWPPP would be designed and constructed to minimize erosion and sediment problems associated with soil disturbance. The SWPPP must comply with The New York State Standards and Specifications for Erosion and Sediment Control, which have been developed over time to reduce the impact of soil loss from construction sites to receiving water bodies and adjacent properties and provide designers with details on how to select, size, and design specific practices to meet these resource protection objectives.

The table in the response to item 41 provides the anticipated volume of runoff for the site. The limitations of the site constrain the design options for water quality. Storm water quality volume requirements will be addressed both in the ponds and through bio-swales, rain gardens, and other "green" design features which will be incorporated into subsequent site-specific site plans.

The two stormwater ponds have been designed with 4.46 Ac-Ft of water quality volume where 3.03 Ac-Ft are required.

44. **Page 25. Identify and discuss the storm water conveyance pathway from the proposed storm water pond to the NYSDOT pond. Will the storm water be piped or**

be conveyed via an open channel? Will an easement be needed? Who will be responsible for the maintenance of this conveyance system?

Commenter: Boehner

Response: Pond 2 will drain via an outlet control structure, through an underground pipe discharging into an existing wetland area, and ultimately into the NYSDOT pond located at the I-390 Interchange. The outlet control structure and the conveyance pipe are part of the Stormwater Management Facility and will be maintained along with the other components of the facility – no special arrangements or additional easements are contemplated at this time. The outlet control structure constrains the velocity of the water leaving the pond, ensuring the discharge flows into the wetland area in a non-erosive fashion.

45. Does the construction of Phase 1A trigger the need to construct any portion of the proposed storm water pond within the Town of Brighton?

Commenter: Boehner

Response: No. The revised design has two detention ponds. Pond 1, located in the City of Rochester, will provide stormwater management for the western portion of the project and will be constructed during Phase 1. Pond 2, located in the Town of Brighton, will provide stormwater management for the eastern portion of the project and will be constructed during Phase 3.

46. Currently, 45% of the runoff of ground surface water enters the New York State Canal. When the project is complete, 50% of runoff will empty into the Canal. What body of water does the Canal drain into? Is there a way to decrease the runoff into the Canal? As development reduces the amount of open land to absorb rainwater, the amount of runoff will increase. Added to that increased runoff comes pollutants from a very large number of vehicles using the site. What can be done to address the increased runoff / pollution problem emptying into the Canal?

Commenter: Lindberg

Response:The canal can discharge into the Irondequoit Creek Watershed at the following points, Allen Creek, East Branch Allen Creek, Cartersville, and Fairport. Water is siphoned from the canal where it crosses Allen Creek and East Branch Allen Creek for low-flow augmentation and golf-course water demands. Water also leaks around flood-control waste gates at Cartersville (east of Pittsford) and Fairport and contributes to flows in Irondequoit and Thomas Creeks, respectively.

The proposed stormwater ponds have been designed to comply with the requirements of the Irondequoit Creek Water shed. This ensures that the environmental objectives of the Irondequoit Creek Watershed Collaborative are accomplished so that Irondequoit Creek and its tributaries can continue to positively contribute to the character and quality of life in each community. In addition, the stormwater ponds that are proposed for the Citygate site will meet the New York State Stormwater Management Requirements.

All development increases the amount of stormwater runoff. The only way to reduce the volume flowing downstream is through infiltration. For this site, infiltration is not a viable option as the soil types are not conducive to infiltration.

The limitations of the site constrain the design options. Storm water quality (WQv) requirements will be addressed both in the ponds and through Bio-swales, rain gardens, and other "green" design features which will be incorporated into the final

design of this area. Correspondingly, the final site design for the Drainage Basin 2 area will have to incorporate additional measures for stormwater quality, specifically low-flow conditions. These may include piping to divert low flow volumes to Pond 1, which was designed with additional capacity for this purpose.

47. Appendix D, Stormwater Management Report – Currently the site drains in two different directions. Approximately 46% to the Canal and 54% to the east and the Town of Brighton. It is proposed for all of the drainage to be collected on site and discharged to the east and into the Town. This represents a significant reappointment of runoff volume that currently does not impact the Town. All Town Code, IWC and NYSDEC requirements will have to be adhered to. Furthermore, the DPW will require the applicant's engineer to provide an enhanced report to detail the effects of additional runoff being directed to the Town and the impacts upon the downstream receiving system.

Commenter: Keef

Response: Both the original and currently proposed designs split the outflows in a manner approximating the current percentage of volume splits between the two ultimate drainage destinations (the canal and the NYSDOT pond). The volume discharged to each destination increases; however, the stormwater management facilities decrease the outflow rates below the existing outflow rates. The stormwater management facilities for this project will be designed in accordance with applicable NYSDEC stormwater requirements. These facilities will utilize an Extended Detention Shallow Wetland design (W-2) meeting the applicable standards of the New York State Stormwater Management Design Manual.

The proposed design for Pond 2 located on the eastern portion of the site reflects a deliberate effort to preserve as many trees as possible and be sufficiently sized to meet all Town of Brighton quantity control requirements, which are beyond the NYSDEC requirements (e.g. the post 100-year rates must be below the pre 25-year rates and the post 25-year rates must be below the pre 10-year rates).

The Stormwater Report submitted with the FGEIS provides adequate preliminary detail demonstrating that the ponds and pertinent storm water mitigation measures meet water quality requirements. During the site plan review process, additional details will be required.

50. Page 27. How many Sycamore trees are within the Town of Brighton? How many will be lost due to the proposed development?

Commenter: Boehner

Response: A tree inventory was conducted for the Town of Brighton portion of the site. There were no sycamore trees located in this area. Moreover, the Project sponsor has agreed to preserve the Sycamore trees that exist on the City of Rochester portion of the site. See Appendix L for the tree inventory.

51. Page 32. Please expand on the discussion of mitigation for the loss of trees. How many trees will be lost? How many will be replaced?

Commenter: Boehner

Response: It is anticipated that approximately 266 box elders and cottonwood trees will be removed. Note that the average diameter at breast height (DBH) indicates the trees are relatively young trees. Trees and other vegetation will be incorporated into the overall site design including areas such as the pocket parks, streetscapes and open space areas.

52. Page 30. Were there any attempts to avoid the 0.33 acres of wetland or an attempt to incorporate them into the conceptual design as part of the green initiatives?

Commenter: Boehner

Response: Based on the jurisdictional determination by the U.S. Army Corps of Engineers (dated September 22, 2008), 0.24 acres of jurisdictional wetlands are located within the Citygate project site. Given the location and quality of these wetlands it is unlikely that they will be incorporated into the project design. According to the *Wetland Delineation Report* [Appendix E in the DGEIS], "the functions and benefits provided by this property's wetlands are limited based on their isolated landscape position and colonization by low value vegetation". As is provided under the Nationwide Permit program, the Project sponsor will work with the U.S. Army Corps of Engineers to ensure that the most appropriate mitigation is in place during the site-specific reviews for future development proposals that impact the wetland.

53. Page 30. While a grading plan has yet to be prepared, is it possible to determine whether or not topsoil will need to be either imported or exported from the site? What are the potential mitigation measures? Is there any way to skim off and store for reuse the rich topsoil on the site?

Commenters: Boehner / Lindberg

Response: As noted on page 30 of the DGEIS, a detailed grading plan will be prepared as part of the development process. With the exception of the existing steep slopes, it is expected that changes to the existing topographic character will be limited. Where topsoil is removed, the Project sponsor plans to retain said topsoil for use on site.

54. There was only mention of Box Elder and Poplar trees, where there are also several pine and mature Elm towards the NW corner of the property. Most of the tree mapping seems targeted along both South and East borders (canal and Brighton). Why is this?

Commenter: Hurley

Response: The tree survey was conducted only on the Town of Brighton portion of the project site per requirements of the Town Code (§ 203-125).

55. It was surprising to read that the sycamore trees, planted around 1911, "are nearing the end of their expected life." (p. 46). The stately sycamore trees on the Wolk Campus of Al Sigl Center (Elmwood and South) are still thriving, despite recent construction projects at that site. The sycamore trees planted over a hundred years ago around the Highland Park Reservoir are alive and well. Sycamores typically have a lifespan of several hundred years, so they are not nearing the end of their expected life as the report states. Every effort should be made to preserve and protect the mature sycamores at Citygate.

Commenter: Lindberg, Hogan, Arany /Olinger

Response: In response to the comments regarding the Sycamore trees located at the northwest area of the site, the Project sponsor intends to preserve them.

56. A portion of the project area is located within a Critical Environmental Area. The CEA was not mentioned in the DGEIS and the document should take into consideration whether the project will cause an impairment of the environmental characteristics that caused the establishment of the CEA.

Commenter: Porter

Response: On February 20, 1996, Chapter 48 (Environmental Review) of the Charter and Code of the City of Rochester was amended in its entirety. Based on this amendment, Critical Environmental Areas now include the following:

- Land within 100 feet of the wall, bank or gorge of the Genesee River or of the high-water mark of Lake Ontario.
- Slopes and crests of the following glacial formations:
  - Cobbs Hill
  - Pinnacle Hill
  - The lesser hills, comprised of kames, kettles and eskers, generally located between the Conrail Railroad right-of-way on the west and Interstate Route 590 on the east, and generally situated north of Highland Avenue, encompassing Mount Hope Cemetery and Highland Park.
- Areas zoned as Open Space District.
- Any project area which is at least 50% covered by steep slopes of 15% or greater.
- Heavily wooded land, which shall be defined as an area of at least two acres with at least 50% of its area covered by a canopy of mature trees.

Based on these parameters, the proposed Citygate site is not located within a Critical Environmental Area.

57. **Page 90. It is stated that the City of Rochester and the MCWA are evaluating whether the City Water Bureau can provide water for the entire development. The FGEIS should identify whether or not the City can provide water for the entire development. If they can't, an alternative solution needs to be presented.**

Commenter: Boehner

Response: The MCWA has stated that it may not be necessary for the City Water Bureau to provide water service for the Brighton portion of the site. The Brighton portion of the site in the revised site plan now is proposed as low density homeownership housing from 700 units of housing (CP27) to the revised plan of 111 units or less. It is not anticipated that it will be necessary for the City Water Bureau to provide service across municipal boundaries.

58. **Page 91. Who will be responsible for maintaining the 8" sanitary sewer? Will there be adequate water pressure for the fire hydrants?**

Commenter: Boehner

Response: The revised site plan proposes a network of primary (A streets) and secondary (B streets) throughout the development. All streets are assumed to be public and dedicated to the municipality. Public infrastructure historically dedicated to the municipality will be the same for Citygate. The sponsor is not proposing private ownership of utilities. Page 90 of the DGEIS indicates that 650 gpm is the peak flow rate for water service. The analysis in Appendix D of the DGEIS represents that sufficient water supply is available to the development at sufficient pressures. The water calculations computed available fire flows of 600 gpm, which is sufficient without the need for system improvements. The actual fire protection flow demands will be determined with the fire suppression system designs of each building. The water system calculations are included in the FGEIS in Appendix J.

59. **Section 6 of the DGEIS which focused on the water and sewer components of the project did not provide adequate references or calculations for the "proposed wastewater generation numbers" for Citygate nor did it accurately discuss the impact or the "potential impacts on the existing...sewer system in the area".**

Commenter: Quinn

Response: The sponsor, based on a generic concept plan, determined that the existing sewer system on site and in the area can handle a proposed discharge of 235,000 gallons of wastewater per day. It is estimated, based on estimated domestic water use, that the wastewater discharge will not exceed this amount. The Sponsor held a meeting with

Monroe County Department of Environmental Services staff and received supplemental data (Appendix H) verifying that the Iola Trunk Sewer and the Elmwood Pump station can handle the proposed additional flow from the Citygate development.

60. The "Citygate Water Demands" table in Appendix D provides an estimated average demand of 235,000 gallons per day (gpd) from Citygate which in turn is used as the wastewater generation number for the project. The DGEIS must expand on the wastewater generation numbers. Provide references and calculations to determine water demand for categories ("M Buildings", "Apartments", etc.) in Appendix D. Were the apartments, town homes, etc. based on gpd/apartment or gpd/capita? Were the M Buildings, Commercial, etc. based on gpd/ft^2? Was the proposed Hilton Garden Inn included in the demand gpd under the Hotel category? Again, elaborate on the references and calculations to derive the "Demand GPD" per category. The DGEIS must also provide a peak daily and peak hourly flow for the full build-out. In addition, provide a net wastewater discharge for the Citygate development. What is the estimated average and peak sanitary flow rates from Citygate on top of the wastewater generation for the Iola Complex property?

Commenter: Quinn

Response: A detailed analysis of wastewater generation numbers will be provided to Monroe County Pure Waters when a detailed development package is submitted to the municipality for site plan approval. The sponsor proposes that an "average" discharge of 235,000 gpd of wastewater can be received by the existing sanitary system serving the site at the time (July 2008) the study was conducted. This has been confirmed by Monroe County staff (see Comment #59). Refer to Appendix K.

61. As we currently understand the project, the Citygate property will, with exception to currently proposed Hilton Garden Inn lot, "be managed by a development company that will budget for, and maintain, all internal streets, landscaping, and street lighting as well as coordinate utility repair, maintenance, and improvements." The existing 16" and 20" diameter sanitary sewers on the property are public sewers which will require easements to the Rochester Pure Waters District. The smaller 6" and 8" diameter sewers on-site may be utilized by future buildings. However, since these sewers are "old and may experience infiltration and inflow (I&I) problems", these old pipes will need to be investigated for condition and I&I to determine if they need repair and/or rehabilitation prior to use for Citygate buildings. Judging by the proposed concept plan in the DGEIS, most of the existing smaller sanitary sewers will need to be replaced and relocated to accommodate the proposed layout of the buildings. These smaller sewers servicing solely Citygate will be the responsibility of the development company to operate and maintain.

Commenter: Quinn

Response: The project sponsor has noted these comments.

62. The DGEIS states that the Iola Trunk Sewer has a capacity of 6.5 million gallons per day (MGD). The full-pipe capacity of Iola Trunk Sewer sections range from 2.35MGD to 4.00MGD. We calculated using "manning's equation" with an inside diameter of 18.5" for the 20"PVC pipe and "n" coefficient of 0.011. The 6.5 MGD capacity used in the DGEIS is over estimated. The current estimated average wastewater generation of 235,000 gallons per day, or 0.235 MGD (=9,800 gal/hr =163 gpm), consumes up to 10% of the full-pipe capacity of the Iola Trunk Sewer. Using a peaking factor of 4, the estimated peak hourly flow is 39,200 gal/hr (650gpm) which consumes up to 40% of the full-pipe capacity of the Iola Trunk Sewer. The Elmwood Avenue Pump Station has an average daily flow rate of approximately 0.7 MGD. The estimated average wastewater generation from Citygate represents an

increase flow into the pump station of 34%. Of course, the Citygate development should have a net affect on what is being and has been discharged to the sanitary system from the Iola Complex. The DGEIS should describe the impact on the sanitary collection system components, both gravity and pump station, from the net impact from the Citygate

Commenter: Quinn

Response: The DGEIS states that the existing sanitary system has adequate capacity to serve the Citygate development based on a generic concept plan that would generate 235,000 gallons per day. See Response to comment #59.

63. Similar to the smaller sanitary sewer system (<16" diameter pipe) that will service Citygate, the on-site storm collection sewers, ponds, and water quality structure(s) serving solely Citygate will be owned, operated and maintain by the development company.

Commenter: Quinn

Response: The project sponsor has noted these comments.

64. DGEIS – Section 4.6 Utilities and Energy Usage: The description of the water system in the Town of Brighton should include an 8 inch connection to the City of Rochester's 42 inch and 36 inch conduits in Clinton Avenue South north of Senator Keating Boulevard, immediately increasing to a 16 inch main proceeding north of Senator Keating Boulevard, immediately increasing in a 16 inch main proceeding north along Clinton Avenue South, a 12 inch main connected to the 16 inch main at the intersection of Westfall Road and running west along Westfall Road to a point just west of the easterly intersection of Sawgrass Drive. A 8 inch main exists along Sawgrass Drive to the westerly intersection with Westfall Road.

Commenter: Doe

Response: The project sponsor has noted these comments.

65. DGEIS – Section 4.6 Utilities and Energy Usage: The flow test information stated on page 88 is from the end of the 8 inch main in Sawgrass Drive, not on the 12 inch main along Westfall Road that would be extended to the site. It also shows the observed flow at the water main residual pressure, not the 1733 gallons per minute at 20 psi available from the 8 inch system. Variations in the Water Bureau's operation of the conduits may result in more or less pressure/volume in both systems, so the Engineer should obtain equivalent design flows from the City and the Authority based on the City's "worst case" operating condition. The Water Authority contact for hydraulic information and review is Chris King, 621-1200, extension 511.

Commenter: Doe

Response: The project sponsor has noted these comments..

66. Utilities, Page 90, Third paragraph: The DGEIS states the City and the Authority are evaluating the City's ability to supply the whole site because the Authority's system cannot meet the demand. The Authority has no record of any contacts regarding water supply (except perhaps for a request for flow information) and is not presently evaluating the system alone or with the City. The Authority also does not necessarily agree that the Brighton portion of the project cannot be served from its system.

Commenter: Doe

Response: The Sponsor concurs that, with the reduction in residential units and the elimination of rental units, the MCWA can probably provide water service to the Brighton portion of the Citygate site.

67. Appendix D – 2.1 Water System, Paragraph 1, Last sentence: The report states flow test data was obtained for the main in Brighton. The results shown are from a test conducted at the end of the 8 inch main along Sawgrass Drive, off the 12 inch main along Sawgrass Drive, off the 12 inch main in Westfall Road. The 12 inch main would be extended to the Citygate site, so obtaining a supply curve from the 12 inch main is more applicable. Also, as mentioned above, the pressure and volume available to the site from either jurisdiction varies in accordance with the operation of the City's conduits (the source for both systems) so the supply curves for both systems should be from a common "worst case" conduit condition, not from a particular point in time.

Commenter: Doe

Response: The project sponsor has noted these comments.

68. Appendix D – Appendix 1
-The Pump Tables for each option must be shown to assure the flow information is properly entered into the hydraulics programs.
-Under Option 1, the pressure losses through the jurisdictional meter should be indicated (and if the units are all rental, a master backflow prevention device).
-Re-calculate the hydraulics for Option 2 showing P-42 as at least 12 inch pipe. The existing water main is 12 inch and that will be the minimum size for an extension.
-Consider increasing the pipe size in the complex to 12 inch.
-If all the units in the Brighton portion of the project are rental, the Authority will likely master meter the on-site water system, so losses through a meter and backflow prevention device may be required in the hydraulic calculations for Option 2.

Commenter: Doe

Response: The Brighton portion of the Citygate site is proposed as homeownership in the revised concept plan. Technical comments are noted and will be considered at the time the Sponsor presents buildable plans for approval to MCWA for the site.

69. The description of energy impacts should also take into account the fact that even if the new buildings are more efficient to operate than the old ones, there will be many more square feet of space and thus a larger overall impact. We do not believe the calculations, presented on p. 91, represent a comprehensive and accurate calculation.

Commenters: Arany/Olinger

Response: The Sponsor acknowledges that the development will be many more square feet of space then the existing buildings on the site. According to the Sponsor, if the existing buildings were utilized it would compound the energy usage equation by displacing newer more efficient space proposed by the Sponsor with less energy efficient renovated space.

70. The DGEIS is inadequate, as it does not estimate the potential demand for new public services from the development (pg. 108). How many police calls may be expected from 700 units? What is the cost per call? Similar analysis is needed for highways, library, recreation, fire and ambulance. The analysis must be supplemented, when the developer determines what facilities may be dedicated to the Town.

Commenter: Frankel

Response: The revised concept plan reduces the number of proposed residential units in the Town of Brighton from 700 units to approximately 100 units of homeownership housing. Using a model concept plan of 62 Townhomes and 49 single family homes approximately 208,000 square feet of residential housing could be built under the

proposed concept plan. At a taxable value of $27,556,000 assuming the Townhomes are condominiums, the property will generate $167,000 in Town taxes and $61,000 in fire and Town ambulance assessments. The proposed 2010 property tax levy for Town tax is $13 million; $167,000 represents about 1.2 percent of this levy.

The Town, with a population of 35,235 (2007) and with 16,705 units of housing, has an average occupancy rate of 2.1 persons per unit. The concept plan for the Brighton portion of Citygate proposes 111 units of housing or 234 residents. The Brighton police department averages .96 calls per resident a year. The proposed 111 units in Citygate will generate an additional 225 calls a year for the police or approximately .006 additional calls a year.

The Brighton Fire Department responds to approximately 2,400 calls a year. Based on 234 residents in the proposed 111 units at Citygate an additional 16 calls can be anticipated. The proposed 111 units will generate $61,173 in fees for the Fire Department and Amubulance service or $3,823 per fire call. In 2010 the proposed special district assessment for the Fire Department is $943,000 or $392 per call.

The Brighton Volunteer Ambulance is located at Westfall Road and Winton Road or approximately 5 minutes from Citygate. Based on a recent assessment for St. Johns expansion with a high service population and using the same equation .32 calls per unit can be anticipated if a high at risk (55 and older) population occupied all 111 units at Citygate. This equates to 36 calls per year or 3 per month. It is anticipated that the population at Citygate will be much younger and result in much fewer calls. The proposed special assessment for the BVA is $251,000. Approximately $12,000 will be generated by the proposed 111 units at Citygate in special assessments for the BVA or $333. per call. This does not include charges collected from public and private insurance of residences.

A cursory review of the Town Budget and the summary of the Town Tax Levy did not reveal any additional burden on the Town outside of normal services provided to the remaining 16,000 residential units in the Town. The Town currently operates 13 special districts for a multitude of Town services in addition to Fire and Ambulance service. It is anticipated that the 111 units at Citygate will participate in recreational districts, library, sidewalk, lighting etc... as dictated by the Town charter and annual budget. It is not anticipated that the development of 111 units of residential housing will circumvent any of these district charges or present a challenge to the current services provided by the Town. The Fire Department, Police and Ambulance service will depend on long standing mutual aid agreements with neighboring emergency services jurisdictions as is now the current practice for this area of the Town.

71. **The DGEIS asserts (pg. 107) that "no more than 83 new students" will be directed to the Rush-Henrietta Schools from the 700 units in this development "based upon the type of housing proposed". The assertion is unsupported. How does this compare with the number of students housed in other, similar projects in the District? What limits on the "type of housing proposed" are necessary to mitigate the demand for students?**

Commenter: Frankel

Response: Using the multiplier of .06 provided by the Executive Director for Accountability and Community Relations of Rush Henrietta School District for estimating the number of students generated by a housing development, the planned 60-100 residential units in Citygate should generate approximately 4-6 students for the school district. The revised plan, therefore, should not have a significant impact on the school district.

72. There are 700 residential units in the Brighton section where the Rush-Henrietta School District is affected. We need to know the following about these units:

a. Are they rentals or owned properties? What percentages of each category?
b. What square footage would the properties range from?
c. Are they multi-bedroom housing?
d. What price point are the properties ranging from?
e. Is it mostly apartments condos, or single-family housing?
f Are you planning on focusing on senior citizen housing, starter housing or upscale dwellings. g. What is the realistic timeline for their completion and ownership to occur? What school year might students be first attending our schools?

Commenter: Anthony

Response: At this point in the development process, the exact number and characteristics of the units to be included in the Citygate project has yet to be determined as all site planning efforts have been conceptual only. However, based on the market studies, the project sponsor has provided the following information:

- Both rental and ownership properties will be made available, although the exact percentages cannot be identified. The Town of Brighton portion of the site is proposed as homeownership housing;
- Units will range in size from one to three bedrooms, although exact square footages are not available at this time;
- No price points are available at this time. Based on the results of the market study, however, units will be marketed towards young, affluent professionals, empty-nesters, and other high-end, urban-style home buyers and renters;
- Housing will not be developed for special markets (i.e., senior housing).

See response to comment 71 above.

73. The prospectus for the environmental study seems to indicate no impact on our school district. Please give more detail as to why you think this is so. It is hard to imagine that any combination of 700 units will not bring children to our schools.

Commenter: Anthony

Response: Refer to the response to comments 71 and 72.

74. Our school district uses a small class size initiative for elementary schools with a cap at 17 students per class in grade K-4. Our average elementary class size is fifteen students. This is board policy. The determinations of space planning must honor this policy. It seems realistic that we might need an addition to an existing elementary school to accommodate this property development along with additional staffing and busing. We are currently putting on an addition at one of our schools and the cost is 2.4 million for five classrooms. With 700 units being built, we use .06 as the multiplier to predict anticipated enrollment. This would be about 42 students which in terms of Rush-Henrietta class size would be about three classrooms. Please note then that it is unlikely that the property would feed into the existing Crane Elementary School as we would not have classroom space for this. Without an addition, we might have to declare the property as attending Winslow Elementary School and Roth Middle School. Residents would need to be advised before construction begins of our intentions about school enrollments. This would mean a slightly longer bus ride for students.

Commenter: Anthony

Response: See the answer to comments 71 and 72.

75. Are the developers being promised any tax incentives that would prevent the school district from realizing the 1.4 million dollar tax revenue described in the prospectus? The increased revenue does not cover the initial cost of an addition to a school, should it be needed. What financial incentives would exist to help the Rush-Henrietta taxpayers pay for these additional costs?

Commenter: Anthony

Response: No incentives are proposed. See the answer to comments 71 and 72.

76. Will Citygate have its own internal Security service?

Commenter: Linderg

Response: The project sponsor currently owns and manages other large commercial facilities and as part of that management provides a level of security appropriate for the venue. An assessment will be made as to the level and type of security required for Citygate. It is anticipated some type of security will be necessary.

77. Page 38. The proposed Signage Guidelines contained in Appendix G do not comply with the Town's signage requirements for the Residential District. Adequate mitigation measures have not been identified.

Commenter: Boehner

Response: The proposed design guidelines in Appendix G of the DGEIS and as revised in Appendix C of the FGEIS are intended for use by the City in the PDD and by the Town of Brighton in the PRD to guide the design of Citygate during site-specific decision making. With the revised plan, however, it is not likely that more than an entrance sign and some minor directional signs will be needed in the Town of Brighton.

78. Page 38. Please discuss the extent of screening, buffering and landscaping needed to effectively reduce visual impacts. Perhaps a range can be given of the amount and type of screening and buffering needed for each of the proposed uses.

Commenter: Boehner

Response: The amount of buffering will be determined by the adjacent uses in the Sawgrass commercial development. Emphasis will be placed on maintaining existing border vegetation and supplementing existing vegetation with native plants and trees. As evidenced by the proposed design guidelines, the development is proposed to offer a unique sense of "place" and is not intended to create any significant adverse visual impacts that will require screening and buffering. Landscaping will compliment the objective to foster human interaction and create a better built environment that creates opportunities for the integration of open space and public gathering areas.

79. To remain faithful to the green environmental commitment of the project, please plant native species of trees, plants and groundcovers.

Commenter: Lindberg

Response: While site-specific plantings have yet to be identified, the Sponsor intends to incorporate native species of trees, plants, and groundcovers where appropriate.

80. Aesthetically, the parking garage should not dominate the landscape.

Commenter: Lindberg

Response: See Response #11.

81. The intersection of South Clinton Avenue and Westfall Road will operate under failing conditions with this project; however no mitigation is analyzed or offered other than Monroe County will be fixing it. There is no information on when Monroe County will make the improvements, whether they will accommodate the additional

traffic generated by Citygate, nor the level of improvements required to accommodate the additional Citygate traffic and their possible environmental impacts.

Commenter: Boehner

Response: The sponsor worked closely with Monroe County DOT. The MCDOT project is scheduled for construction in 2011. The Citygate projected traffic has been included in the MCDOT design. See the April 15, 2009 memo to file by Brent Penwarden III Associate Engineer, MCDOT in appendix E.

83. East Henrietta Road interchange with I-390 is operating under failing conditions, however, the interchange was not analyzed in the GDEIS, nor mitigation identified. Again, only the statement that the New York State Department of Transportation will be fixing it. No information is provided on when New York State will be making these improvements, whether they will accommodate the additional traffic generated by Citygate or the level of improvements to accommodate the additional Citygate traffic and their possible environmental impacts.

Commenters: Boehner/Frankel

Response: Bergmann Associates has provided the Citygate projected traffic to NYSDOT and it has been incorporated in the design planning for the East Henrietta road/I 390 interchange. The NYSDOT project is currently scheduled for construction in 2013.

84. In regards to Section 4.6, Traffic and Transportation, we have concerns with traffic impacts on Route 15A, specifically at the Route I390 interchange and at the site driveways. Our concerns include the close proximity of the proposed traffic signal on Route 15A to the I390 interchange, queue lengths on Route 15A from the I390 interchange to the site driveways, and the progression of traffic on Route 15A. Before we can provide detailed comments on traffic impacts of the Citygate Project, a revised Traffic Impact Study which includes the Route 15A and Route I390 interchange is necessary. Also provide us with the SYNCHRO files used to create the outputs in the study.

Commenter: O'Buckley

Response: Please see response to comment 83.

85. We do not agree with the volume of Citygate traffic that might travel through the Town of Brighton based on current traffic patterns. We would expect 30%, if not 40% of Citygate traffic will use Westfall Road in the Town Of Brighton to and from Citygate;

Commenter: Boehner

Response: Please see the Response to Comments 81and 87.

86. The number of vehicle trips generated by Citygate is significantly under-estimated. The estimate assumes that for the retail development, 20% of the trips generated would travel to/from other retail shops on site and would never exit onto the adjacent highway system. Since the Institute of Transportation Engineers "Shopping Center" Trip Generation rates were used to estimate generated trips by this retail component, these internal shopping trips have already been accounted for. The double dipping on volume adjustments has grossly under-estimated the impact of traffic impacts on the adjacent highway network.

Commenter: Boehner

Response: Please see response to comment 87.

87. The traffic analysis conducted is based on different land use sizes than presented in the DGEIS. Thus, the true volume of traffic generated for the preferred development and its possible environmental impacts have not been properly documented in the DGEIS.

Commenter: Boehner

Response: The Traffic Impact report was based on a worst case scenario of land use. Any changes have reduced the traffic impact thereby traffic operations would be better than those calculated in the original Traffic Report. Land use densities have been reduced in the FGEIS and land use in the Brighton portion of the site have been further reduced. Proposed retail was reduced by 33,000 square feet from what was analyzed in the July 2008 traffic study. In the revised concept plan two drives from the site onto Westfall Road has been eliminated further reducing traffic onto Westfall Road and into the Town of Brighton. Supplemental traffic data and analysis is provided in Appendix H in response to the changes in the concept plan.

88. While the proposed 343,000 sq. ft. of shopping center will experience peak traffic generation on Saturday, no formal analysis of the traffic impacts was performed for the Saturday peak period. In addition, we disagree with the information offered in DGEIS stating the development would generate fewer trips on Saturday.

Commenter: Boehner

Response: A shopping center is not proposed for the site. See Section 2.0 for a description of development uses. An analysis of traffic impacts during the Saturday peak hour has been performed. Appendix F documents that traffic mitigation recommended in the DGEIS will accommodate traffic during the weekend peak hours.

89. The internal roadway system is very circuitous and will impact the use of each of the access points to the adjacent roadway. No mention is made if the internal roads and utilities will be private or dedicated.

Commenter: Boehner

Response: The revised concept plan and the Design Guidelines better define the internal roadway system and includes guidelines for public versus private roads. The Sponsor proposes that roads be dedicated public streets and utility infrastructure be dedicated in the revised plan.

90. A comprehensive pedestrian/bicycle system is not shown in the figures or discussed. While some trails are shown on the plans, links connecting various portions of the development to the canal/trails and the adjacent roadway system are missing and not addressed.

Commenter: Boehner

Response: The goal of the revised Concept Plan, Proposed Planned Development Regulations and Proposed Design Guidelines is to develop high quality architecture with a network of logical, coherent, streets, sidewalks, and pathways, constructed at a pedestrian scale that allow residents and visitors to easily enter and traverse the site. This network will connect in a logical and meaningful way for pedestrians and vehicles to the existing public rights-of-way on the perimeter of the site from East Henrietta Road, Westfall Road, and the Erie Canal. Streets and other public open spaces, such as squares and parks, will function as outdoor rooms and contribute to the creation of a unique sense of place.

91. Trip Distribution – the study is based on a premise that approximately 20% of the site generated traffic will arrive and depart through the Town of Brighton via Westfall Road. Review of existing travel patterns would indicate that close to 30-40% of existing traffic in the study area is using the Westfall Road corridor.

Applying a generic trip distribution pattern to all traffic (office, retail and residential) components of the site is not in conformance with basic traffic engineering principles. The circuitous internal roadway system will also impact which access points will be used.

Commenter: Boehner

Response: Please see response to comments 81, 87 and 90.

92. Levels of Service – The DGEIS and TIS do not address nor allude to the potential mitigation measures needed to minimize these impacts. The study shows poor operating conditions at the intersection of Westfall Road and South Clinton Avenue under current conditions and it continues to decline to overall failing conditions with the addition of background and 2013 Full Build traffic. As the timing of the MCDOT Westfall Road Phase 2 project is not noted, the need for temporary improvements or phasing of the development will need to be addressed.

Commenter: Boehner

Response: Please see response to comments 81, 87 and 88

95. The I-390 Interchange with East Henrietta Road is not addressed or analyzed, yet 42% of the morning traffic will arrive from this interchange area. We are aware that the poor levels of operation at this interchange during the morning peak period is the basis for alternative travel patterns such as I-590 southbound traffic getting off at Monroe Avenue and traveling over Westfall Road to this general area. Without improvements to this interchange and with development of Citygate, more traffic is likely to divert to the local network via Westfall. Again, this further suggests that traffic and associated impacts of this development are underestimated along the Westfall Road corridor.

Commenter: Boehner

Response: Please see response to comments 81, 87 and 88, Citygate's projected traffic generation is being taken into account for the NYS DOT's I-390 Interchange project.

96. Where is the RTS Transfer center located? An adjustment to reduce traffic volumes generated by the site totaling 60-100 vehicles per hour was taken; but no indication in the plans where the transfer center will be located and its relationship to the various land uses.

Commenter: Boehner

Response: The RTS center is located off of E. Henrietta Road next to Garage. The revised site plan identifies the route that will be utilized by buses entering from and exiting onto E. Henrietta Road. See Figure 2 Street Network. The proposed transit center is reflected in the revisions to the traffic study. See Appendix H.

97. Section 4.6, Traffic and Transportation, Trip Generation, page 77 – this section does not address the RTS transfer facility in any detail. If a transfer facility were to be incorporated into the site, it would cause for additional traffic generation along East Henrietta and Westfall Roads in the Town of Brighton as vehicles used these corridors to access the transfer location.

Commenter: Keefe

Response: Please refer to section 2.0 above for a discussion of the transit center and Appendix H for the revised traffic study.

98. Per the subject traffic impact report, the proposed development will be adding nearly 300 vehicles in the peak hour to the E. Henrietta Rd. /Westfall Rd. Intersection. While we have incorporated this volume into our data for our Westfall III project, and will be proposing improvements to this intersection, this

development is a significant contributor to the need for capacity improvements. These improvements will most likely require right-of-way acquisition on the east side of E. Henrietta Road and the south side of Westfall Road, where City Gate is proposed by the developer. In the spirit of public/private partnership, I propose the developer donate the needed right-of-way as their fair share of the mitigation.

Commenter: Penwarden

Response: The project sponsor is in discussions with Monroe County DOT for the necessary right of way modifications.

99. **Our proposed improvements will try to make realistic attempts to mitigate the current needs at these intersections, for this and other known future development, however, it should be noted that in the future, some congestion may still occur during peak periods of these intersections.**

Commenter: Penwarden

Response: This comment is noted.

100. **A signal warrant analysis is required to be prepared for our review for the newly proposed traffic signals.**

Commenter: Penwarden

Response: A signal warrant analysis has been prepared for the proposed new traffic signals on East Henrietta Road at Street T and on Westfall Road at Street B. The analysis shows that the new traffic signals are warranted. See Appendix G of the FGEIS. The Sponsor would propose that thresholds be developed with MCDOT for the installation of signals on Westfall Road. Signals on E. Henrietta Road will be needed to facilitate access for RGRTA buses onto the development site from East Henrietta Road.

101. **The study area should be expanded to include any intersections that are projected to experience increased traffic volumes greater than 100 trips per peak hour. It appears the following intersections should be studied, and possibly more: Elmwood Avenue at South Avenue and E. Henrietta Road at Crittenden/Mt. Hope/W. Henrietta Road.**

Commenter: Penwarden

Response: An analysis of traffic impacts has been performed for the following intersections: Elmwood Avenue at South Avenue and E. Henrietta Road at Crittenden/Mt. Hope/W. Henrietta Road. See Appendix H.

102. **The study shows that conditions at Westfall and Clinton will degrade upon completion of this project (p.83), and notes that the County plans improvements. What is their schedule? How much of the proposed project can be built before completion of the County project and without causing a decrease in the4 level of service at this intersection?**

Commenters: Frankel/Boehner

Response: The current schedule for Westfall Road improvements (2012) shows completion of improvements at this intersection before significant new development takes place at Citygate. See the attached email in Appendix E from Monroe County DOT dated July 20, 2010 reverifying the 2012 completion of Westfall Road improvements.

103. **The study notes that the State plans improvements to E. Henrietta Road at I-390. What is their schedule? How much of the Citygate project can be built without completion of the State project and without causing a decrease in the level of service at this intersection? The Citygate project should be phased, to follow the various phases of the State projects.**

Commenter: Frankel

Response: The NYSDOT phasing schedule for road improvements has not yet been defined. The construction phasing suggestion has been noted.

104. A city project this size and density should carefully review factors that reflect city living through its design and planning efforts. East Henrietta and Westfall Road are public streets and should be pedestrian friendly and walkable. Surface parking lots along these streets does not provide an appealing and inviting landscape.

Commenter: Hogan

Response: The revised concept plan addresses this comment. In no case shall parking, garage doors, loading docks or doors, service entrances, drive through stacking lanes, or dumpster enclosures face perimeter streets without screening. Overhead utilities along perimeter streets shall be placed underground in conjunction with this project's development. Street lighting shall be at a pedestrian scale, or include pedestrian scale lighting, and be matched on the north and west sides of the perimeter streets. See section 2.0 above.

105. Development of the hotel should maximize the unique waterfront site that the canal presents carefully planning where parking should and should not be.

Commenter: Hogan

Response: The revised concept plan and proposed design guidelines address this comment.

106. Review the Planned Development language to insure strong guidelines for this project that is truly urban, pedestrian oriented and mixed use. Design Guidelines that are reflected in visuals need to correspond with site plans and zoning language.

Commenter: Hogan

Response: The Planned Development District regulations and Design Guidelines have been amended to reflect this comment. See Appendix C and D.

107. Continue to develop pedestrian and bicycle path to draw people to utilize those paths, a number of waterfront developments have produced pathways that provide an attraction to a place, drawing more consumers. Not sure, this design has explored the best development of these paths.

Commenter: Hogan

Response: Revised concept plan road network and the accompany pedestrian and bicycle sidewalks take into consideration the canal and greenway trail.

108. With a project this size and the number of mixed use/ hotel development comes vendor traffic, trucks, trash pickup, it is imperative that the city streets do not carry the burden of loading docks and dumpsters, instead presenting a framework for development that operates with the pedestrians in mind as well as sensitivity to increased traffic.

Commenter: Hogan

Response: The revised concept plan is based on traditional neighborhood development with an urban village character. Regulations and building design guidelines will take into consideration the challenges presented for vendor traffic, deliveries, refuse pickup etc.

109. The replacement of large swaths of grass along Westfall Road with parking lots is proposed. It seems the lots should be placed behind the building proposed along Westfall Road.

Commenter: Hurley

Response: The revised concept plan addresses this comment.

110. Reference to the exterior appearance of the proposed structures indicates that all structures shall be constructed of similar materials, such as, brick, stucco, natural dimensional stone, etc. The architecture and detailing of Monroe County Hospital across the street and the historic buildings on the site should be used as a guide in developing these elevations.

Commenter: Watson
Response: Refer to the design guidelines and zoning regulations in Appendix C and D.

111. The area adjacent to the canal is undeveloped, providing a unique opportunity for designing an attractive waterfront area. The building elevations and public amenities should be designed cohesively. Consideration should be given to a design theme that is different than the other areas of the project.

Commenter: Watson
Response: As noted in the Design Guidelines, the Canal Front Mixed-Use District will consider, and capitalize on, the unique waterfront location of this area. Specific to this District, the following amenities will be incorporated into the final site design:

- Multi-use trails to create continual public access to Erie Canal.
- Site furnishings with waterfront character.
- Hardscape materials consistent with waterfront and overall Citygate development.
- Balconies and planes shall be encouraged on upper levels to take advantage of the waterfront location.

112. To further develop the site plan, design guidelines and district regulations, we recommend that the proposed street pattern/grid is better defined. We suggest that this is started by identifying a hierarchy of streets (e.g. neighborhood, collector, private access drives, etc.). The street network defines the "public realm" and will define the connections, both vehicular and pedestrian, throughout the site. In the type of mixed-use development being proposed, linkages/connections are critical to the project's success. The proposed conceptual site plan should better depict these connections and the hierarchy. Some segments of the street network will likely be developed in advance of individual project components for the purpose of accessing and marketing the site. Those segments would most likely become some of the more prominent or "collector" streets from which smaller streets will extend.

Commenter: Ientilucci
Response: The revised concept plan addresses this issue. See section 2.0 above.

113. While developing the street network, consider how the transit facility will be used by large busses and shuttle busses/vans. The currently conceptualized street network around this facility does not seem to account for queuing and circulation of these vehicles.

Commenter: Ientilucci
Response: The Project sponsor has collaborated with City of Rochester staff to develop a series of Design Guidelines and Planned Development District Regulations to reflect the use of Type A, B, and C streets within the proposed Citygate development. These guidelines take into consideration the location of the proposed transit facility.

114. Although we agree that they are not architectural gems and the preservation of only a few of the buildings does not preserve the recollection of the historic use of the site, there are other benefits of preserving these perimeter buildings. The

preservation of two of these buildings secures an edge along E. Henrietta Road that would be aesthetically beneficial to this gateway corridor into the City as well as to the visitors and residents of Citygate. Building #1 along Westfall Road presents an aesthetically pleasing façade with a prominent frontage that serves to effectively screen what is likely the rear or side of the new buildings interior to the site.

Commenter: Ientilucci

Response: The revised concept plan proposes more of a traditional neighborhood development with a walkable network of streets. According to the project sponsor, the existing perimeter buildings' configuration, site location and topography of the former institutional campus make it difficult to achieve the integration of these buildings into the design. In light of the condition of the buildings and the densities necessary to successfully create a traditional neighborhood setting, the project sponsor asserts that new construction is the appropriate direction to pursue.

115. The economic analysis (p. 71) concludes that retaining buildings 1 and 10 "would impose high opportunity costs, as their sites are particularly attractive for new construction given their street frontage." However, the conceptual plan shows parking lots – not street front buildings on these sites, and thus does not sufficiently mitigate the loss of the three perimeter buildings nor enhance urban features.

Commenter: Ientilucci

Response: The revised concept plan no longer shows parking lots along the street frontages. The proposed new buildings will be required to comply with the PDD regulations and will be guided by the proposed Design Guidelines.

116. We do question whether a micro hotel, a use that is not canal-dependent, is the most appropriate use for the canal frontage. It could be more appropriate to integrate some of the proposed open spaces into the waterfront area or to increase the building setback to create more of a buffer.

Commenter: Arany/Olinger

Response: The current site plans allow for 100-foot buffer from the canal edge to the proposed buildings to be retained by the NYS Canal Corporation. The Project sponsor is currently proposing that gathering spaces and marine infrastructure occupy this space. Additionally, the Canal Front Mixed-Use District comprises approximately 75 percent of the on-site canal frontage and will be designed to capitalize on the unique waterfront location of this area. Finally, while the proposed hotel might not be considered canal-dependent, the *Western Erie Canal Heritage Corridor Management Plan* states that it is necessary to both better market existing hotels and "develop new lodging adjacent to, or near, the canal".

117. The concept of a "New Urbanist" project that was conveyed to us in our initial meeting with the developers has not materialized in the plans submitted as part of the DGEIS. Rather than a pedestrian-oriented complex that would fit with and enhance an urban context, the Citygate complex is proposed as a very automobile-oriented development with a strongly suburban character, with much of the site plan devoted to parking. Particularly inappropriate are the large parking lots fronting East Henrietta Road and Westfall Road – the very sites where the developer argues that historic buildings cannot be retained, in part because of high land values. Vast expanses of parking, particularly along these corridors, and even more particularly in the place of existing historic buildings, are the exact opposite of a "New Urbanist" approach, are inappropriate to this urban setting, and would degrade, rather than enhance, the visual quality of the site. The loss of historic buildings and landscape features is in no way mitigated by such a site design.

Commenters: Arany/Olinger
Response: The revised concept plan addresses this comment.

118. There is a significant, potential visual impact to the Town Park Trail which was not analyzed, as directed in the approved scope, Figure 14, is not consistent with the Conceptual Site Plan submitted, nor with the height and mass of the structures permitted under the RHD-1 District. The developer stated that he "seeks to enhance the trailway to offer a stronger connection to the Canal" (pg. 117). How?

Commenter: Frankel
Response: Based on a review of aerial photography and oblique-angle pictometry (http://maps.live.com/), in conjunction with the conceptual site plan, the largest potential visual impact to the Brighton Town Park Trail will occur near its southern-most terminus where it joins the Erie Canalway Trail to approximately 500 feet northeast of this point. This portion of the trail is characterized by an approximately 150-foot maintained right-of-way, which is buffered by an early successional woodlot to the north and is directly adjacent to Interstate 390 to the south. Based on the conceptual site plan, it is likely that a portion of this woodlot will be cleared as a result of construction, which will result in impacts to the viewshed of this portion of the trail. No viewshed impacts are expected past the 500-foot point noted above.

As noted in the DGEIS, the project sponsor proposes to enhance the trailway to offer a stronger connection to the canal, as well as to the internal site amenities to be provided at Citygate. In fact, AJC and Son Development has partnered with the City of Rochester and Town of Brighton in securing two New York State Canal Corporation grants to enhance the canalway trail. The grants provide up to $500,000 in funds available for improvements that include a pedestrian trail lighting system, gathering areas, benches, educational and interpretative information kiosks and tie-ups for boats. These enhancements will encourage public access to the waterfront, tourism and economic revitalization. Moreover, Citygate's amenities and the canalway improvements will complement each other, as well as attract new visitors the area.

As the site plans provided at this time are conceptual only and thus do not represent the finalized product, determining the exact design details for the trail is not plausible during the current phase of the project. It can be presumed that if future development complies with the zoning regulations and the design guidelines the visual impacts to the trail will be positive. As this project progresses, however, and more detailed site plans are subjected to site-specific reviews, the impact can be further assessed.

119. Page 119 – Alternative Site Plan 2 – Town of Brighton Comprehensive Plan 2000. This alternative and the corresponding Figure 23 are inconsistent with the Town's Comprehensive Plan. The low density office district specified in the Comprehensive plan does not permit general office uses including medical. This low density district also specifies a maximum of 7,000 square feet/acre, set back requirements, maximum building height, development density, open space requirements. Potential use variances are not identified.

Commenters: Boehner/Frankel
Response: The Sponsor is proposing that Citygate follow the principals of a traditional neighborhood development as reflected in the revised concept plan in the FGEIS. Low density homeownership housing is proposed for the Town of Brighton portion of the site and is necessary to support a traditional neighborhood development. Densities are very close to current land use zoning for the Town of Brighton portion of the site. See response to comment 17.

120. Page 124 – Alternative Site Plan 4- Town of Brighton RHD-2 (High Density District). This alternative, Figure 4, Figure 29 and the traffic study are inconsistent and difficult to determine exactly what is being proposed.
   - A trip generation comparison was not made nor an updated traffic study provided.
   - Supportive documents are not provided addressing the full impacts of this alternative.
   - Figure 4 – Proposed land use shows "Brighton Canal Front Mixed Use", mixed use development is not permitted in RHD-2 and is inconsistent with the proposed write up under this alternative.

Commenter: Boehner
Response: Prior responses address most of this comment. The revised plans and updated traffic study should reconcile these inconsistencies.

123. The City may want to have the FGEIS explore alternative site development without the requested approvals or permits for the project from the Town of Brighton.

Commenter: Boehner
Response: A collaborative coordinated approach is necessary to successfully create the Sponsor's vision for a traditional neighborhood development. Development of the street network and the underlying utilities is critical to the successful development of this project. Those elements cannot stop at the municipal boundary line.

124. Page 6, Paragraph 4. It is stated that Citygate will be managed by a development company that will budget for and maintain all internal streets, landscaping and street lighting as well as coordinating utility repair, maintenance and improvements. This is inconsistent with statements made in Chapter 4.

Commenter: Boehner
Response: Under the revised concept plan and design guidelines a network of primarily public and some private streets is proposed. All proposed public streets will be designed to City and Town specifications. The project sponsor will be responsible for putting a mechanism in place to maintain private infrastructure.

125. Page 34. Figure 14 appears to be inconsistent with the Conceptual Site Plan. The location of the proposed storm water pond is shown in the wrong location. Views from the Town Park trail are not provided as required in the Scoping Outline.

Commenter: Boehner
Response: The revised concept plan and the FGEIS present a new concept design for storm water detention facilities on the site. Storm water will be proposed as two systems, one for each municipality independent of each other. See section 4.0 above. Please see response to comment 118 as it relates to the Town Park trail.

126. In a few locations, the DGEIS refers to an existing building on-site as the "Fleet Center". This building is currently a power generating facility or powerhouse managed by Siemens on a property owned by Monroe Newpower. The report should refer to this bldg as Siemens Powerhouse or equivalent vs. "Fleet Center".

Commenter: Quinn
Response: This comment is noted. The following reference in the DGEIS should read Siemens Powerhouse:
   - Fleet garage – pages 2, 12, and 127 and Figure 6
   - Fleet maintenance garage – page 43
   - Fleet maintenance building – page 44

127. As stated in the DGEIS, the Citygate property (formerly Iola Complex) is serviced by a 16" (O.D.) PVC sanitary sewer that discharges into the 20" (O.D.) PVC "Iola Trunk Sewer" which conveys wastewater to the Elmwood Avenue Pump Station located on the south side of Elmwood Avenue opposite South Goodman Street. The pump station has a 14" HDPE force main that then conveys the sewage to a combined sewer on S.Goodman Street which eventually discharges into the East Side Trunk Sewer on route to the Frank E. Van Lare Wastewater Treatment Plant. This system is under control of the *Rochester Pure Waters District* vs. the Monroe County Pure Waters District.

Commenter: Quinn
Response: Comment noted.

128. Appendix D – 2.1 Water System, Paragraph 1, second to last sentence: The report states there is a 8 inch main east of the site under the jurisdiction of the Town of Brighton. The main in Westfall Road is a 12 inch under the jurisdiction of the Monroe County Water Authority.

Commenter: Doe
Response: Comment noted.

129. Appendix D – 2.1 Water System, Paragraph 2, Last sentence: The "Town of Brighton" water main is mentioned. This should be the "MCWA" water main.

Commenter: Doe
Response: Comment noted.

130. Monroe County Department of Transportation is not listed as an involved agency, yet the development proposes a driveway on Westfall Road owned by Monroe County. Thus they are an involved agency and should be listed as such;

Commenter: Boehner
Response: The lead agency does not treat the addition or relocation of a curb cut as a discretionary action and therefore, being a ministerial action, it not subject to SEQR.

131. Section 4.2, Water Resources, mitigation measures, page 24 – The applicant's engineer has noted that "...the Erie Canal, ...does not discharge into the Irondequoit Creek Watershed." This is incorrect as there are numerous discharge points along the Canal that are tributary to the Allen's Creek or other surface waters that drain into the Irondequoit Creek Watershed.

Commenter: Keef
Response: Please see the Response to Comment #46.

132. Page 44 indicates that the report "Iola Campus Historic Resource Evaluation" (Bero, December 2000) documented the property conditions. This needs to be clarified. The report described the buildings and grounds, but did not assess physical conditions.

Commenter: Ientiluci
Response: The *Iola Campus Historic Resource Evaluation* conducted by Bero Associate Architects in December 2000 only provides a description of the buildings and grounds. A more detailed assessment of the physical conditions can be found in the following documents:

- *Preliminary Structural Condition Report*, December 2007, Torchia Structural Engineering & Design, P.C.
- *Iola Campus Architectural Assessment*, December 2007, Razak Associates, LLC

- *Forensic Building Science and Microbiological Investigative Summary*, December 2007, Building Sciences Investigations, Inc.
- *Limited XRF Lead Based Paint Inspection at the Iola Campus*, December 2007, Paradigm Environmental Services, Inc.

133. **The U.S. Army Corps of Engineers should be added to the list of permitting agencies on page 17 of the DGEIS.**

Commenters: Arany/Olinger

Response: The decisions of a Federal Agency are not subject to SEQR.

134. **Page 25. Please elaborate on the "comprehensive program of green initiatives" intended for this project. Are there any storm water management facilities that are proposed to be dedicated to the Town of Brighton?**

Commenter: Boehner

Response: The Congress for New Urbanism and Natural Resources Defense Council recently approved the U.S. Green Building Council's LEED for Neighborhood Development rating system. The rating system integrates the principals of smart growth, urbanism and green building into the first national system for neighborhood design. The certification process provides independent, third party verification that a development's location and design meet accepted high levels of environmentally responsible, sustainable development. Under the direction of Chaintreuil,Jensen,Stark, the revised site concept plan adopts these guidelines and the project sponsor will work to achieve LEED certification under the new rating system. Development patterns and design that pay attention to compact development, diversity of uses, diversity of housing types, walkable streets, and transit access to public spaces etc... are awarded points under the rating system. The Sponsor will comply with the Town of Brighton code, design requirements and conditions of site plan review as it relates to the construction, maintenance and municipal requirements for storm water detention systems in the Town.

135. **Starting on page 8, and elsewhere in the document, are numerous references to this as a "green" project incorporating "sustainable" elements. Nowhere in the document do we see a true commitment to sustainability, starting with the fact that the developer wishes to demolish nine substantial buildings, discarding the embodied energy and materials associated with them. We seriously question the idea that using demolition refuse as fill is a "green" strategy.**

Commenters: Arany/Olinger

Response: According to the project sponsor, while some may question the idea that using construction debris as fill can be considered sustainable, many municipalities and government agencies have identified this strategy as an integral component of sustainable construction practices.

The *New York City Construction and Demolition Waste Manual*, for example, states that the first approach for managing construction related waste is to reduce waste. "Using less material costs less, reduces pollution from its manufacture and transportation, saves energy and water, and keeps material out of landfills." According to the California Integrated Waste Management Board, "reuse and recycling of construction and demolition materials is one component of a larger holistic practice called sustainable or green building construction". Additionally, the City of San Jose (California) has developed a construction waste management program that has resulted in a majority of large projects reusing rubble (i.e., concrete, brick, stone) on-site as fill material.

136. In addition, throughout the document we see vague indications that the developers will "explore" new technologies, "investigate" NYSERDA initiatives, "explore" sustainable site design, and so forth. This does not sound like a firm commitment to a meaningful incorporation of principles of sustainability.

Commenters: Arany/Olinger

Response: As noted throughout the DGEIS, the Project sponsor is committed to exploring various green initiatives that could be incorporated into the final Citygate design. Given, however, that the site plans provided at this time are conceptual only and thus do not represent the finalized product, determining which specific green initiatives will be included in the Citygate development is not plausible. As this project progresses and more detailed site plans are developed, the Project sponsor will continue to explore these initiatives and incorporate those determined to be appropriate for the development.

138. Page 17. What is the Dormitory Authority's role in the project? What aspect of the project are they funding?

Commenter: Boehner

Response: The Dormitory Authority of the State of New York's interest in the proposed project is funding (expenditure of bond proceeds). The bond proceeds will be utilized to fund a grant to the Sponsor, RGRTA, to construct a parking garage and satellite station. At the time of the DGEIS preparation, this funding source was identified for a transit center that was envisioned as being a potential site-specific review in the future. The project advanced more quickly than originally envisioned. In addition, as that project component is taking shape, the RGRTA has been identified as an additional involved agency in the SEQR process. They have since also been coordinated in the SEQR process.

139. Page. 17, instead of indicating "funding" for DASNY, please include the following: "Expenditure of Bond Proceeds."

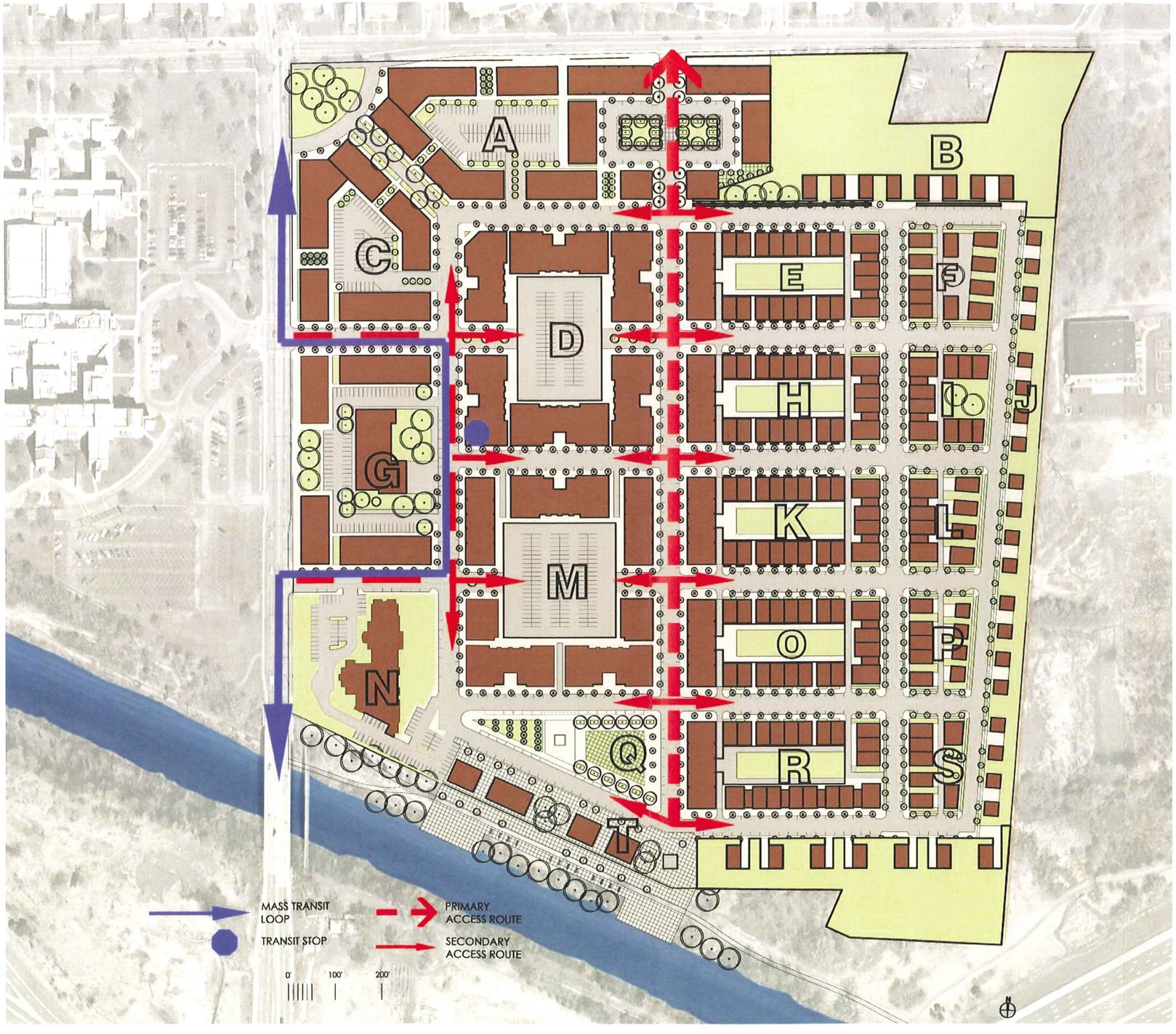
Commenter: Oliver

Response: This comment has been duly noted.

140. How will the development address the steepest slope on the project site? (10 – 20% slope page 30).

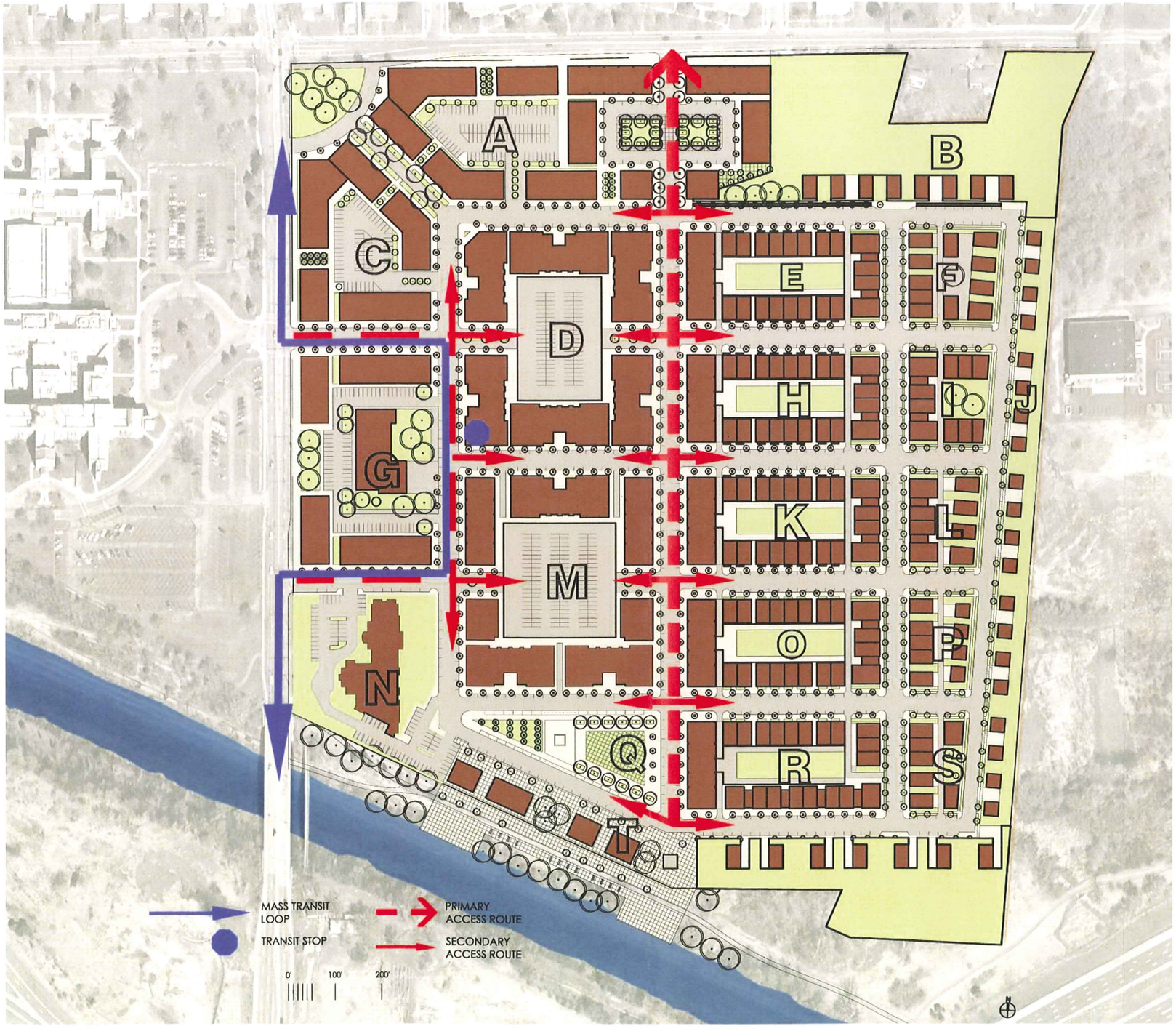
Commenter: Lindberg

Response: The Sponsor states on page 30 of the DGEIS that..."a detailed grading plan will be prepared as part of the planning process. With the exception of the existing steep slopes, it is expected that changes to the existing topographic character will be limited..." The existing steep slopes have been created by the construction of Building 1 and the Children's Detention Center and is not a natural feature of the site. The site will be regarded as necessary to allow for realization of the revised concept plan.



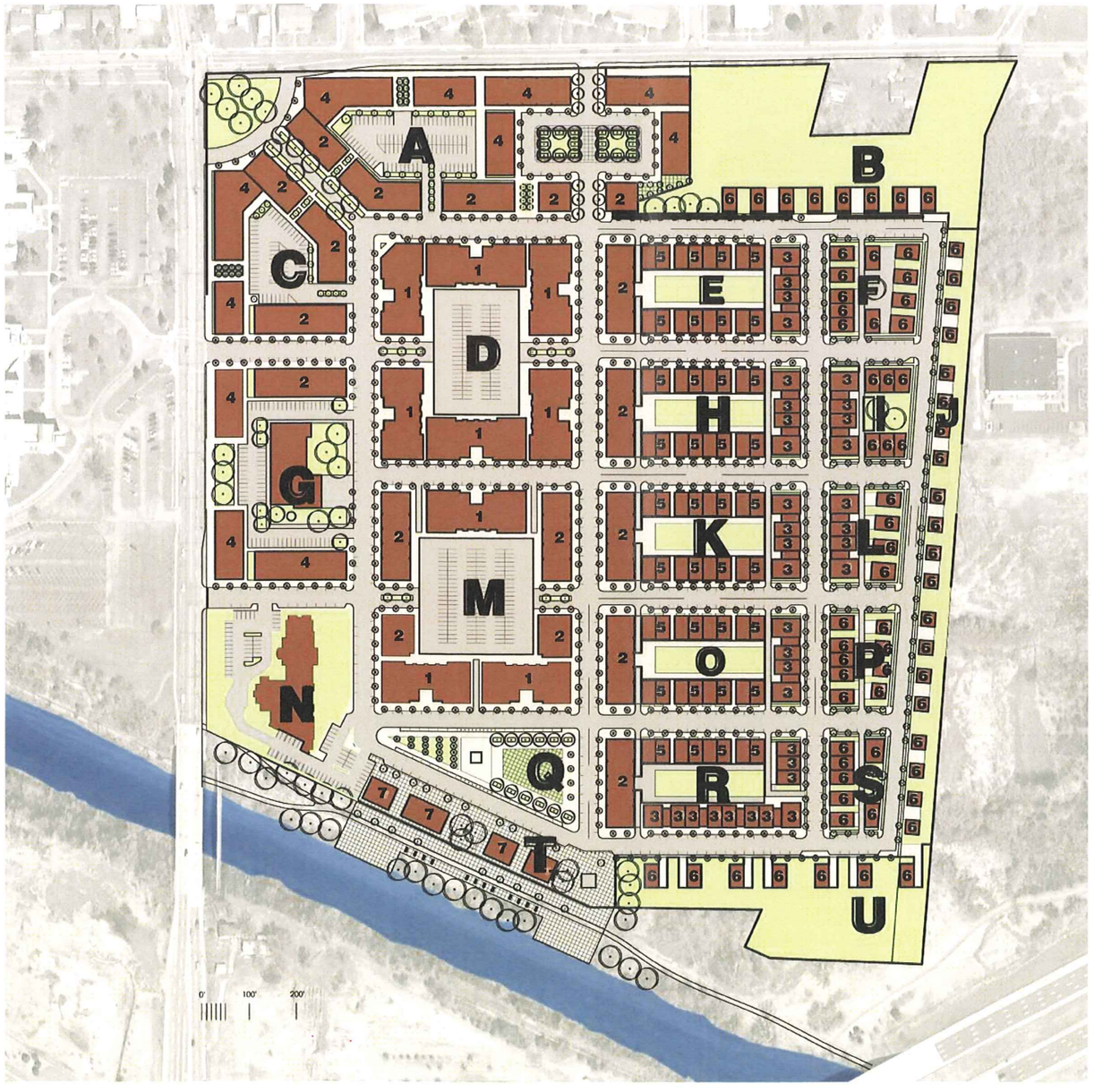
STREET NETWORK

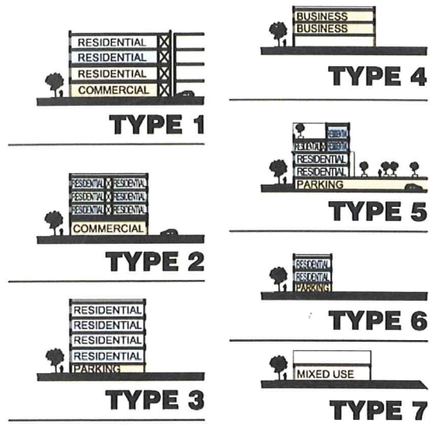
FIGURE 2



STREET NETWORK

FIGURE 2



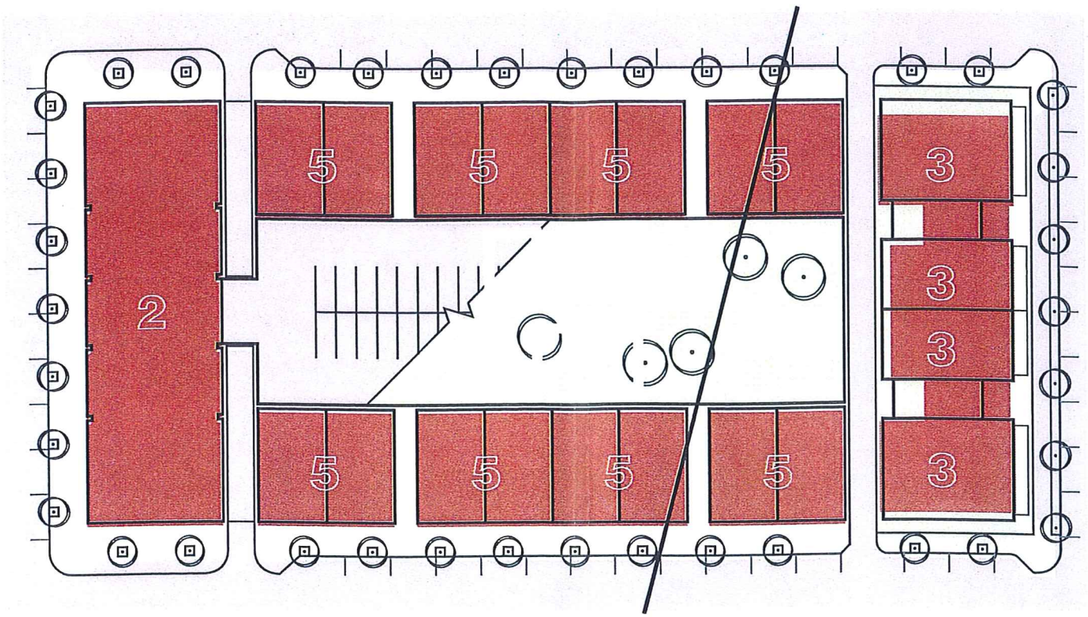


DATA

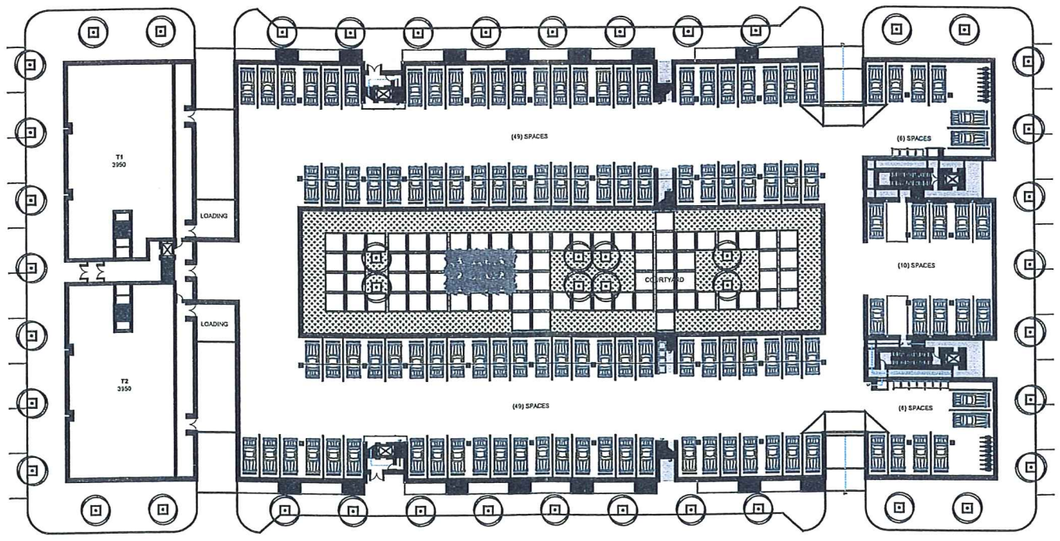
BLOCK	COMMERCIAL (RETAIL) (SF)	BUSINESS (SF)	RESIDENTIAL UNITS	SECURE PARKING	ON-STREET PARKING	GROSS PARKING/BLOCK
A	49,960	61,100	79	115	26	141
B	15,900	26,800	24	8	41	49
C	34,650	39,500	68	61	18	79
D	64,000	0	180	360	73	433
E	8,000	0	80	120	47	167
F	0	0	22	22	25	47
G	28,380	65,800	30	70	41	111
H	8,000	0	80	120	47	167
I	0	0	22	35	22	57
J	0	0	20	40	0	40
K	8,000	0	80	120	47	167
L	0	0	20	30	20	50
M	56,600	0	184	600	73	673
N	-	-	-	79	17	96
O	8,000	0	80	120	47	167
P	0	0	20	30	17	47
Q	0	0	0	0	37	37
R	8,000	0	92	104	47	151
S	0	0	16	14	16	30
T	13,500	0	0	7	21	28
U	0	0	7	14	25	39
TOTALS	302,990	193,200	1,104	2,069	707	2,776

CONCEPT PLAN

FIGURE 3



SITE PLAN : RESIDENTIAL : 1/64" = 1'0"



PARKING FLOOR LEVEL : RESIDENTIAL : 1/64" = 1'0"

CHAINTREUIL | JENSEN | STARK

CITYGATE
FEB 16, 2010

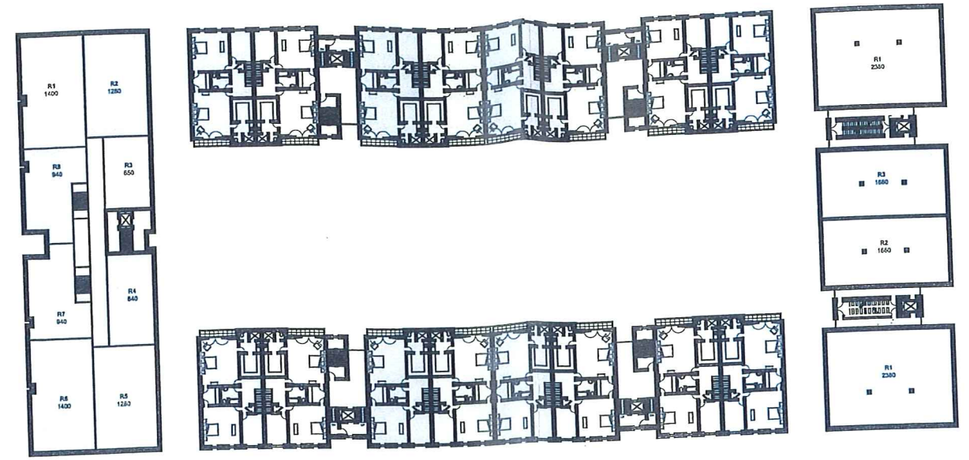
BLOCK H PLANS

BUILDING TYPES STUDY

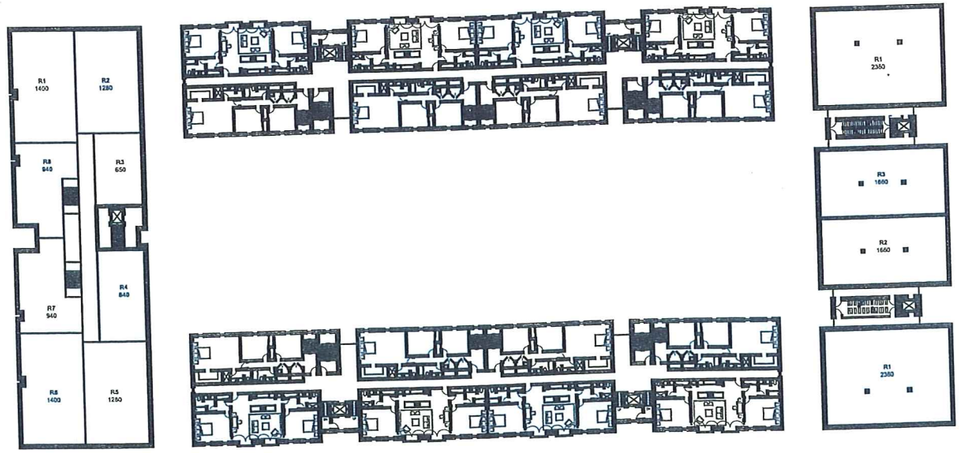
FIGURE 4.1

COSTELLO & SON

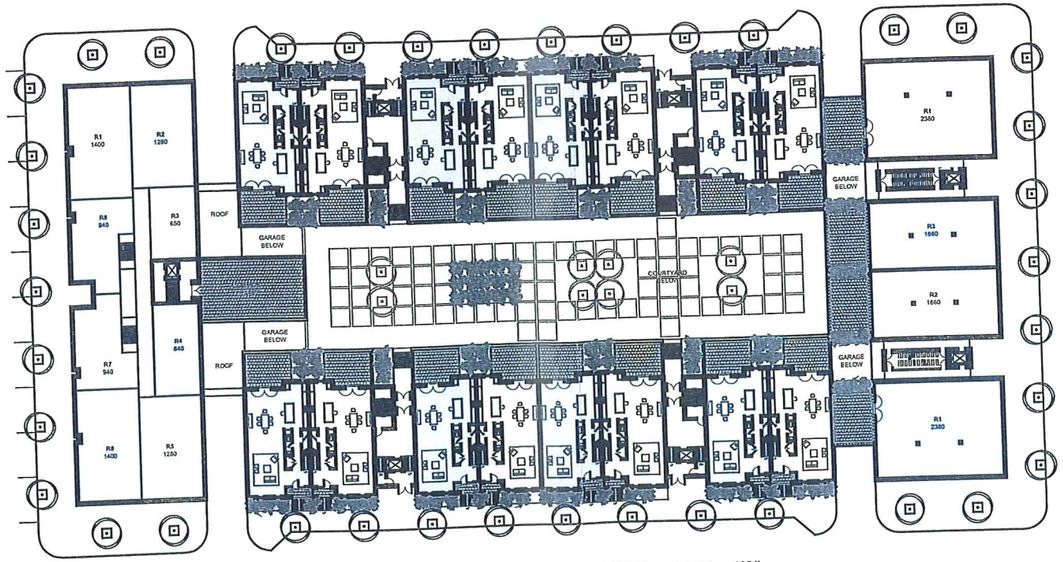
FOURTH FLOOR LEVEL : RESIDENTIAL : 1/64" = 1'0"



SECOND FLOOR LEVEL : RESIDENTIAL : 1/64" = 1'0"



THIRD FLOOR LEVEL : RESIDENTIAL : 1/64" = 1'0"



FIRST FLOOR LEVEL : RESIDENTIAL : 1/64" = 1'0"

BLOCK H PLANS

BUILDING TYPES STUDY

FIGURE 4.2

CHAINTREUIL | JENSEN | STARK

CITYGATE

FEB 16, 2010

COSTELLO & SON

ENLARGED ELEVATION

0 5 10 20

ENLARGED PLAN

0 5 10 20

STREET SECTION : EHKOR BLOCK

0 5 10 20

STREET ELEVATION : EHKOR BLOCK

0 50 100

BLOCK H BUILDING 5

BUILDING TYPES STUDY

FIGURE 4.3

CHAINTREUIL | JENSEN | STARK

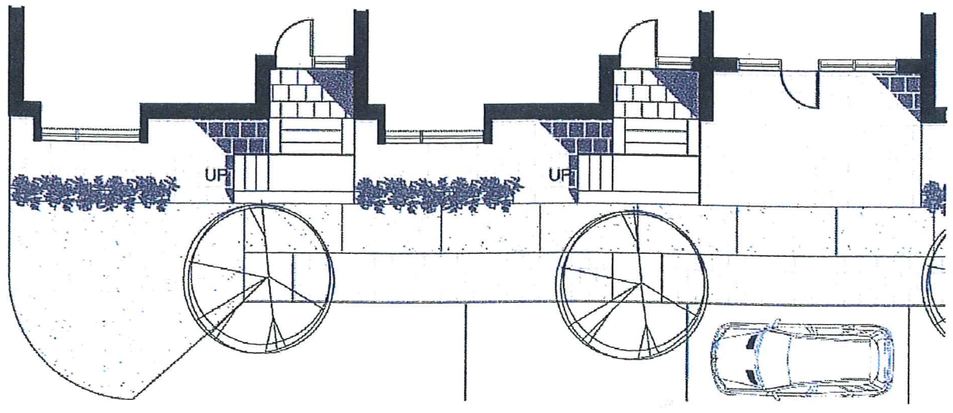
CITYGATE

FEB 16, 2010

COSTELLO & SON

ENLARGED ELEVATION

0 5 10 20

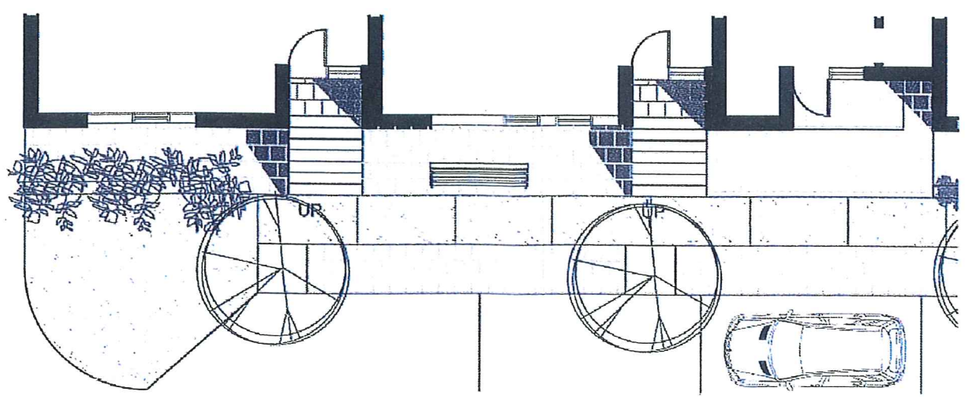


ENLARGED PLAN

0 5 10 20

ENLARGED ELEVATION

0 5 10 20



ENLARGED PLAN

0 5 10 20

BLOCK H BUILDING 5

BUILDING TYPES STUDY

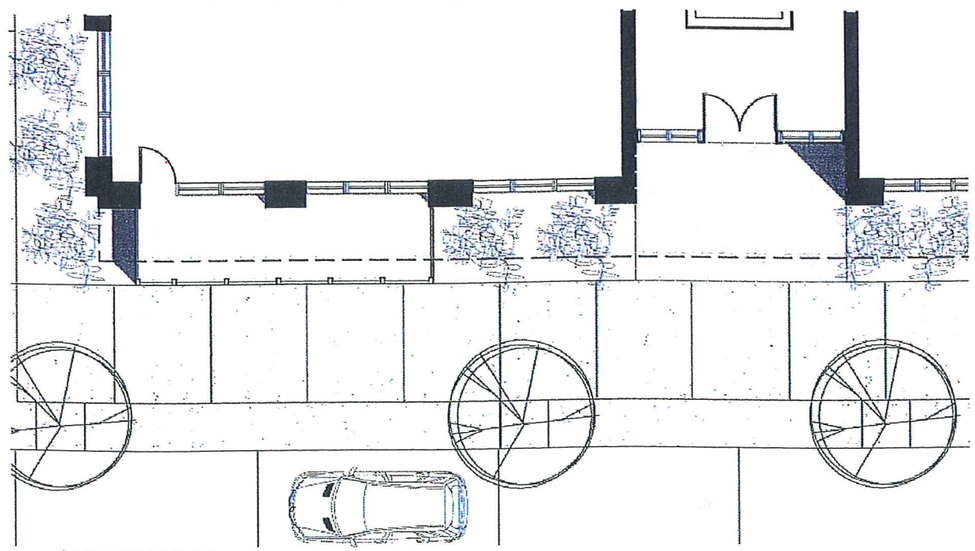
FIGURE 4.4

ENLARGED ELEVATION : EHKOR BLOCK

0 5 10 20

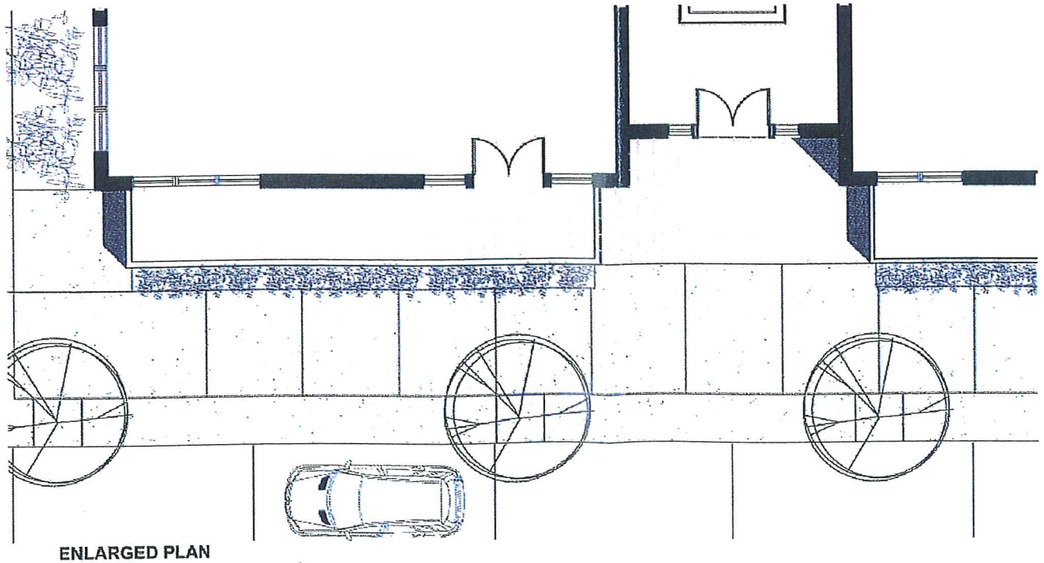
ENLARGED ELEVATION : EHKOR BLOCK

0 5 10 20



ENLARGED PLAN

0 5 10 20



ENLARGED PLAN

0 5 10 20

BLOCK H BUILDING 3

BUILDING TYPES STUDY

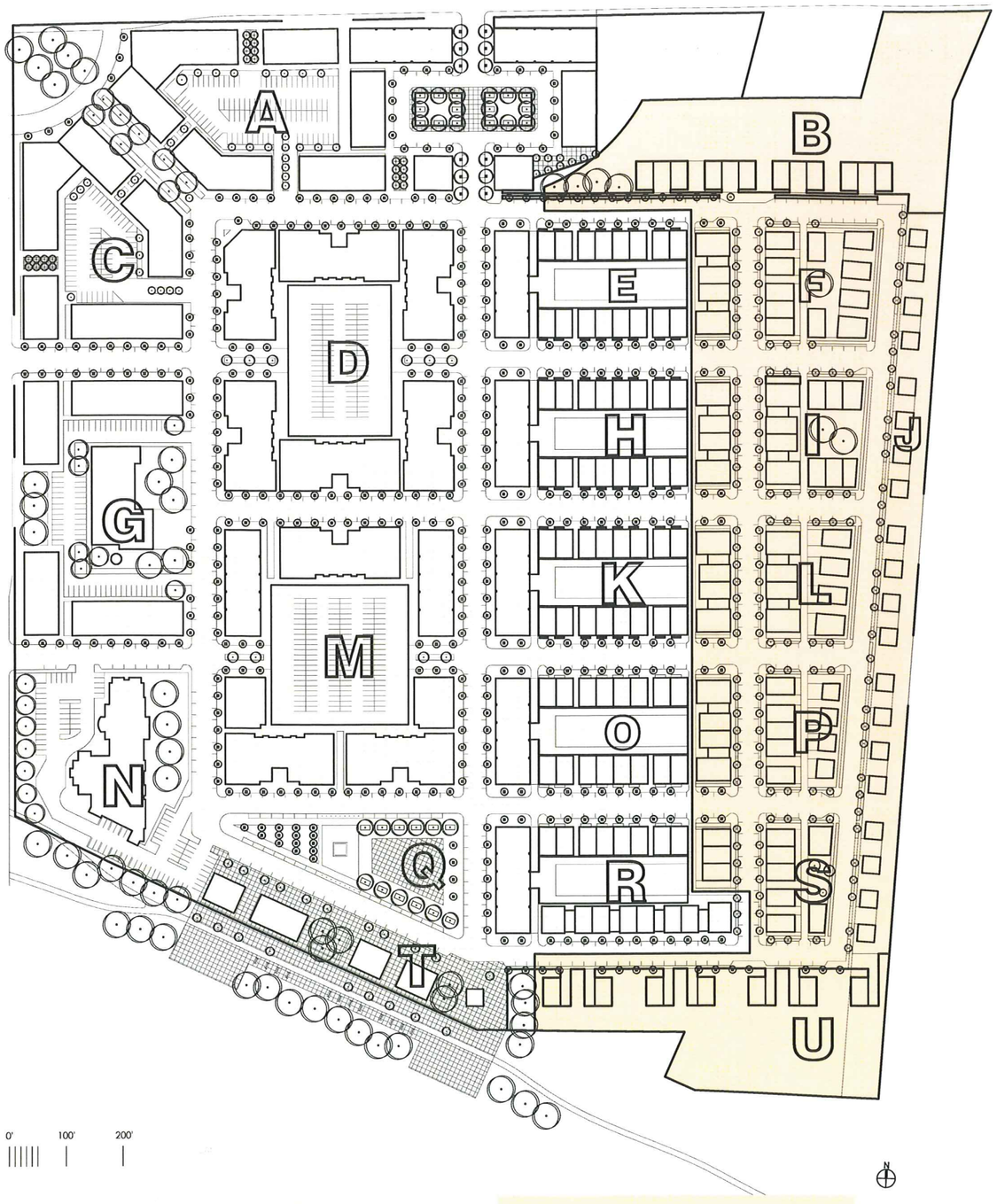
FIGURE 4.5

CHAINTREUIL | JENSEN | STARK

CITYGATE

FEB 16, 2010

COSTELLO & SON

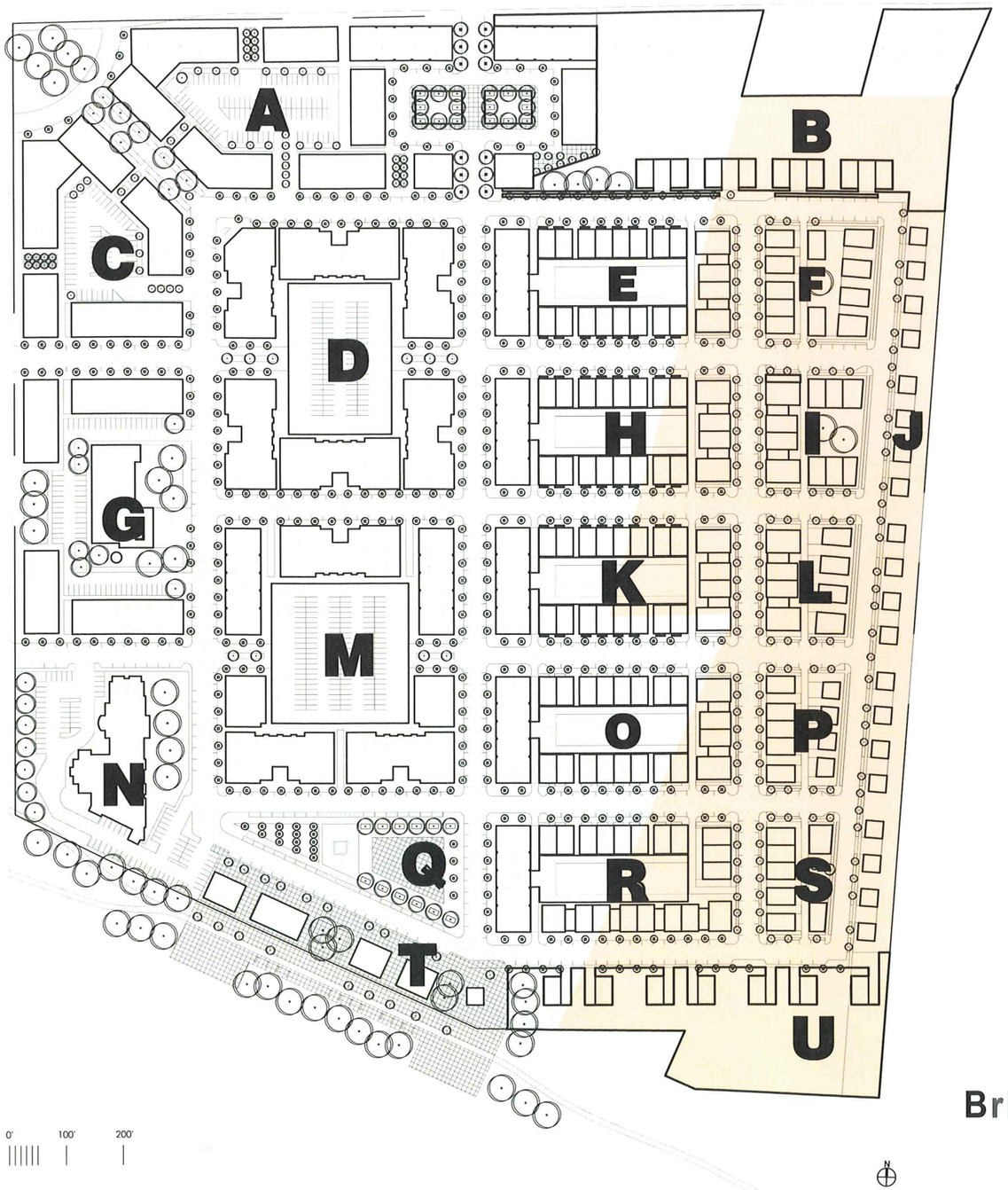


CITY OF ROCHESTER

TOWN OF BRIGHTON

MUNICIPAL BOUNDARY MAP

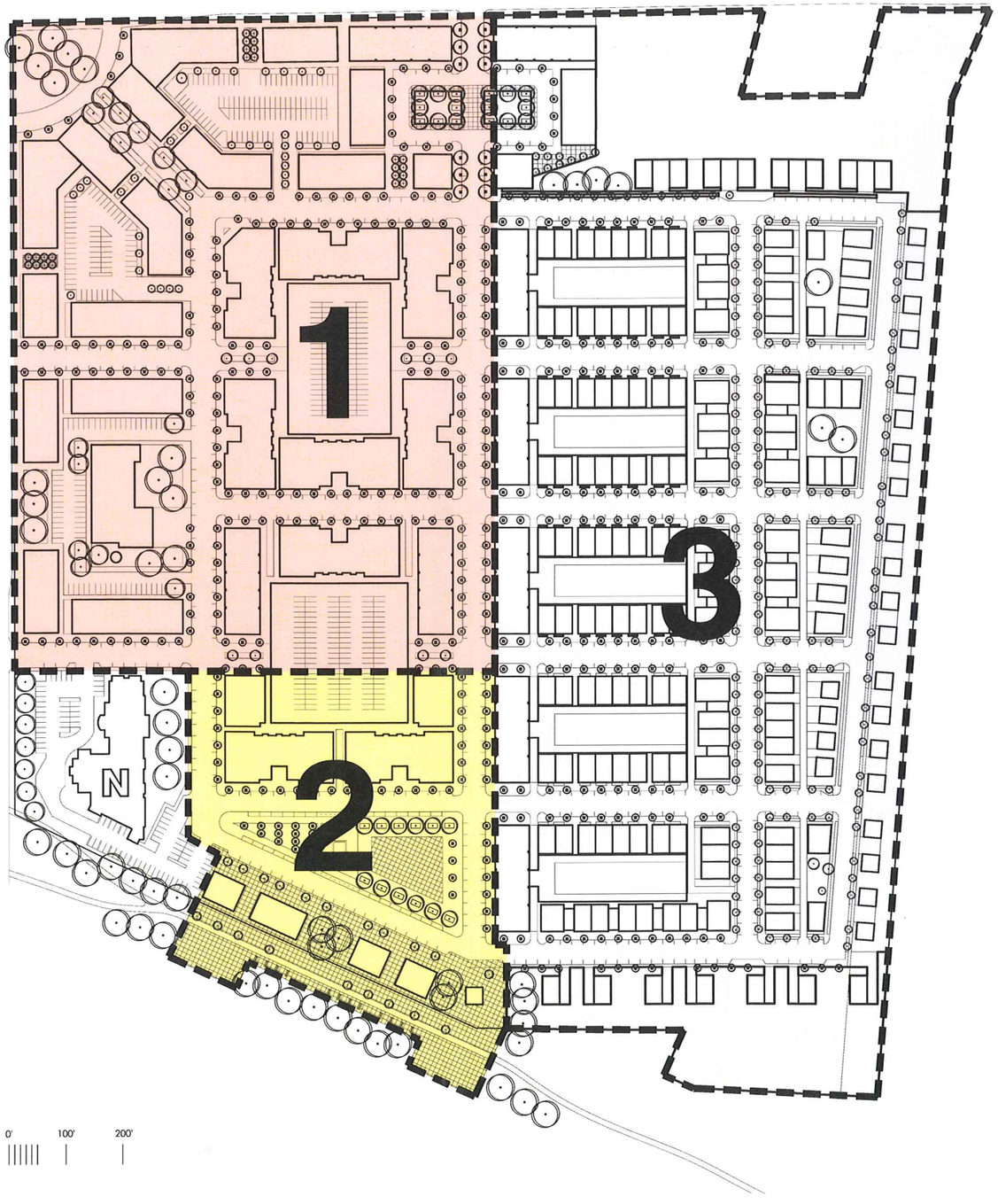
FIGURE 5



PROPOSED PRD ZONING

Brighton Planned Residential Development (PRD) Map

FIGURE 6



Phase	COMMERCIAL (RETAIL) (SF)	BUSINESS (SF)	RESIDENTIAL UNITS	SECURE PARKING	ON-STREET PARKING	GROSS PARKING/BLOCK
1	204,990	166,400	451	906	192	1098
2	42,100	0	88	307	97	404
3	55,900	26,800	565	777	401	1178
*TOTALS	302,990	193,200	1,104	1,990	690	2,680

*does not include **Block N**

PHASE 1

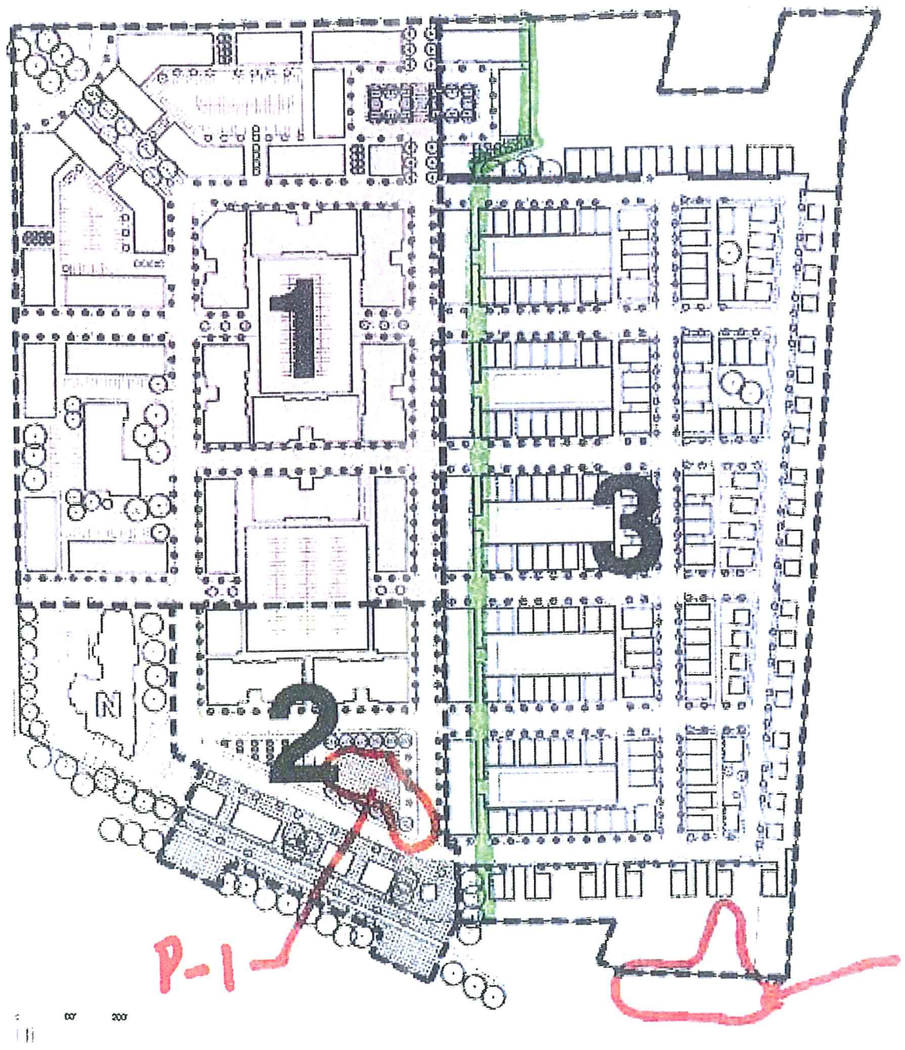
PHASE 2

PHASE 3

PHASING PLAN

DB-1

DB-2



Phase	COMMERCIAL (RETAIL) (SF)	BUSINESS (SF)	RESIDENTIAL UNITS	SECURE PARKING	ON-STREET PARKING	GROSS PARKING/BLOCK
1	204,970	114,400	454	935	182	1010
2	42,300	0	98	207	97	304
3	55,700	36,800	598	737	401	1138
*TOTALS	302,970	151,200	1,150	1,910	640	2,600

* Does not include Block N

PHASE 1

PHASE 2

PHASE 3

PHASING PLAN

CITYGATE DEIS – PUBLIC COMMENTS:

October 31, 2008	Michael J. Flanigan, Stantec Consulting
November 13, 2008	Sandra Frankel, TOP Supervisor
November 20, 2008	Donald D. Doe, Monroe County Water Authority
November 23, 2008	Albert B. Antonez, Brighton Informed
November 24, 2008	Timothy E. Keef, P.E., TOB
November 30, 2008	Joan Gray Lindberg, Lilac Neighbors
December 1, 2008	Lisa M. Porter, D.E.C.
December 1, 2008	Joanna Oliver, AICP, Environmental Manager
December 1, 2008	Edward J. Olinger, VP for Preservation
December 1, 2008	Kevin Buckley, NYSDOT, Regional Director
December 1, 2008	Brent Penwarden III P.E.
December 1, 2008	Dan Hurley, President, UMHN
December 1, 2008	Helen Bayer Hogan, Executive Director SEAC
December 1, 2008	Kevin Quinn, MCPW, Office of Development Review

Stantec Consulting Services Inc.
2250 Brighton-Henrietta Town Line Road
Rochester NY 14623-2706
Tel: (585) 475-1440
Fax: (585) 424-5951

Stantec

October 31, 2008

Mr. Ramsey Boehner
Town of Brighton Planning Board
Town of Brighton
2300 Elmwood Avenue
Rochester, NY 14618

Reference: Citygate DGEIS Substantive Review

Dear Ramsey:

The draft Citygate DGEIS, dated October 2008 was reviewed by Stantec and Town of Brighton staff. The purpose of this review was to provide substantive comments on the DGEIS for the Lead Agency's consideration for the preparation of the FGEIS. In general, the DGEIS does not provide sufficient information for the reviewer to understand the full magnitude of potential environmental impacts, nor were sufficient mitigation measures identified and discussed. Our specific comments are referenced by section and/or page number.

Executive Summary

Page 6, Paragraph 4. It is stated that Citygate will be managed by a development company that will budget for and maintain all internal streets, landscaping and street lighting as well as coordinating utility repair, maintenance and improvements. This is inconsistent with statements made in Chapter 4.

Project Overview

Page 11. A summary of what is proposed in the Town of Brighton. Section 2.2 does not contain a description of what is proposed in terms of the type of residential units, proposed heights, range of building densities and supporting development features. Two loft buildings are shown on the concept plan. Will any retail uses be included in the Brighton portion?

Page 15. What is meant by the "level work units"? At first glance, these types of units are not consistent with the RHD-1 zoning district.

Page 17. The potential variances needed from the Brighton Zoning Board of Appeals are not identified (i.e. use, height, setbacks, etc.).

Page 17. What is the Dormitory Authority's role in the project? What aspect of the project are they funding?

Page 19. The MCDOT should be listed as an Involved Agency given that there is a proposed curb cut on the County portion of Westfall Road.

Page 24. How much new impervious surface will be added to the site? What is the potential increase in the volume of stormwater generated compared to that generated today? What mitigation is proposed to address the

Page 24. Will the proposed stormwater management system be constructed in sequence with the construction phasing or will any portions need to be constructed at the outset?

Pages 24 and 25. Please elaborate on the contents and objectives of the SWPPP. What is the anticipated volume and quality of runoff leaving the site?

Existing Environmental Setting, Impacts and Mitigation Measures/Alternatives

Page 25. Identify and discuss the stormwater conveyance pathway from the proposed stormwater pond to the NYSDOT pond. Will the stormwater be piped or be conveyed via an open channel? Will an easement be needed? Who will be responsible for the maintenance of this conveyance system?

Page 25. Please elaborate on the "comprehensive program of green initiatives" intended for this project. Are there any stormwater management facilities that are proposed to be dedicated to the Town of Brighton?

Page 27. How many sycamore trees are within the Town of Brighton? How many will be lost due to the proposed development?

Page 30. While a grading plan has yet to be prepared, is it possible to determine whether or not topsoil will need to be either imported or exported from the site? What are the potential mitigation measures?

Page 30. Were there any attempts to avoid the 0.33 acres of wetland or an attempt to incorporate them into the conceptual design as part of the green initiatives?

Page 32. Please expand on the discussion of mitigation for the loss of trees. How many trees will be lost? How many will be replaced?

Page 34. Figure 14 appears to be inconsistent with the Conceptual Site Plan. The location of the proposed stormwater pond is shown in the wrong location. Views from the Town Park trail are not provided as required in the Scoping Outline.

Page 38. The proposed Signage Guidelines contained in Appendix G do not comply with the Town's signage requirements for the Residential District. Adequate mitigation measures have not been identified.

Page 38. There is not an adequate assessment of visual impacts resulting from building height or massing. Likewise, there are no proposed amenities or mitigation measures presented for these impacts.

Page 38. Please discuss the extent of screening, buffering and landscaping needed to effectively reduce visual impacts. Perhaps a range can be given of the amount and type of screening and buffering needed for each of the proposed uses.

Traffic and Transportation

The information provided in the GDEIS is inadequate and in some cases in-correct to identify the possible environmental traffic impacts on the Town of Brighton. In particular:

- The intersection of South Clinton Avenue and Westfall Road will operate under failing conditions with this project; however no mitigation is analyzed or offered other than Monroe County will be fixing it. There is no information on when Monroe County will make the improvements, whether they will accommodate the additional traffic generated by Citygate, nor the level of improvements required to accommodate the additional Citygate traffic and their possible environmental impacts.
- East Henrietta Road interchange with I-390 is operating under failing conditions, however, the interchange was not analyzed in the GDEIS, nor mitigation identified. Again, only the statement that the New York State Department of Transportation will be fixing it. No information is provided on when New York State will be making these improvements, whether they will accommodate the additional traffic generated by Citygate or the level of improvements to accommodate the additional Citygate traffic and their possible environmental impacts.

- We do not agree with the volume of Citygate traffic that might travel through the Town of Brighton based on current traffic patterns. We would expect 30%, if not 40% of Citygate traffic will use Westfall Road in the Town Of Brighton to and from Citygate;
- The number of vehicle trips generated by Citygate is significantly under-estimated. The estimate assumes that for the retail development, 20% of the trips generated would travel to/from other retail shops on site and would never exit onto the adjacent highway system. Since the Institute of Transportation Engineers "Shopping Center" Trip Generation rates were used to estimate generated trips by this retail component, these internal shopping trips have already been accounted for. The double dipping on volume adjustments has grossly under-estimated the impact of traffic impacts on the adjacent highway network.
- The traffic analysis conducted is based on different land use sizes than presented in the GDEIS. Thus, the true volume of traffic generated for the preferred development and its possible environmental impacts have not been properly documented in the GDEIS.
- While the proposed 343,000 sq. ft. of shopping center will experience peak traffic generation on Saturday, no formal analysis of the traffic impacts was performed for the Saturday peak period. In addition, we disagree with the information offered in GDEIS stating the development would generate less trips on Saturday.
- Monroe County Department of Transportation is not listed as an involved agency, yet the development proposes a driveway on Westfall Road owned by Monroe County. Thus they are an involved agency and should be listed as such;
- Parking Adequacy has not been addressed – No information is provided in the GDEIS that identifies the number of parking spaces necessary to support this mixed used development. This information is important in identifying if any spill over parking will occur into the apartment or townhouse sections (Town of Brighton).
- The internal roadway system is very circuitous and will impact the use of each of the access points to the adjacent roadway. No mention is made if the internal roads and utilities will be private or dedicated.
- A comprehensive pedestrian/bicycle system is not shown in the figures or discussed. While some trails are shown on the plans, links connecting various portions of the development to the canal/trails and the adjacent roadway system are missing and not addressed.

Utilities and Energy Use

Noise. Lighting and Odor Impacts

Page 90. It is stated that the City of Rochester and the MCWA are evaluating whether the City Water Bureau can provide water for the entire development. The FGEIS should identify whether or not the City can provide water for the entire development. If they can't, an alternative solution needs to be presented.

Page 91. Who will be responsible for maintaining the 8" sanitary sewer? Will there be adequate water pressure for the fire hydrants?

Page 106. The portion of the proposed project within the Town of Brighton is inconsistent with the RHD-1 zoning district requirements. Live/work residential units with small offices are not allowed, nor is "retail in the first floor".

Page 114. Even for a GEIS, the description of the proposed land use in the Brighton portion of the project is too vague. How many residential units are proposed? How tall will they be? Is there a range of maximum lot coverage, minimum setbacks, density and maximum heights that can be presented at this time?

Page 115. The zoning requirements of the requested RHD-1 zoning district have not been addressed. Are there any use variances needed for the Brighton portion of the project?

Page 118. There was not a sufficient analysis of the land use and zoning impacts, therefore, it is premature to conclude that no additional mitigation is needed for Land Use Zoning.

Assessment of Reasonable Alternatives

The information provided in the GDEIS is inadequate to make a determination on the reasonable alternatives. Not all potential impacts have been properly identified nor corresponding alternatives evaluated in terms of land use, wetlands, stormwater, traffic and ... as follows:

In general, no alternative presented in the GDEIS addresses:

- mitigation/avoidance of the wetland impacts;
- maximum buildout potential of the site prior to the State and County improvements are completed;
- or short term community impacts prior to State and County improvements are completed;
- development phasing and stormwater system plan.

Page 119 – Alternative Site Plan 2 – Town of Brighton Comprehensive Plan 2000. This alternative and the corresponding Figure 23 are inconsistent with the Town's Comprehensive Plan. The low density office district specified in the Comprehensive plan does not permit general office uses including medical. This low density district also specifies a maximum of 7,000 square feet/acre, set back requirements, maximum building height, development density, open space requirements. Potential use variances are not identified.

Page 124 – Alternative Site Plan 4- Town of Brighton RHD-2 (High Density District). This alternative, Figure 4, Figure 29 and the traffic study are inconsistent and difficult to determine exactly what is being proposed.

- A trip generation comparison was not made nor an updated traffic study provided. Supportive documents are not provided addressing the full impacts of this alternative.
- Figure 4 – Proposed land use shows "Brighton Canal Front Mixed Use", mixed use development is not permitted in RHD-2 and is inconsistent with the proposed write up under this alternative.

Temporary and Short-Term Impacts

Short term impacts and mitigation were not identified related to the traffic impacts. Any delay by the State and County adjacent highway improvements will cause additional community impacts that have not been addressed.

Will the project meet all of the various Federal and State requirements without the construction of Phase 1B? Does the construction of Phase 1A trigger the need to construct any portion of the proposed stormwater pond within the Town of Brighton?

Appendix O – Traffic Impact Study

Trip Generation – Trip generation and adjustment calculations are not provided in the study appendix. The retail component of 343,000 square feet is calculated and treated as a "shopping center"; yet, an internal shared trip adjustment of 20% between retail uses is taken. This adjustment is not in conformance with ITE trip generation methodology.

Trip Distribution – the study is based on a premise that approximately 20% of the site generated traffic will arrive and depart through the Town of Brighton via Westfall Road. Review of existing travel patterns would indicate that close to 30-40% of existing traffic in the study area is using the Westfall Road corridor. Applying a generic trip distribution pattern to all traffic (office, retail and residential) components of the site is not in conformance with basic traffic engineering principles. The circuitous internal roadway system will also impact which access points will be used.

Levels of Service – The DGEIS and TIS do not address nor allude to the potential mitigation measures needed to minimize these impacts. The study shows poor operating conditions at the intersection of Westfall Road and South Clinton Avenue under current conditions and it continues to decline to overall failing conditions with the addition of background and 2013 Full Build traffic. As the timing of the MCDOT Westfall Road Phase 2 project is not noted, the need for temporary improvements or phasing of the development will need to be addressed.

The I-390 Interchange with East Henrietta Road is not addressed or analyzed, yet 42% of the morning traffic will arrive from this interchange area. We are aware that the poor levels of operation at this interchange during the morning peak period is the basis for alternative travel patterns such as I-590 southbound traffic getting off at Monroe Avenue and traveling over Westfall Road to this general area. Without improvements to this interchange and with development of Citygate, more traffic is likely to divert to the local network via Westfall. Again, this further suggests that traffic and associated impacts of this development are underestimated along the Westfall Road corridor.

Where is the RTS Transfer center located? An adjustment to reduce traffic volumes generated by the site totaling 60-100 vehicles per hour was taken; but no indication in the plans where the transfer center will be located and it's relationship to the various land uses.

Please call me if you have any questions or require additional information.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Michael J. Flanigan
Tel: (585) 475-1440
Fax: (585) 424-5951
mike.flanigan@stantec.com

TOWN OF BRIGHTON

Sandra L. Frankel
SUPERVISOR

November 13, 2008

Arthur Ientilucci, Director of Zoning
City of Rochester
City Hall Room 125 B
30 Church St.
Rochester, N.Y. 14614

Re: Citygate
Draft Generic Environmental Impact Statement (October, 2008)

Dear Mr. Ientilucci:

The Town of Brighton submits the following comments and questions for the record of the DGEIS hearing.

The two most important comments have to do with zoning. First, the proposal is not in accord with our Comprehensive Plan recommendation for the area. Second, the Town's portion of the parcel is proposed by the developer to be rezoned to RHD-1 (Residential High-Density District - 1), a very intense zoning district that is not appropriate for this area.

Our other comments and questions are as follows:

1. The Town's Comprehensive Plan calls for an affordable housing component in new residential developments. Will that be provided here?

2. Will the residential use include student housing?

3. There is a significant, potential visual impact to the Town Park Trail which was not analyzed, as directed in the approved scope. Figure 14, which may be an attempt at analysis, is not consistent with the Conceptual Site Plan submitted, nor with the height and mass of the structures permitted under the RHD-1 District. The developer stated that he "seeks to enhance the trailway to offer a stronger connection to the Canal" (pg. 117). How?

4. The study shows that conditions at Westfall and Clinton will degrade upon completion of this project (pg. 83), and notes that the County plans improvements. What is their schedule? How much of the proposed project can be built *before* completion of the County project and *without* causing a decrease in the level of service at this intersection?

5. The study notes that the State plans improvements to E. Henrietta Rd. at I-390. What is their schedule? How much of the Citygate project can be built *without* completion of the State project and *without* causing a decrease in the level of service at this intersection? The Citygate project should be phased, to follow the various phases of the State projects.

2300 Elmwood Avenue • Rochester, New York 14618 • 585-784-5251 • Fax 585-784-5373
http://www.townofbrighton.org

6. The DGEIS is inadequate, as it does not estimate the potential demand for new public services from the development (pg. 108). How many police calls may be expected from 700 units? What is the cost per call? Similar analysis is needed for highways, library, recreation, fire and ambulance. The analysis must be supplemented, when the developer determines what facilities may be dedicated to the Town.

7. The DGEIS asserts (pg. 107) that "no more than 83 new students" will be directed to the Rush-Henrietta Schools from the 700 units in this development "based upon the type of housing proposed". The assertion is unsupported. How does this compare with the number of students housed in other, similar projects in the District? What limits on the "type of housing proposed" are necessary to mitigate the demand for students?

8. The DGEIS is inadequate, in that it did not analyze an alternative of development per the Comprehensive Plan, as the approved scope required. The analysis offered (sec. 5.2, pg.119) used the wrong density (10,000 SF/acre vs. 7,000 SF/acre), included medical uses (excluded in our Comprehensive Plan) and did not calculate the impacts of this alternative on community services (both revenues and expenditures for both schools and the Town).

These comments will be supplemented by a separate letter of comments from Town staff.

Sincerely,

Sandra L. Frankel

FAX

MONROE COUNTY WATER AUTHORITY

475 NORRIS DRIVE
ROCHESTER, NEW YORK 14610
585-442-2000
585-442-0220 FAX

Date: November 20, 2008
To: Dorraine Laudisi, City of Rochester
Fax: 428-6137
Phone: 428-6526
From: Donald D. Doe
Pages: 3
Re: Citygate DGEIS
Town of Brighton

Following are the Authority's comments on the Utility portions of the DGEIS for the above project:

DGEIS – Section 4.6 Utilities and Energy Usage

- Existing Conditions, Utilities: The description of the water system in the Town of Brighton should include a 8 inch connection to the City of Rochester's 42 inch and 36 inch conduits in Clinton Avenue South north of Senator Keating Boulevard, immediately increasing to a 16 inch main proceeding north along Clinton Avenue South, a 12 inch main connected to the 16 inch main at the intersection of Westfall Road and running west along Westfall Road to a point just west of the easterly intersection of Sawgrass Drive. A 8 inch main exists along Sawgrass Drive to the westerly intersection with Westfall Road.

- Existing Conditions, Utilities: The flow test information stated on page 88 is from the end of the 8 inch main in Sawgrass Drive, not on the 12 inch main along Westfall Road that would be extended to the site. It also shows the observed flow at the water main residual pressure, not the 1733 gallons per minute at 20 psi available from the 8 inch system. Variations in the Water Bureau's operation of the conduits may result in more or less pressure/volume in both systems, so the Engineer should obtain equivalent design flows from the City

and the Authority based on the City's "worst case" operating condition.

The Water Authority contact for hydraulic information and review is Chris King, 621-1200, extension 511.

DGEIS – Impacts

- Utilities, Page 90, third paragraph: The DGEIS states the City and the Authority are evaluating the City's ability to supply the whole site because the Authority's system can not meet the demand. The Authority has no record of any contacts regarding water supply (except perhaps for a request for flow information) and is not presently evaluating the system alone or with the City. The Authority also does not necessarily agree that the Brighton portion of the project can not be served from its system.

DGEIS – Mitigation Measures

- Utilities, Page 91, second paragraph: As stated above, the Authority does not yet agree that the portion of the system in the Town of Brighton can not be served from the Authority's system. There are some issues with the analysis shown in Appendix D, which are discussed below.

Appendix D – 2.1 Water System

- Paragraph 1, Second to last sentence: The report states there is a 8 inch main east of the site under the jurisdiction of the Town of Brighton. The main in Westfall Road is a 12 inch under the jurisdiction of the Monroe County Water Authority.

- Paragraph 1, Last sentence: The report states flow test data was obtained for the main in Brighton. The results shown are from a test conducted at the end of the 8 inch main along Sawgrass Drive, off the 12 inch main in Westfall Road. The 12 inch main would be extended to the Citygate site, so obtaining a supply curve from the 12 inch main is more applicable. Also, as mentioned above, the pressure and volume available to the site from either jurisdiction

varies in accordance with the operation of the City's conduits (the source for both systems) so the supply curves for both systems should be from a common "worst case" conduit condition, not from a particular point in time.

- Paragraph 2, Last sentence: The "Town of Brighton" water main is mentioned. This should be the "MCWA" water main.

Appendix D – Appendix 1

- The Pump Tables for each option must be shown to assure the flow information is properly entered into the hydraulics program.

- Under Option 1, the pressure losses through the jurisdictional meter should be indicated (and if the units are all rental, a master backflow prevention device).

- Re-calculate the hydraulics for Option 2 showing P-42 as at least 12 inch pipe. The existing water main is 12 inch and that will be the minimum size for an extension.

- Consider increasing the pipe size in the complex to 12 inch.

- If all the units in the Brighton portion of the project are rental, the Authority will likely master meter the on-site water system, so losses thorough a meter and backflow prevention device may be required in the hydraulic calculations for Option 2.

Please have the Engineer address the above items as part of the FEIS, coordinating the revisions with the Authority and the City prior to their inclusion in the final document.

Brighton Informed

November 23, 2008

Ms. Dorraine Carr Laudisi
City of Rochester
Bureau of Buildings and Zoning
City Hall Room 125 B
Rochester, NY 14614

Subject: Citygate

Dear Ms. Laudisi,

I had the opportunity to attend the public hearing on November 6, 2008 at St. Anne Church when the Draft Generic Environmental Impact Statement (DGEIS) was submitted for Citygate; the 65–acre project located at the southeast corner of the intersection of East Henrietta Road and Westfall Road. I have since reviewed the plans on file at the Rochester Public Library, and on the website provided at the public hearing.

The proposed Citygate mixed-use project, which incorporates a variety of housing options, retail, office, hotels, and recreational activities, is exactly the type of development we need in Upstate Western New York. This development will create opportunities for interaction and connectivity, promote and incorporate green building practices, and provide public amenities including open space and access to the Erie Canal and multi-use trails.

We also believe that the Citygate project will provide our community with increased tax revenues and jobs. All Rochesterians who appreciate our past, and our enthusiastic about our future, should be thrilled with the economic and social benefits this type of private investment will create.

In recent years, cities like Saratoga Springs have realized the gains and benefits from quality development and I am excited that our region has been presented with such a thoughtful development project from one of our most respected local development firms, Anthony J. Costello, and Son.

I hope you and the members of your Board will support this initiative and its visionary perspective and thank you for your consideration of my comments. Please contact me if you have any questions.

Sincerely,

Albert B. Antonez
88 Palmerston Road
Rochester, NY 14618

Town of Brighton

MONROE COUNTY, NEW YORK
DEPARTMENT OF PUBLIC WORKS
2300 ELMWOOD AVENUE ROCHESTER, NEW YORK 14618
PHONE: (585)784-5250 FAX: (585) 784-5368

November 24, 2008

Ms. Dorraine Carr Laudisi
Bureau of Buildings and Zoning
Room 125-B
City Hall
30 Church Street
Rochester, New York 14614

re: CityGate Proposal DEIS
Town of Brihgton/City of Rochester

Dear Ms. Laudisi:

On behalf of the Town of Brighton DPW, I offer the following comments with regards to the above document:

1) Section 4.2, Water Resources, mitigation measures, page 24 - The applicant's engineer has noted that "... the Erie Canal, ... does not discharge into the Irondequoit Creek Watershed.". This is incorrect as there are numerous discharge points along the Canal that are tributary to Allens Creek or other surface waters that drain into the Irondequoit Creek Watershed.

2) Section 4.2, Water Resources, mitigation measures, page 25, second paragraph - The stormwater mitigation will also have to comply with the requirements of the Town Code in addition to the IWC and NYSDEC criteria.

3) Section 4.6, Traffic and Transportation, Trip Generation, page 77 - this section does not address the RTS transfer facility in any detail. If a transfer facility were to be incorporated into the site, it would be cause for additional traffic generation along East Henrietta and Westfall Roads in the Town of Brighton as vehicles used these corridors to access the transfer location. Additional detail and discussion are required to evaluate the impacts associated with a transfer facility as part of this development.

4) Appendix D, Stormwater Management Report - Currently the site drains in two different directions. Approximately 46% to the Canal and 54% to the east and the Town of Brighton. It is proposed for all of the drainage to be collected on site and discharged to the east and into the Town. This represents a significant reapportionment of runoff volume that currently does not impact the Town. All Town Code, IWC and NYSDEC requirements will have to be adhered to. Furthermore, the DPW will require the applicant's engineer to provide an enhanced report to detail the effects of additional runoff being directed to the Town and the impacts upon the downstream receiving system.

Thank you for the opportunity to provide comments upon this project and I look forward to any subsequent opportunities to do so.

Very truly yours,

Timothy E. Keef, P.E.
Town Engineer
Department of Public Works

TEK/wp

cc: T. Low
R. Boehner

CITYGATE.DEIS.COMMENTS.COR.NOV.2008.01

32 Highland Ave.
Rochester, NY 14620
November 30, 2008

Dorraine Carr Laudisi
Bureau of Buildings and Zoning
City Hall Room 125B
Rochester, NY 14614

Response to the Citygate Draft Environmental Impact Statement

Thank you for the opportunity to review and respond to the Citygate DEIS. The proposal outlines exciting uses for an important real estate parcel in Southeast Rochester and the Town of Brighton. The proposal has many desirable aspects including:

~ commitment to green building technology
~ inclusion of a water garden for pollution abatement
~ introduction of new businesses, that will hopefully include a grocery store
~ redevelopment of a long-neglected parcel in the City
~ creation of new jobs
~ infusion of additional tax money to both Rochester and the Town of Brighton
~ focus on the New York State Canal and the Canal path.

The following comments and questions come in thoughtful response to the Citygate DEIS.

1. The Landscape Environment.
It was surprising to read that the sycamore trees, planted around 1911, "are nearing the end of their expected life." (p. 46). The stately sycamore trees on the Wolk Campus of Al Sigl Center (Elmwood and South) are still thriving, despite recent construction projects at that site. The sycamore trees planted over a hundred years ago around the Highland Park Reservoir are alive and well. Every effort should be made to preserve and protect the mature sycamores at Citygate.

To remain faithful to the green environmental commitment of the project, please plant native species of trees, plants and groundcovers.

Is there any way to skim off and store for reuse the rich topsoil on the site?

Currently, 45% of the runoff of ground surface water enters the New York State Canal. When the project is complete, 50% of runoff will empty into the Canal. What body of water does the Canal drain into? Is there a way to decrease the runoff into the Canal? As development reduces the amount of open land to absorb rainwater, the amount of runoff will increase. Added to that increased runoff comes pollutants from a very large number of vehicles using the site. What can be done to address the increased runoff / pollution problem emptying into the Canal?

How will the development address the steepest slope on the project site? (10 – 20% slope p. 30).

2. The Rental Market in Southeast Rochester.

New apartment complexes and dormitories have recently been built, or are in the planning stage, in Rochester, Brighton and Henrietta. New constructions include: the dormitories at Monroe Community College (Brighton), Park Point at RIT (Henrietta), and the new 19th Ward dorms at the University of Rochester (City). The U of R plans additional housing in College Town (scheduled to open in 2013) at Mt. Hope between Elmwood and Crittenden. South Wedge Landing will create new rental units on Mt. Hope Avenue. Given these recent and planned projects, does Citygate really "need" 1100 residential units aimed at this same market? The number of residential units seems excessive.

What impact will Citygate have on vacancy rates at adjacent rental properties? (e.g. Rochester Highlands). No one benefits from renovating one derelict site (the Iola Campus) only to create another underutilized site across the street.

In order to build 1100 residential units, how high will the rental units be, especially in the Neighborhood Mixed-Use district located in the City of Rochester? If housing units are limited to 3 stories in the Residential district (Brighton), will the same height restriction apply to the Neighborhood Mixed-Use district?

How high will the proposed parking structure for 1200 – 1500 cars be? Aesthetically, the parking garage should not dominate the landscape.

Will Citygate have its own internal Security service?

3. Parking Environment

In the calculations for parking spaces, did Citygate planners assign two spaces for each residential unit? Two spaces per unit was the standard recently set for the development at South Wedge Landing on Mt. Hope Ave.

What will the total number of parking spaces be for Citygate?

4. Transportation / Traffic Flow

Traffic along E. Henrietta and Westfall Roads creates daily rush hour congestion. At the present time, the intersections of Westfall & Sawgrass and Westfall & Clinton experience a Level of Service of "F" each day. Reconstruction of Westfall Rd. will be undertaken in the near future. However, even with reconstruction, the addition of 1100 residential units, 700 retail jobs, customers who will visit retail shops, two hotels with a combined occupancy of 350 guests, shuttle service from the U of R, and a Park and Ride hub for RTS buses will stress the best plans to rationalize traffic flow along Westfall and E. Henrietta Roads. The project is just too dense. This is a plan for gridlock.

5. Hotels

Why does Citygate need two hotels? The DEIS states that the hotels will meet an unmet need of people visiting local colleges. However, there is a hotel across the street from MCC. There is now a hotel serving the U of R at Brooks Landing. RIT has a hotel on campus.

Thank you for this opportunity to reply to the Citygate DEIS. Please accept these thoughts as constructive comments. Good luck as you move forward with this plan.

Sincerely,

Joan Gray Lindberg
Lilac Neighbors

New York State Department of Environmental Conservation
Division of Environmental Permits, Region 8
6274 East Avon-Lima Road, Avon, New York 14414-9519
Phone: (585) 226-5400 • FAX: (585) 226-2830
Website: www.dec.ny.gov

Alexander B. Grannis
Commissioner

December 1, 2008

Ms. Dorraine Carr Laudisi, Sr. City Planner
City of Rochester
Department of Community Development
Bureau of Buildings and Zoning
City Hall Room 125B
30 Church Street
Rochester, NY 14614-1290

Re: **Citygate Mixed-Use Redevelopment**
Draft Generic Environmental Impact Statement Review
Former Iola Campus - East Henrietta Road and Westfall Road
Rochester (C), Brighton (T); Monroe (C)

Dear Ms. Laudisi:

The New York State Department of Environmental Conservation (the Department) has received a copy of the Draft Generic Environmental Impact Statement (DGEIS) for the above-referenced project with a Notice of Completion of the DGEIS and Public Hearing dated October 20, 2008. The DGEIS has been reviewed and the following comments are provided.

Plan approvals may be required for the water main and sewer main extensions to serve this project. In addition, if this area is not already within a permitted water district, the City of Rochester must submit an Article 15 Water Supply Permit application. For further information on plan approvals, please contact Division of Water program staff at 585-226-5450.

- This project will need to be in compliance with the Phase II SPDES General Permit for Storm Water Discharges From Construction Activities (GP-02-01). Operators of construction activities that involve one acre or more of land disturbance must obtain SPDES permit coverage through either an individual permit or the GP-02-01. To obtain coverage under the General Permit, all conditions of the permit must be met, including the preparation and implementation of an appropriate Stormwater Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent (NOI) form with NYSDEC. For further information and required forms, see the NYS DEC website at: http://www.dec.ny.gov/chemical/8468 .
- As noted in my April 3, 2008 letter, lands within 100 feet of the Genesee River, Barge Canal, Lake Ontario or the Genesee River Gorge are a City of Rochester designated Critical Environmental Area (CEA). A portion of the project area is located within this Critical Environmental Area. The CEA was not mentioned in the DGEIS and the document should take into consideration whether the project will cause an impairment of the environmental characteristics that caused the establishment of the CEA.
- Continued coordination with the New York State Office of Parks, Recreation, and Historic Preservation is recommended until a determination regarding impacts of this proposed project on historic structures and archeological resources is made.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact me at 585-226-5402.

Sincerely,

Lisa M. Porter
Environmental Analyst

cc: Monroe County Department of Health
NYS Office of Parks, Recreation and Historic Preservation
Anthony J. Costello, Costello & Son Development
Bergmann Associates

Dormitory Authority
State of New York

Gail H. Gordon, Chair
Paul T. Williams, Jr., Executive Director

December 1, 2008

Ms. Dorraine Carr Laudisi
City of Rochester
Bureau of Buildings and Zoning
City Hall, Room 125B
30 Church Street
Rochester, New York 14614

Re: Draft Generic Environmental Impact Statement for the *Citygate Project*
City of Rochester and Town of Brighton, Monroe County, New York

Dear Ms. Laudisi:

The Dormitory Authority of the State of New York ("DASNY") has received a copy of the Draft Generic Environmental Impact Statement ("DGEIS") for the proposed *Citygate Project.* Please note that DASNY's jurisdiction in the proposed project would be the "Authorization of the Expenditure of Bond Proceeds" for grant programs. This language should appear in Table 1 - Approval and Permits Required in the DGEIS and in the Environmental Assessment Form Part I, Item 41.

Should you have any questions, please contact me at **(212) 273-5023** or **Joanna Oliver, AICP, Environmental Manager, Dormitory Authority of the State of New York, One Penn Plaza, 52nd Floor, New York, New York, 10119.**

Cordially,

Joanna Oliver, AICP
Environmental Manager

cc: Jack D. Homkow (DASNY)

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LANDMARK
SOCIETY

December 1, 2008

Dorraine Carr Laudisi
Bureau of Buildings and Zoning
City Hall Room 125B
Rochester, NY 14614

Dear Ms. Laudisi:

Thank you for the opportunity to comment on the DGEIS for the Citygate project proposed by Anthony J. Costello and Son Development, LLC, for the former Iola Campus at Westfall and East Henrietta roads. A small team of Landmark Society staff and trustees with expertise in historic preservation, including landscape preservation, has reviewed the DGEIS and has a number of comments regarding the document.

Prefacing our specific comments, we would like to start with an overall observation, which we pose as a question: Do the City of Rochester and Town of Brighton value their historic resources more than the desire to assist a developer who wishes to achieve a maximum profit? The City has clearly recognized this collection of structures as Buildings of Designated Historic Value due to their National Register eligibility. Due to this recognition, we believe the City should continue to seek a solution that can achieve the goal of a reasonable profit for the developer while ensuring the adaptive reuse of portions of the historic campus. We believe there are alternatives that are not explored in the DGEIS that could make the reuse of some of the existing buildings and landscape features viable. We describe some our specific concerns in more detail below.

Another broad concern is the fact that the buildings have been deteriorating during the five years of developer ownership. While this situation may have begun while the site was vacant under County ownership, it has continued and amplified since the developers purchased this property. In February 2007, we met with the developers and expressed our concern that the buildings' conditions were worsening and must be rectified, yet we have seen no progress toward stabilizing the buildings. The developers were aware of the complex's historic status when they purchased the buildings and we believe that to permit their wholesale demolition without serious, meaningful mitigation would set a terrible precedent. Any intent on the part of the developer to allow for a demolition-by-neglect should be thwarted by City administrators.

On a technical note, it is our understanding that in order for the developers to qualify for a Nationwide Wetland Permit from the U.S. Army Corps of Engineers, they must comply with a number of conditions, including compliance with the Section 106 consultation process. The removal of nine National Register-eligible buildings will be an adverse impact, and we understand that consultation with the State Historic Preservation Office (SHPO) in order to avoid, minimize and mitigate that impact will be required. The applicant should immediately commence discussions with SHPO and with the U.S. Army Corps of Engineers to get this process started, if it is not already underway. The U.S. Army Corps of Engineers should be added to the list of permitting agencies on page 17 of the DGEIS. That consultation process could result in significant changes to the proposed development, therefore, the consultation should be conducted during, rather than after, the environmental review process.

LANDMARK SOCIETY OF WESTERN NEW YORK, INC.
133 SOUTH FITZHUGH STREET / ROCHESTER, NEW YORK 14608-2204 / 585-546-7029 / FAX 585-546-4788
www.landmarksociety.org mail@landmarksociety.org

On page 5, and elsewhere in the document, a list of potential actions to mitigate the demolition of the historic buildings is provided. This list does not indicate credible or serious efforts to mitigate negative impacts. A published book or "on-site interpretation program" is not a true mitigation for an impact of this magnitude. The list includes "retention of historic site features where possible," yet we note that the document contradicts this mitigation option by indicating the belief that none of the buildings, landscape design, vehicular/pedestrian pathways, or significant trees is worthy of saving. We also wonder what "alternative site planning" might mean in the context of a project proposing to clear the site of all historic features.

The project is repeatedly referred to as the "redevelopment" of an existing site, with the implication that it constitutes an adaptive reuse that retains key features. With the possible exception of some limited amounts of infrastructure, this project does not appear to reuse any existing features and therefore should not be called a redevelopment of an existing facility, but rather the redevelopment of a site that is to be completely cleared.

Starting on page 8, and elsewhere in the document, are numerous references to this as a "green" project incorporating "sustainable" elements. Nowhere in the document do we see a true commitment to sustainability, starting with the fact that the developer wishes to demolish nine substantial buildings, discarding the embodied energy and materials associated with them. We seriously question the idea that using demolition refuse as fill is a "green" strategy.

Any trustworthy calculation of the environmental impact of this project must take into account the amount of energy that would be expended in the demolition and construction processes, and would quantify the embodied energy associated with the existing buildings, which would be wasted through such demolition. Only then can we get a true and accurate understanding of the energy impact of this project. While it may be true that the *operating* energy of the new buildings will be less on a per-square-foot basis than the existing buildings, on average, it takes approximately 65 years for a new, energy-efficient building to overcome the wasted embodied energy and the energy expended in demolition of an existing building even if 40% of the demolished building's materials are recycled. (Data courtesy of the National Trust for Historic Preservation.) The description of energy impacts should also take into account the fact that even if the new buildings are more efficient to operate than the old ones, there will be many more square feet of space and thus a larger overall impact. We do not believe the calculations, presented on p. 91, represent a comprehensive and accurate calculation.

In addition, throughout the document we see vague indications that the developers will "explore" new technologies, "investigate" NYSERDA initiatives, "explore" sustainable site design, and so forth. This does not sound like a firm commitment to a meaningful incorporation of principles of sustainability.

On pages 27, and 33, and 46 are references to the supposed ill health of the sycamore trees and the "minimal landscaping" of the site. The site is not minimally landscaped; the London Plane trees (referred to as Sycamores in the report) near the East Henrietta Road/Westfall Road intersection are a significant landscape element and contribute to the overall visual quality of the area. These trees are not included in the existing tree inventory. We also do not believe that they are near the end of their expected life, and see no evidence presented that they are in a condition that dictates their removal. These trees should be considered an asset to the site.

The inaccurate characterization of the site's landscaping as minimal is representative of a larger issue in the document, which is the repeated use of overly negative language and a missed opportunity to recognize and build on existing assets. To give just a few examples, on page 110 in the description of community character, the sentence that begins, "There is no definable community character..." is inaccurate. It is the Iola complex itself, and the hospital across the street, that define the community character. This section should be rewritten to properly define the community character, recognizing in particular both the character of the Iola site and the drama of the Monroe Community Hospital, a major visual asset in the immediate vicinity.

Rather than consistently downplaying the existing assets, the DGEIS should recognize the positive elements, including the uniqueness of the historic buildings, the remnants of the designed historic landscape, and the high design quality of the hospital, and should take into account the potential to build on the unique character of the campus. In tandem with the hospital, there is the possibility of creating a distinctive site that would draw on a population of students and young professionals who want distinctive, not homogenous, experiences.

The discussion of reuse potential relies on some inaccurate assumptions and would benefit from more creative thinking about ways to reuse the buildings. For example, on the top of page 65, why start with the assumption that the buildings would be reused only independently from Citygate and not in conjunction with a redevelopment proposal? This assumption creates a situation where the buildings must stand alone as independent rehabilitation projects, rather than work alongside a broader redevelopment of other portions of the site.

Similarly, why assume that the existing footprints of the buildings must not be altered, that fencing would not be permitted, or that the buildings can only be used for similar functions, all of which conditions are laid out on pages 64-66? It is surely possible to construct additions, rework the floor plans, modify the surrounding landscapes, change the buildings' uses, and make other modifications in order to enhance the viability of the buildings and make them work as part of a redevelopment of the site.

We question the assumption that the historic rehabilitation tax credit is unworkable and in particular would seek the source of the assertion, on page 69, that the use of the credits makes the project "much more expensive," outweighing the value of the credit, as well as the statistic, on page 70, that rehabilitation would be 20 to 50 percent more expensive than new construction. What are these assertions based on, and do these figures factor in demolition costs that would not be expended?

The developer discusses, and discards, the possibility of using the Low Income Housing Tax Credit. We would like to know whether there was any consideration of combining the LIHTC with the historic rehabilitation tax credit, an approach that has been quite successful elsewhere and has made a number of difficult rehabilitation projects financially viable. It is unclear why the developer asserts that there would be a "devastating" impact on the project if a building were reused for affordable housing; this term seems quite loaded and difficult to reconcile with the statement later in the same paragraph that affordable housing is part of the Citygate proposal.

Page 68 makes reference to the "extraordinary" costs of asbestos, lead paint, and mold removal, and removal of the tunnel. The asbestos and lead must be abated whether the buildings are demolished or retained; the tunnel would be removed regardless of what is done to the site. Therefore, these are not

costs that are associated only with reuse of the building, but would be incurred regardless of what is done with the site.

Page 70 makes conflicting claims regarding the potential marketability of office space in new and/or rehabilitated buildings. In one place, the DGEIS notes that "The area around Citygate has a lot of Class B commercial space for rent at very competitive rental rates," which seems to undercut the need for yet more office space at the Iola site. Similarly, also on page 70 is the claim that if the existing buildings were to be rehabilitated, the resulting space could not compete against new spaces to be provided at Citygate. This seems to be quite a circular argument.

The design will have a significant impact on the Erie Canal, which is also a National Register-eligible resource. Enhanced canal-focused amenities could be an asset to the canal, but more information would be needed regarding the orientation, appearance, and function of the buildings in order to make that determination. We do question whether a micro hotel, a use that is not canal-dependent, is the most appropriate use for the canal frontage. It could be more appropriate to integrate some of the proposed open spaces into the waterfront area or to increase the building setback to create more of a buffer. It is notable that the Western Erie Canal Heritage Corridor management plan envisions reuse of buildings adjacent to the canal and yet, this proposal would demolish all such buildings on the Iola campus.

The concept of a "New Urbanist" project that was conveyed to us in our initial meeting with the developers has not materialized in the plans submitted as part of the DGEIS. Rather than a pedestrian-oriented complex that would fit with and enhance an urban context, the Citygate complex is proposed as a very automobile-oriented development with a strongly suburban character, with much of the site plan devoted to parking. Particularly inappropriate are the large parking lots fronting East Henrietta Road and Westfall Road – the very sites where the developer argues that historic buildings cannot be retained, in part because of high land values. Vast expanses of parking, particularly along these corridors, and even more particularly in the place of existing historic buildings, are the exact opposite of a "New Urbanist" approach, are inappropriate to this urban setting, and would degrade, rather than enhance, the visual quality of the site. The loss of historic buildings and landscape features is in no way mitigated by such a site design.

In conclusion, as we have stated all along in this process, it is incumbent upon the developers to make the project fit the site, and to come up with a design that respects the existing qualities of that site, rather than assume a blank slate and then argue that the historic features cannot remain because they do not fit with the predetermined plan for the site.

Again, thank you for the opportunity to comment and for the City's careful review of this project. We would be glad to assist you in any way with your review.

Sincerely,

Joanne Arany
Executive Director

Edward J. Olinger / BH

Edward J. Olinger
Vice President for Preservation

cc. Marie Sarchiapone, NYSOPRHP

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KEVIN B. O'BUCKLEY, P.E.
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ASTRID C. GLYNN
COMMISSIONER

December 1, 2008

Ms. Dorraine Carr Laudisi
Bureau of Buildings and Zoning
City Hall Room 125B
Rochester, NY 14614

Re: Citygate Project
East Henrietta Road(Route 15A) and Westfall Road
City of Rochester, Town of Brighton

Dear Ms. Laudisi:

We have reviewed the Draft Generic Environmental Impact Statement for the proposed Citygate Project on the southeast quadrant of the East Henrietta Road (Route 15A) and Westfall Road intersection.

In regards to section 4.6, Traffic and Transportation, we have concerns with traffic impacts on Route 15A, specifically at the Route I390 interchange and at the site driveways. Our concerns include the close proximity of the proposed traffic signal on Route 15A to the I390 interchange, queue lengths on Route 15A from the I390 interchange to the site driveways, and the progression of traffic on Route 15A. Before we can provide detailed comments on traffic impacts of the Citygate Project, a revised Traffic Impact Study which includes the Route 15A and Route I390 interchange is necessary. Also provide us with the SYNCHRO files used to create the outputs in the study.

If there are any questions please contact Mr. Robert Duennebacke at 585-272-3475.

Sincerely,

David C. Gackenbach

For Kevin O'Buckley
Regional Director

DCG/RLD/

pc: T. Low, Town of Brighton
T. Rice, Monroe County Department of Transportation
D. Hallowell, Regional Program and Project Development
H. Ressel, Regional Design Group

City of Rochester

Inter-Departmental Correspondence

To: Dorraine Laudisi, Senior Planner, Division of Zoning

From: David Watson, Chair, City Planning Commission

Date: December 1, 2008

Subject: Citygate

At the City Planning Commission meeting on November 10, 2008, the Commission made the following comments regarding the DEIS for the above referenced project:

1) The existing historic buildings on the site should be retained and reused to promote the historic character of the site. If the buildings cannot be retained, then their unique stone, brick and architectural details should be reclaimed and reuse.

2) Reference to the exterior appearance of the proposed structures indicates that all structures shall be constructed of similar materials, such as, brick, stucco, natural dimensional stone, etc. The architecture and detailing of Monroe County Hospital across the street and the historic buildings on the site should be used as a guide in developing these elevations.

3) The area adjacent to the canal is undeveloped, providing a unique opportunity for designing an attractive waterfront area. The building elevations and public amenities should be designed cohesively. Consideration should be given to a design theme that is different than the other areas of the project.

Staff comments – December 1, 2008

With the assistance of staff from several City Hall departments and bureaus, we offer the following comments to assist the Project Sponsor in further developing the Citygate analysis and development. While it is understood that the goal is to develop a "New Urbanist Lifestyle Center," it is also important to understand that this is an urban site. Though the area immediately adjacent to the site is not of a consistent urban character, we are still obligated to encourage an urban design along the existing public streets, Elmwood Avenue and Westfall Road. While the adjacent street development may not warrant the development of continuous building edges along those streets, significant gaps along the street edge are discouraged. Connectivity to and from the existing public realm to the facilities on the site is important.

Street Network

To further develop your site plan, design guidelines and district regulations, we recommend that the proposed street pattern/grid is better defined. We suggest that this is started by identifying a hierarchy of streets (e.g. neighborhood, collector, private access drives, etc.). The street network defines the "public realm" and will define the connections, both vehicular and pedestrian, throughout the site. In the type of mixed-use development being proposed, linkages/connections are critical to the project's success. The proposed conceptual site plan should better depict these connections and the hierarchy. Some segments of the street network will likely be developed in advance of individual project components for the purpose of accessing and marketing the site. Those segments would most likely become some of the more prominent or "collector" streets from which smaller streets will extend.

Please indicate which streets, if any, will be dedicated as public right-of-way and which streets will remain in private ownership. For example, the streets leading to/around the transit facility would likely be public right-of-way.

While developing the street network, consider how the transit facility will be used by large busses and shuttle busses/vans. The currently conceptualized street network around this facility does not seem to account for queuing and circulation of these vehicles.

Design Guidelines and District Regulations

Once the hierarchy of streets is defined, then your design guidelines and district regulations should relate to street-types rather than use categories. This would pertain, also, to existing streets such as Westfall Road and E. Henrietta Road. We would be happy to work with you on this and provide examples of this type of regulatory technique.

Historic Buildings

The preservation of the existing perimeter buildings (1, 7, and 10) offers enough public benefit that we would like to see this alternative pursued further. Are the financial losses significant when analyzed in the context of the larger site development? The rehabilitation of each building, if analyzed as a separate project, will show a net loss. However, as a component of a larger development project, that loss is less significant. Secondly, the cost assessment associated with the scenario for rehabilitation includes lead and asbestos abatement which would have to be done even if the buildings were demolished.

Although we agree that they are not architectural gems and the preservation of only a few of the buildings does not preserve the recollection of the historic use of the site, there are other benefits of preserving these perimeter buildings. The preservation of two of these buildings secures an edge along E. Henrietta Road that would be aesthetically beneficial to this gateway

corridor into the City as well as to the visitors and residents of your site. Building #1 along Westfall Road presents an aesthetically pleasing façade with a prominent frontage that serves to effectively screen what is likely the rear or side of the new buildings interior to the site.

The economic analysis (p. 71) concludes that retaining buildings 1 and 10 "would impose high opportunity costs, as their sites are particularly attractive for new construction given their street frontage." However, the conceptual plan shows parking lots – not street front buildings on these sites, and thus does not sufficiently mitigate the loss of the three perimeter buildings nor enhance urban features.

Page 44 indicates that the report "Iola Campus Historic Resource Evaluation" (Bero, December 2000) documented the property conditions. This needs to be clarified. The report described the buildings and grounds, but did not assess physical conditions.

Transit Facility

Recognizing that the proposed transit facility will be subject to a site-specific environmental review at a future date, we would still suggest that more information on the vision for this facility be presented. As discussed above, the operation of the facility will likely determine the street network around it. It also has traffic implications, air quality implications, etc that could impact what uses are proposed around it. We would like to see the vision explored in somewhat more detail without requiring a specific assessment at this point. How will the facility employ "green" initiatives? Has the project sponsor explored the option of a green roof? Will an RGRTA bus stop be integrated into the site design? How many parking decks are envisioned?

Department of **Transportation**
Monroe County, New York

Maggie Brooks
County Executive

Terrence J. Rice, P.E.
Director

December 1, 2008

Ms. Dorraine Carr Laudisi, Sr. City Planner
City of Rochester
Department of Environmental Services
30 Church Street
Rochester, New York 14614

RE: CITYGATE – TRAFFIC IMPACT STUDY – E. HENRIETTA RD. / WESTFALL RD.

Dear Ms. Laudisi: DORRAINE

We have completed our review of the above referenced traffic study and offer the following comments and recommendations.

The report indicates the proposed development is adding a significant amount of traffic to both the intersections of E. Henrietta Rd./Westfall Rd. and South Clinton Ave./Westfall Road. As you may know, we are nearing completion of the preliminary engineering phase of our Westfall Rd. Phase III project, which is planned to incorporate improvements at both intersections.

Per the subject traffic impact report, the proposed development will be adding nearly 300 vehicles in the peak hour to the E. Henrietta Rd./ Westfall Rd. intersection. While we have incorporated this volume into our data for our Westfall III project, and will be proposing improvements to this intersection, this development is a significant contributor to the need for capacity improvements. These improvements will most likely require right-of-way acquisition on the east side of E. Henrietta Road and the south side of Westfall Road, where City Gate is proposed by the developer. In the spirit of public/private partnership, I propose the developer donate the needed right-of-way as their fair share of the mitigation.

Our proposed improvements will try to make realistic attempts to mitigate the current needs at these intersections, for this and other known future development, however, it should be noted that in the future, some congestion may still occur during peak periods at these intersections.

Additional comments include:

1. A signal warrant analysis is required to be prepared for our review for the newly proposed traffic signals.

2. The study area should be expanded to include any intersections that are projected to experience increased traffic volumes greater than 100 trips per peak hour. It appears the following intersections should be studied, and possibly more: Elmwood Ave. at South Ave. and E. Henrietta Rd. at Crittenden/Mt. Hope/W. Henrietta Rd.

3. Since the report identifies a significant volume of traffic added to and from the I-390/E. Henrietta Rd. interchange, NYSDOT should be consulted regarding this impact. By copy of this letter, we are advising them of this fact.

If you have any questions, or require any additional information, please call me at (585) 753-7733.

Sincerely,

Brent H. Penwarden III, P.E.
Associate Engineer

cc: T. Rice
S. Leathersich
David Goehring - NYSDOT
Frank Dolan - Bergmann Assoc.
Tom Low - Town of Brighton
File
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Upper Mt. Hope Neighborhood Assn.
95 Southview Terrace
Rochester, NY 14620
December 1, 2008

Dorraine Carr Laudisi
Bureau of Buildings and Zoning
City Hall Room 125B
Rochester, NY 14614

Response to the Citygate Draft Environmental Impact Statement

The following are questions and comments and questions come in response to the Citygate DEIS.

1.) There was only mention of Box Elder and Poplar trees, where there are also several pine and mature Elm towards the NW corner of the property. Most of the tree mapping seems targeted along both South and East borders (canal and Brighton). Why is this?

2.) The replacement of large swaths of grass along Westfall Road with parking lots. It seems the lots should be placed behind the building proposed along Westfall Road.

3.) I did take several pictures of the building on site and the one that concerns us is Building 5. Most of this structure appears sound. It is unique in appearance and seems could be incorporated into and "Market Place" setting similar to Villiage Gate or Station 55 at the Public Market.

4.) The buildings along E. Henrietta seem in good shape with the exception of flashing and cosmetics. There is some exterior water damage but without access to interior spaces, it was difficult to determine the level of penetration.

5.) Increased traffic. The intersection at Westfall Road and East Henrietta are grid locked during peak hours in the AM and PM.

We are excited about this project but would like some guarantee that those involved are not "rushing" it through. With proper planning and adequate public input, there is a higher likelihood of success. A number of our association representatives informed me that they did not receive a notice of hearing for the EIS on Nov. 6 at St. Annes church. This is a lengthy document to review and three weeks notice may not be enough.

Regards,

Dan Hurley
President
UMHN Assn.

SOUTH EAST AREA COALITION

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Dorraine Carr Laudisi
Bureau of Buildings and Zoning
City Hall Room 125B
Rochester, NY 14614

December 1, 2008

RE: Comments from Mt. Hope Community on EIS report for City Gate

Summary- the City Gate project is an exciting project, which the community is viewing as an extension to the continuation of re-defining the Mt. Hope Avenue area. With the recent re-zoning for "Collegtown" and the ability to interface with our canal path and its proximity to the U of R and Strong presents a number of opportunities that could make this project great. The community has embraced the potential that "Collegtown" can bring; we look to generate the same interest and excitement around the City Gate project.

reas for discussion regarding City Gate Project

- A city project this size and density should carefully review factors that reflect city living through its design and planning efforts.
- East Henrietta and Westfall Road are public streets and should be pedestrian friendly and walk able, surface parking lots along these streets does not provide an appealing and inviting landscape.
- Development of the hotel should maximize the unique waterfront site that the canal presents carefully planning where parking should and should not be.
- Review of the Planned Development language to insure strong guidelines for this project that is truly urban, pedestrian oriented and mixed use.
- Design Guidelines that are reflected in visuals need to correspond with site plans and zoning language
- When and where possible historic buildings should be re-used, this area of Mt. Hope has some strong architecture that could enhance the project and landscape of that area.
- Continue to develop pedestrian and bicycle path to draw people to utilize those paths, a number of waterfront developments have produced pathways that provide an attraction to a place, drawing more consumers. Not sure, this design has explored the best development of these paths.
- With a project this size and the number of mixed use/ hotel development comes vendor traffic, trucks, trash pick up, it is imperative that the city streets do not carry the burden of loading docks and dumpsters, instead presenting a framework for development that operates with the pedestrians in mind as well as sensitivity to increased traffic.
- Concern that there will be limited high-end retailers or businesses with the development of collegetown, U of R and economy to date. Need to have strong solid plan for types of businesses that raise the bar in this area.

- Environmental concerns. This is a large project that presents an opportunity in utilizing energy efficiency builds that look at LEED development including the possibility of geo-thermal, greener building materials and any other methods that would lessen the burden that this sizeable development could place on an already taxed environment.

- According to the DGEIS, they are proposing 1100 residential units, seems like a lot. If there are two parking spaces allotted for each unit, and hotel, office, and retail parking, and a couple hundred UR employee spaces, that is a lot of asphalt! I know the garage is supposed to have 1200-1500 spaces; but they will still need at least that many in surface lots too.

- It would be great if they could re-use at least a couple of those old builings. Look at what Al Sigl did with the Wolk campus. Love the sycamore alley; like them to keep that. Sycamores typically have a lifespan of several hundred years, so they are not nearing the end of their expected life as the report states.

- One of the concerns asked at the St Anne presentation was about the gridlock on Westfall Rd. There does not seem to be a strong commitment from the state to address this problem.

Sincerely,

Helen B. Hogan

Helen Bayer Hogan
Executive Director
TAC

Department of **Environmental Services**
Monroe County, New York

Maggie Brooks
County Executive

Michael J. Garland, P.E.
Director

December 1, 2008

Dorraine Carr Laudisi
Bureau of Bldgs and Zoning
City Hall Room 125B
Rochester, New York 14614

RE: Citygate – Draft Generic Environmental Impact Statement (DGEIS)

Monroe County Pure Waters (MCPW) has reviewed the DGEIS and has comments primarily regarding Section 4.6 "Existing Environmental Setting, Impacts, and Mitigation Measures/Alternatives – Utilities and Energy Usage". The final scope for the EIS, dated May 22, 2008, for the subject project included an item to "discuss the proposed wastewater generation numbers and describe the potential impacts to the existing...sewer systems in the area." Section 4.6 of the DGEIS which focused on the water and sewer components of the project, did not provide adequate references or calculations for the "proposed wastewater generation numbers" for Citygate project nor did it accurately discuss the impact on the "potential impacts on the existing...sewer system in the area".

Wastewater Generation Numbers –Appendix D
The "Citygate Water Demands" table in Appendix D provides an estimated average demand of 235,000 gallons per day (gpd) from Citygate which in turn is used as the wastewater generation number for the project. The DGEIS must expand on the wastewater generation numbers. Provide references and calculations to determine water demand for categories ("M Buildings", "Apartments", etc.) in Appendix D. Where the apartments, town homes, etc. based on gpd/apartment or gpd/capita? Were the M Buildings, Commercial, etc. based on gpd/ft^2? Was the proposed Hilton Garden Inn included in the demand gpd under the Hotel category? Again, elaborate on the references and calculations to derive the "Demand GPD" per category. The DGEIS must also provide a peak daily and peak hourly flow for the full build-out. In addition, provide a net wastewater discharge for the Citygate development. What is the estimated average and peak sanitary flow rates from Citygate on top of the wastewater generation for the Iola Complex property?

Existing Sanitary Sewers
As stated in the DGEIS, the Citygate property (formerly Iola Complex) is serviced by a 16" (O.D.) PVC sanitary sewer that discharges into the 20" (O.D.) PVC "Iola Trunk Sewer" which conveys wastewater to the Elmwood Avenue Pump Station located on the south side of Elmwood Avenue opposite South Goodman Street. The pump station has a 14" HDPE force main that then conveys the sewage to a combined sewer on S.Goodman Street which eventually discharges into the East Side Trunk Sewer on route to the Frank E. Van Lare Wastewater Treatment Plant. This system is under control of the *Rochester Pure Waters District* vs. the Monroe County Pure Waters District.

As we currently understand the project, the Citygate property will, with exception to currently proposed Hilton Garden Inn lot, "will be managed by a development company that will budget for, and maintain, all internal streets, landscaping, and street lighting as well as coordinating utility repair, maintenance, and improvements." The existing 16" and 20" diameter sanitary sewers on the property are public sewers which

will require easements to the Rochester Pure Waters District. The smaller 6" and 8" diameter sewers on-site may be utilized by future buildings. However, since these sewers are "old and may experience infiltration and inflow (I&I) problems", these old pipes will need to be investigated for condition and I&I to determine if they need repair and/or rehabilitation prior to use for Citygate buildings. Judging by the proposed concept plan in the DGEIS, most of the existing smaller sanitary sewers will need to be replaced and relocated to accommodate the proposed layout of the buildings. These smaller sewers servicing solely Citygate will be the responsibility of the development company to operate and maintain.

Impact on Sanitary Sewer System
The DGEIS states that the Iola Trunk Sewer has a capacity of 6.5 million gallons per day (MGD). The full-pipe capacity of Iola Trunk Sewer sections range from 2.35MGD to 4.00MGD. We calculated using "manning's equation" with an inside diameter of 18.5" for the 20"PVC pipe and "n" coefficient of 0.011. The 6.5 MGD capacity used in the DGEIS is over estimated. The current estimated average wastewater generation of 235,000 gallons per day, or 0.235 MGD (=9,800 gal/hr =163 gpm), consumes up to 10% of the full-pipe capacity of the Iola Trunk Sewer. Using a peaking factor of 4, the estimated peak hourly flow is 39,200 gal/hr (650gpm) which consumes up to 40% of the full-pipe capacity of the Iola Trunk Sewer. The Elmwood Avenue Pump Station has an average daily flow rate of approximately 0.7 MGD. The estimated average wastewater generation from Citygate represents an increase flow into the pump station of 34%. Of course, the Citygate development should have a net affect on what is being and has been discharged to the sanitary system from the Iola Complex. The DGEIS should describe the impact on the sanitary collection system components, both gravity and pump station, from the net impact from the Citygate project.

Surface Water
Similar to the smaller sanitary sewer system (<16" diameter pipe) that will service Citygate, the on-site storm collection sewers, ponds, and water quality structure(s) serving solely Citygate will owned, operated and maintain by the development company.

Other Comments
- The DGEIS does not explain or describe any impacts on and thus any mitigation for the ongoing operation and security of the Children's Detention Center (CDC) which will most likely remain in operation throughout phases IA, IB and beyond. Has the CDC provided any comments/concerns?
- In a few locations, the DGEIS refers to an existing building on-site as the "Fleet Center". This building is currently a power generating facility or powerhouse managed by Siemens on a property owned by Monroe Newpower. The report should refer to this bldg as Siemens Powerhouse or equivalent vs. "Fleet Center".

Thank you for the opportunity to review the DGEIS. Please feel free to contact me if you would like to discuss further or if you need more information.

Sincerely,

Kevin Quinn
MCPW – Office of Development Review

Comment Summary and Disposition Recommendations Report

Draft Generic Environmental Impact Statement
Citygate

Prepared by the Rochester Environmental Commission

December 8, 2008

LIST OF COMMENTERS

Written Comments:

Denise Anthony
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City Planning Commission
City Hall Room 124B

30 Church Street
Rochester, NY 14614

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. Alternative Suggested or Correction To Be Addressed
   The comment points out an Alternative Suggested that needs to be incorporated or an inaccuracy that needs to be corrected in the DEIS.

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

COMMENT	COMMENTER	DISPOSITION RECOMMENDATION
COMMENT CATEGORY: Project Description		
The DGEIS does not provide sufficient site development detail.	DiStefano	Explanation/Clarification Required
Page 11. A summary of what is proposed in the Town of Brighton. Section 2.2 does not contain a description of what is proposed in terms of the type of residential units, proposed heights, range of building densities and supporting development features. Two loft buildings are shown on the concept plan. Will any retail uses be included in the Brighton portion?	Boehner	Explanation/Clarification Required
Page 15. What is meant by the "[live] work units"? At first glance, these types of units are not consistent with the RHD-1 zoning district.	Boehner	Explanation/Clarification Required
The potential variances needed from the Brighton Zoning Board of Appeals are not identified (i.e. use, height, setbacks, etc.).	Boehner, DiStefano	Explanation/Clarification Required
Page 106. The portion of the proposed project within the Town of Brighton is inconsistent with the RHD-1 zoning district uirements. Live/work residential units with small offices are not allowed, nor is "retail in the first floor".	Boehner	Explanation/Clarification Required
Page 114. Even for a GEIS, the description of the proposed land use in the Brighton portion of the project is too vague. How many residential units are proposed? How tall will they be? Is there a range of maximum lot coverage, minimum setbacks, density and maximum heights that can be presented at this time?	Boehner	Explanation/Clarification Required
The DGEIS does not explain or describe any impacts on and thus any mitigation for the ongoing operation and security of the Children's Detention Center (CDC) which will most likely remain in operation throughout phases IA, IB and beyond. Has the CDC provided any comments/concerns?	Quinn	Explanation/Clarification Required
The Town's Comprehensive Plan calls for an affordable housing component in new residential developments. Will that be provided here?	Frankel	Explanation/Clarification Required
Will the residential use include student housing?	Frankel	Explanation/Clarification Required

In order to build 1100 residential units, how high will the rental nits be, especially in the Neighborhood Mixed-Use district cated in the City of Rochester? If housing units are limited to 3 ries in the Residential district (Brighton), will the same height restriction apply to the Neighborhood Mixed-Use district?	Lindberg	Explanation/Clarification Required
How high will the proposed parking structure for 1200 – 1500 cars be?	Lindberg	Additional Analysis Required
In the calculations for parking spaces, how many parking spaces are planned for each use? What will the total number of parking spaces be for Citygate?	Lindberg Boehner	Additional Analysis Required
The proposal should indicate which streets, if any, will be dedicated as public right-of-way and which streets will remain in private ownership. For example, the streets leading to/around the proposed transit facility would likely be public right-of-way.	Ientilucci	Additional Analysis Required
Recognizing that the proposed transit facility will be subject to a site-specific environmental review at a future date, we would still suggest that more information on the vision for this facility be presented. As discussed above, the operation of the facility will likely determine the street network around it. It also has traffic implications, air quality implications, etc that could impact what uses are proposed around it. In addition, we would like to see the sion explored in somewhat more detail without requiring a cific assessment at this point. How will the facility employ "green" initiatives? Has the project sponsor explored the option of a green roof? Will an RGRTA bus stop be integrated into the site design? How many parking decks are envisioned?	Ientilucci	Additional Analysis Required
COMMENT CATEGORY: Community Needs/Benefits		
New apartment complexes and dormitories have recently been built, or are in the planning stage, in Rochester, Brighton and Henrietta. New constructions include: the dormitories at Monroe Community College (Brighton), Park Point at RIT (Henrietta), and the new 19th Ward dorms at the University of Rochester (City). The U of R plans additional housing in College Town (scheduled to open in 2013) at Mt. Hope between Elmwood and Crittenden. South Wedge Landing will create new rental units on Mt. Hope Avenue. Given these recent and planned projects, does Citygate really "need" 1100 residential units aimed at this same market? The number of residential units seems excessive.	Lindberg	No Response Required - Not A Substantive Issue
Why does Citygate need two hotels? The DEIS states that the hotels will meet an unmet need of people visiting local colleges. However, there is a hotel across the street from MCC. There is now a hotel serving the U of R at Brooks Landing. RIT has a hotel on campus.	Lindberg	No Response Required - Not A Substantive Issue

The proposed Citygate mixed-use project, which incorporates a variety of housing options, retail, office, hotels and recreational activities, is exactly the type of development we need in Upstate Western New York. This development will create opportunities for interaction and connectivity, promote and incorporate green building practices, and provide public amenities including open space and access to the Erie Canal and multi-use trails.	Antonez	No Response Required - Not A Substantive Issue
We also believe that the Citygate project will provide our community with increased tax revenues and jobs. All Rochesterians who appreciate our past, and are enthusiastic about our future, should be thrilled with the economic and social benefits this type of private investment will create.	Antonez	No Response Required - Not A Substantive Issue
COMMENT CATEGORY: Land Use/Zoning		
Page 115. The zoning requirements of the requested RHD-1 zoning district have not been addressed. Are there any use variances needed for the Brighton portion of the project?	Boehner	Explanation/Clarification Required
Page 118. There was not a sufficient analysis of the land use and zoning impacts, therefore, it is premature to conclude that no additional mitigation is needed for Land Use Zoning.	Boehner	Explanation/Clarification Required
The proposal is not in accord with our Comprehensive Plan recommendation for the area.	Frankel, DiStefano	Explanation/Clarification Required
The Town's portion of the parcel is proposed by the developer to be rezoned to RHD-1 (Residential High-Density District – 1), a very intense zoning district that is not appropriate for this area.	Frankel	No Response Required - Not A Substantive Issue
Once the hierarchy of streets is defined, then the design guidelines and district regulations should relate to street-types rather than use categories. This would pertain, also, to existing streets such as Westfall Road and E. Henrietta Road. We will work with the project sponsor on this and provide examples of this type of regulatory technique.	Ientilucci	Additional Analysis Required
COMMENT CATEGORY: Community Character		
What impact will Citygate have on vacancy rates at adjacent rental properties? (e.g. Rochester Highlands). No one benefits from renovating one derelict site (the Iola Campus) only to create another underutilized site across the street.	Lindberg	Additional Analysis Required
COMMENT CATEGORY: Historic Resources		
When and where possible historic buildings should be re-used, this area of Mt. Hope has some strong architecture that could enhance the project and landscape of that area. Look at what Al Sigl did with the Wolk campus.	Hogan	Additional Analysis Required
I did take several pictures of the building on site and the one that concerns us is Building 5. Most of this structure appears sound. It is unique in appearance and seems could be incorporated into and "Market Place" setting similar to Villiage Gate or Station 55 at the Public Market.	Hurley	Alternative Suggested

The buildings along E. Henrietta seem in good shape with the exception of flashing and cosmetics. There is some exterior water damage but without access to interior spaces, it was difficult to determine the level of penetration.	Hurley	No Response Required - Not A Substantive Issue
The existing historic buildings on the site should be retained and reused to promote the historic character of the site. If the buildings cannot be retained, then their unique stone, brick and architectural details should be reclaimed and reuse.	Watson	Alternative Suggested
The preservation of the existing perimeter buildings (1, 7, and 10) offers enough public benefit that we would like to see this alternative pursued further. Are the financial losses significant when analyzed in the context of the larger site development? The rehabilitation of each building, if analyzed as a separate project, will show a net loss. However, as a component of a larger development project, that loss is less significant. Secondly, the cost assessment associated with the scenario for rehabilitation includes lead and asbestos abatement which would have to be done even if the buildings were demolished.	Ientilucci	Explanation/Clarification Required
Continued coordination with the NYS Office of Parks, Recreation, and Historic Preservation is recommended until a determination regarding impacts of this proposed project on historic structures and archeological resources is made.	Porter	Explanation/Clarification Required
Do the City of Rochester and Town of Brighton value their historic resources more than the desire to assist a developer who wishes to achieve a maximum profit? We believe the City should continue to seek a solution that can achieve the goal of a reasonable profit for the developer while ensuring the adaptive reuse of portions of the historic campus. We believe there are alternatives that are not explored in the DGEIS that could make a reuse of some of the existing buildings and landscape features viable.	Arany/Olinger	Additional Analysis Required
Another broad concern is the fact that the buildings have been deteriorating during the five years of developer ownership. While this situation may have begun while the site was vacant under County ownership, it has continued and amplified since the developers purchased this property. In February 2007, we met with the developers and expressed our concern that the buildings' conditions were worsening and must be rectified, yet we have seen no progress toward stabilizing the buildings. The developers were aware of the complex's historic status when they purchased the buildings and we believe that to permit their wholesale demolition without serious, meaningful mitigation would set a terrible precedent. Any intent on the part of the developer to allow for a demolition-by-neglect should be thwarted by City administrators.	Arany/Olinger	Explanation/Clarification Required

In order for the developers to qualify for a Nationwide Wetland Permit from the U.S. Army Corps of Engineers, they must comply with a number of conditions, including compliance with the Section 106 consultation process. The applicant should immediately commence discussions with SHPO and with the U.S. Army Corps of Engineers to get this process started, if it is not already underway.	Arany/Olinger	Explanation/Clarification Required
A list of potential actions to mitigate the demolition of the historic buildings is provided throughout the document. The list does not indicate credible or serious efforts to mitigate negative impacts. A published book or "on-site interpretation program" is not a true mitigation for an impact of this magnitude. The list includes "retention of historic site features where possible," but yet we note that the document contradicts this mitigation option by indicating the belief that none of the buildings, landscape design, vehicular/pedestrian pathways, or significant trees is worthy of saving. We also wonder what "alternative site planning" might mean in the context of a project proposing to clear the site of all historic features.	Arany/Olinger	Additional Analysis Required
The project is repeatedly referred to as the "redevelopment" of an existing site, with the implication that it constitutes an adaptive reuse that retains key features. With the possible exception of some limited amounts of infrastructure, this project does not appear to reuse any existing features and therefore should not be called a redevelopment of an existing facility, but rather the development of a site that is to be completely cleared.	Arany/Olinger	Explanation/Clarification Required
Any-trustworthy calculation of the environmental impact of this project must take into account the amount of energy that would be expended in the demolition and construction processes, and would quantify the embodied energy associated with the existing buildings, which would be wasted through such demolition. Only then can we get a true and accurate understanding of the energy impact of this project. While it may be true that the *operating* energy of the new buildings will be less on a per-square-foot basis than the existing buildings, on average, it takes approximately 65 years for a new, energy-efficient building to overcome the wasted embodied energy and the energy expended in demolition of an existing building even if 40% of the demolished building's materials are recycled. (Data courtesy of the National Trust for Historic Preservation.)	Arany/Olinger	Explanation/Clarification Required

On page 110 in the description of community character, the sentence that begins, "There is no definable community character..." is inaccurate. It is the Iola complex itself, and the hospital across the street, that define the community character. This section should be rewritten to properly define the community character, recognizing in particular both the character of the Iola site and the drama of the Monroe Community Hospital, a major visual asset in the immediate vicinity. Rather than consistently downplaying the existing assets, the DGEIS should recognize the positive elements, including the uniqueness of the historic buildings, the remnants of the designed historic landscape, and the high design quality of the hospital, and should take into account the potential to build on the unique character of the campus. In tandem with the hospital, there is the possibility of creating a distinctive site that would draw on a population of students and young professionals who want distinctive, not homogenous, experiences.	Arany/Olinger	Explanation/Clarification Required
On the top of page 65, why start with the assumption that the buildings would be reused only independently from Citygate and not in conjunction with a redevelopment proposal? This assumption creates a situation where the buildings must stand alone as independent rehabilitation projects, rather than work alongside a broader redevelopment of other portions of the site.	Arany/Olinger	Explanation/Clarification Required
Why assume that the existing footprints of the buildings must not be altered, that fencing would not be permitted, or that the buildings can only be used for similar functions, all of which additions are laid out on pages 64-66? It is surely possible to construct additions, rework the floor plans, modify the surrounding landscapes, change the buildings' uses, and make other modifications in order to enhance the viability of the buildings and make them work as part of a redevelopment of the site.	Arany/Olinger	Explanation/Clarification Required
We question the assumption that the historic rehabilitation tax credit is unworkable and in particular would seek the source of the assertion, on page 69, that the use of the credits makes the project "much more expensive," outweighing the value of the credit, as well as the statistic, on page 70, that rehabilitation would be 20 to 50 percent more expensive than new construction. What are these assertions based on, and do these figures factor in demolition costs that would not be expended?	Arany/Olinger	Additional Analysis Required

The developer discusses, and discards, the possibility of using the Low Income Housing Tax Credit. We would like to know whether there was any consideration of combining the LIHTC h the historic rehabilitation tax credit, an approach that has been quite successful elsewhere and has made a number of difficult rehabilitation projects financially viable. It is unclear why the developer asserts that there would be a "devastating" impact on the project if a building were reused for affordable housing; this term seems quite loaded and difficult to reconcile with the statement later in the same paragraph that affordable housing is part of the Citygate proposal.	Arany/Olinger	Additional Analysis Required
Page 68 makes reference to the "extraordinary" costs of asbestos, lead paint, and mold removal, and removal of the tunnel. The asbestos and lead must be abated whether the buildings are demolished or retained; the tunnel would be removed regardless of what is done to the site. Therefore, these are not costs that are associated only with reuse of the building, but would be incurred regardless of what is done with the site.	Arany/Olinger	Explanation/Clarification Required
Page 70 makes conflicting claims regarding the potential marketability of office space in new and/or rehabilitated buildings. In one place, the DGEIS notes that "The area around Citygate has a lot of Class B commercial space for rent at very competitive rental rates," which seems to undercut the need for yet more office space at the Iola site. Similarly, also on page 70 is claim that if the existing buildings were to be rehabilitated, the resulting space could not compete against new spaces to be provided at Citygate. This seems to be quite a circular argument.	Arany/Olinger	Explanation/Clarification Required
The design will have a significant impact on the Erie Canal, which is also a National Register-eligible resource. Enhanced canal-focused amenities could be an asset to the canal, but more information would be needed regarding the orientation, appearance, and function of the buildings in order to make that determination.	Arany/Olinger	Explanation/Clarification Required
It is notable that the Western Erie Canal Heritage Corridor management plan envisions reuse of buildings adjacent to the canal and yet, this proposal would demolish all such buildings on the Iola campus.	Arany/Olinger	Additional Analysis Required
COMMENT CATEGORY: Water Resources		
Page 24. How much new impervious surface will be added to the site? What is the potential increase in the volume of stormwater generated compared to that generated today?	Boehner	Additional Analysis Required
Page 24. Will the proposed stormwater management system be constructed in sequence with the construction phasing or will any portions need to be constructed at the outset?	Boehner	Additional Analysis Required
Pages 24 and 25. Please elaborate on the contents and objectives of the SWPPP. What is the anticipated volume and quality of off leaving the site?	Boehner	Explanation/Clarification Required

Page 25. Identify and discuss the stormwater conveyance pathway from the proposed stormwater pond to the NYSDOT pond. Will the stormwater be piped or be conveyed via an open channel? Will an easement be needed? Who will be responsible for the maintenance of this conveyance system?	Boehner	Explanation/Clarification Required
Does the construction of Phase 1A trigger the need to construct any portion of the proposed stormwater pond within the Town of Brighton?	Boehner	Explanation/Clarification Required
Currently, 45% of the runoff of ground surface water enters the New York State Canal. When the project is complete, 50% of runoff will empty into the Canal. What body of water does the Canal drain into? Is there a way to decrease the runoff into the Canal? As development reduces the amount of open land to absorb rainwater, the amount of runoff will increase. Added to that increased runoff comes pollutants from a very large number of vehicles using the site. What can be done to address the increased runoff / pollution problem emptying into the Canal?	Lindberg	Additional Analysis Required
Appendix D, Stormwater Management Report – Currently the site drains in two different directions. Approximately 46% to the Canal and 54% to the east and the Town of Brighton. It is proposed for all of the drainage to be collected on site and discharged to the east and into the Town. This represents a significant reappointment of runoff volume that currently does not impact the Town. All Town Code, IWC and NYSDEC requirements will have to be adhered to. Furthermore, the DPW will require the applicant's engineer to provide an enhanced report to detail the effects of additional runoff being directed to the Town and the impacts upon the downstream receiving system.	Keef	Explanation/Clarification Required
The project will need to be in compliance with the Phase II SPDES General Permit for Storm Water Discharges for Construction Activities.	Porter	No Response Required - Not A Substantive Issue
Section 4.2, Water Resources, mitigation measures, page 25, second paragraph – The stormwater mitigation will also have to comply with the requirements of the Town Code in addition to the IWC and NYSDEC criteria.	Keef	No Response Required - Not A Substantive Issue
COMMENT CATEGORY: Natural Resources		
Page 27. How many sycamore trees are within the Town of Brighton? How many will be lost due to the proposed development?	Boehner	Explanation/Clarification Required
Page 32. Please expand on the discussion of mitigation for the loss of trees. How many trees will be lost? How many will be replaced?	Boehner	Explanation/Clarification Required
Page 30. Were there any attempts to avoid the 0.33 acres of wetland or an attempt to incorporate them into the conceptual design as part of the green initiatives?	Boehner	Explanation/Clarification Required

Page 30. While a grading plan has yet to be prepared, is it possible to determine whether or not topsoil will need to be either imported or exported from the site? What are the potential ligation measures? Is there any way to skim off and store for reuse the rich topsoil on the site?	Boehner Lindberg	Explanation/Clarification Required
There was only mention of Box Elder and Poplar trees, where there are also several pine and mature Elm towards the NW corner of the property. Most of the tree mapping seems targeted along both South and East borders (canal and Brighton). Why is this?	Hurley	Additional Analysis Required
It was surprising to read that the sycamore trees, planted around 1911, "are nearing the end of their expected life." (p. 46). The stately sycamore trees on the Wolk Campus of Al Sigl Center (Elmwood and South) are still thriving, despite recent construction projects at that site. The sycamore trees planted over a hundred years ago around the Highland Park Reservoir are alive and well. Sycamores typically have a lifespan of several hundred years, so they are not nearing the end of their expected life as the report states. Every effort should be made to preserve and protect the mature sycamores at Citygate.	Lindberg, Hogan, Arany/Olinger	Additional Analysis Required
A portion of the project area is located within a Critical Environmental Area. The CEA was not mentioned in the DGEIS and the document should take into consideration whether the project will cause an impairment of the environmental characteristics that caused the establishment of the CEA.	Porter	Explanation/Clarification Required
COMMENT CATEGORY: Utilities		
ge 90. It is stated that the City of Rochester and the MCWA are evaluating whether the City Water Bureau can provide water for the entire development. The FGEIS should identify whether or not the City can provide water for the entire development. If they can't, an alternative solution needs to be presented.	Boehner	Explanation/Clarification Required
Page 91. Who will be responsible for maintaining the 8" sanitary sewer? Will there be adequate water pressure for the fire hydrants?	Boehner	Explanation/Clarification Required
Section Additional Analysis Required.6 of the DGEIS which focused on the water and sewer components of the project, did not provide adequate references or calculations for the "proposed wastewater generation numbers" for Citygate nor did it accurately discuss the impact or the "potential impacts on the existing...sewer system in the area".	Quinn	Explanation/Clarification Required

The "Citygate Water Demands" table in Appendix D provides an estimated average demand of 235,000 gallons per day (gpd) from Citygate which in turn is used as the wastewater generation number for the project. The DGEIS must expand on the wastewater generation numbers. Provide references and calculations to determine water demand for categories ("M Buildings", "Apartments", etc.) in Appendix D. Were the apartments, town homes, etc. based on gpd/apartment or gpd/capita? Were the M Buildings, Commercial, etc. based on gpd/ft^2? Was the proposed Hilton Garden Inn included in the demand gpd under the Hotel category? Again, elaborate on the references and calculations to derive the "Demand GPD" per category. The DGEIS must also provide a peak daily and peak hourly flow for the full build-out. In addition, provide a net wastewater discharge for the Citygate development. What is the estimated average and peak sanitary flow rates from Citygate on top of the wastewater generation for the Iola Complex property?	Quinn	Additional Analysis Required
As we currently understand the project, the Citygate property will, with exception to currently proposed Hilton Garden Inn lot, "be managed by a development company that will budget for, and maintain, all internal streets, landscaping, and street lighting as well as coordinate utility repair, maintenance, and improvements." The existing 16" and 20" diameter sanitary sewers on the property are public sewers which will require easements to the Rochester Pure Waters District. The smaller 6" and 8" diameter sewers on-site may be utilized by future buildings. However, since these sewers are "old and may experience infiltration and inflow (I&I) problems", these old pipes will need to be investigated for condition and I&I to determine if they need repair and/or rehabilitation prior to use for Citygate buildings. Judging by the proposed concept plan in the DGEIS, most of the existing smaller sanitary sewers will need to be replaced and relocated to accommodate the proposed layout of the buildings. These smaller sewers servicing solely Citygate will be the responsibility of the development company to operate and maintain.	Quinn	Explanation/Clarification Required

The DGEIS states that the Iola Trunk Sewer has a capacity of 6.5 million gallons per day (MGD). The full-pipe capacity of Iola Trunk Sewer sections range from 2.35MGD to 4.00MGD. We culated using "manning's equation" with an inside diameter of 18.5" for the 20"PVC pipe and "n" coefficient of 0.011. The 6.5 MGD capacity used in the DGEIS is over estimated. The current estimated average wastewater generation of 235,000 gallons per day, or 0.235 MGD (=9,800 gal/hr =163 gpm), consumes up to 10% of the full-pipe capacity of the Iola Trunk Sewer. Using a peaking factor of 4, the estimated peak hourly flow is 39,200 gal/hr (650gpm) which consumes up to 40% of the full-pipe capacity of the Iola Trunk Sewer. The Elmwood Avenue Pump Station has an average daily flow rate of approximately 0.7 MGD. The estimated average wastewater generation from Citygate represents an increase flow into the pump station of 34%. Of course, the Citygate development should have a net affect on what is being and has been discharged to the sanitary system from the Iola Complex. The DGEIS should describe the impact on the sanitary collection system components, both gravity and pump station, from the net impact from the Citygate project.	Quinn	Additional Analysis Required
Similar to the smaller sanitary sewer system (<16" diameter pipe) that will service Citygate, the on-site storm collection sewers, ponds, and water quality structure(s) serving solely Citygate will be owned, operated and maintain by the development company.	Quinn	Explanation/Clarification Required
EIS – Section 4.6 Utilities and Energy Usage: The description of the water system in the Town of Brighton should include a 8 inch connection to the City of Rochester's 42 inch and 36 inch conduits in Clinton Avenue South north of Senator Keating Boulevard, immediately increasing to a 16 inch main proceeding north of Senator Keating Boulevard, immediately increasing in a 16 inch main proceeding north along Clinton Avenue South, a 12 inch main connected to the 16 inch main at the intersection of Westfall Road and running west along Westfall Road to a point just west of the easterly intersection of Sawgrass Drive. A 8 inch main exists along Sawgrass Drive to the westerly intersection with Westfall Road.	Doe	Explanation/Clarification Required

DGEIS – Section 4.6 Utilities and Energy Usage: The flow test information stated on page 88 is from the end of the 8 inch main Sawgrass Drive, not on the 12 inch main along Westfall Road t would be extended to the site. It also shows the observed flow at the water main residual pressure, not the 1733 gallons per minute at 20 psi available from the 8 inch system. Variations in the Water Bureau's operation of the conduits may result in more or less pressure/volume in both systems, so the Engineer should obtain equivalent design flows from the City and the Authority based on the City's "worst case" operating condition. The Water Authority contact for hydraulic information and review is Chris King, 621-1200, extension 511.	Doe	Explanation/Clarification Required
Utilities, Page 90, Third paragraph: The DGEIS states the City and the Authority are evaluating the City's ability to supply the whole site because the Authority's system cannot meet the demand. The Authority has no record of any contacts regarding water supply (except perhaps for a request for flow information) and is not presently evaluating the system alone or with the City. The Authority also does not necessarily agree that the Brighton portion of the project cannot be served from its system.	Doe	Explanation/Clarification Required
Appendix D – 2.1 Water System, Paragraph 1, Last sentence: The report states flow test data was obtained for the main in Brighton. The results shown are from a test conducted at the end of the 8 ch main along Sawgrass Drive, off the 12 inch main along vgrass Drive, off the 12 inch main in Westfall Road. The 12 inch main would be extended to the Citygate site, so obtaining a supply curve from the 12 inch main is more applicable. Also, as mentioned above, the pressure and volume available to the site from either jurisdiction varies in accordance with the operation of the City's conduits (the source for both systems) so the supply curves for both systems should be from a common "worst case" conduit condition, not from a particular point in time.	Doe	Explanation/Clarification Required

Appendix D – Appendix 1 - The Pump Tables for each option must be shown to assure the flow information is properly entered into the hydraulics programs. - Under Option 1, the pressure losses through the jurisdictional meter should be indicated (and if the units are all rental, a master backflow prevention device). - Re-calculate the hydraulics for Option 2 showing P-42 as at least 12 inch pipe. The existing water main is 12 inch and that will be the minimum size for an extension. - Consider increasing the pipe size in the complex to 12 inch. - If all the units in the Brighton portion of the project are rental, the Authority will likely master meter the on-site water system, so losses through a meter and backflow prevention device may be required in the hydraulic calculations for Option 2.	Doe	Additional Analysis Required
The description of energy impacts should also take into account the fact that even if the new buildings are more efficient to operate than the old ones, there will be many more square feet of space and thus a larger overall impact. We do not believe the calculations, presented on p. 91, represent a comprehensive and accurate calculation.	Arany/Olinger	Additional Analysis Required
COMMENT CATEGORY: Community Services		
The DGEIS is inadequate, as it does not estimate the potential demand for new public services from the development (pg. 108). How many police calls may be expected from 700 units? What is the cost per call? Similar analysis is needed for highways, library, recreation, fire and ambulance. The analysis must be supplemented, when the developer determines what facilities may be dedicated to the Town.	Frankel	Additional Analysis Required
The DGEIS asserts (pg. 107) that "no more than 83 new students" will be directed to the Rush-Henrietta Schools from the 700 units in this development "based upon the type of housing proposed". The assertion is unsupported. How does this compare with the number of students housed in other, similar projects in the District? What limits on the "type of housing proposed" are necessary to mitigate the demand for students?	Frankel	Explanation/Clarification Required

There are 700 residential units in the Brighton section where the Rush-Henrietta School District is affected. We need to know the following about these units: a. Are they rentals or owned properties? What percentages of each category? b. What square footage would the properties range from? c. Are they multi-bedroom housing? d. What price point are the properties ranging from? e. Is it mostly apartments condos, or single-family housing? f. Are you planning on focusing on senior citizen housing, starter housing or upscale dwellings? What is the realistic timeline for their completion and ownership to occur? What school year might students be first attending our schools?	Anthony	Explanation/Clarification Required
The prospectus for the environmental study seems to indicate no impact on our school district. Please give more detail as to why you think this is so. It is hard to imagine that any combination of 700 units will not bring children to our schools.	Anthony	Explanation/Clarification Required
Our school district uses a small class size initiative for elementary schools with a cap at 17 students per class in grade K-4. Our average elementary class size is fifteen students. This is board policy. The determinations of space planning must honor this policy. It seems realistic that we might need an addition to an existing elementary school to accommodate this property development along with additional staffing and busing. We are currently putting on an addition at one of our schools and the cost is 2.4 million for five classrooms. With 700 units being built, we use .06 as the multiplier to predict anticipated enrollment. This would be about 42 students which in terms of Rush-Henrietta class size would be about three classrooms. Please note then that it is unlikely that the property would feed into the existing Crane Elementary School as we would not have classroom space for this. Without an addition, we might have to declare the property as attending Winslow Elementary School and Roth Middle School. Residents would need to be advised before construction begins of our intentions about school enrollments. This would mean a slightly longer bus ride for students.	Anthony	Omission/Correction To Be Addressed
Are the developers being promised any tax incentives that would prevent the school district from realizing the 1.4 million dollar tax revenue described in the prospectus? The increased revenue does not cover the initial cost of an addition to a school, should it be needed. What financial incentives would exist to help the Rush-Henrietta taxpayers pay for these additional costs?	Anthony	Explanation/Clarification Required
Will Citygate have its own internal Security service?	Lindberg	Explanation/Clarification Required

COMMENT CATEGORY: Visual Environment		
Page 38. The proposed Signage Guidelines contained in Appendix G do not comply with the Town's signage requirements the Residential District. Adequate mitigation measures have not been identified.	Boehner	Explanation/Clarification Required
Page 38. There is not an adequate assessment of visual impacts resulting from building height or massing. Likewise, there are no proposed amenities or mitigation measures presented for these impacts.	Boehner	Explanation/Clarification Required
Page 38. Please discuss the extent of screening, buffering and landscaping needed to effectively reduce visual impacts. Perhaps a range can be given of the amount and type of screening and buffering needed for each of the proposed uses.	Boehner	Explanation/Clarification Required
To remain faithful to the green environmental commitment of the project, please plant native species of trees, plants and groundcovers.	Lindberg	Additional Analysis Required
Aesthetically, the parking garage should not dominate the landscape.	Lindberg	No Response Required - Not A Substantive Issue
COMMENT CATEGORY: Traffic and Transportation		
The intersection of South Clinton Avenue and Westfall Road will operate under failing conditions with this project; however no mitigation is analyzed or offered other than Monroe County will be fixing it. There is no information on when Monroe County will make the improvements, whether they will accommodate the additional traffic generated by Citygate, nor the level of improvements required to accommodate the additional Citygate traffic and their possible environmental impacts.	Boehner	Explanation/Clarification Required
East Henrietta Road interchange with I-390 is operating under failing conditions, however, the interchange was not analyzed in the GDEIS, nor mitigation identified. Again, only the statement that the New York State Department of Transportation will be fixing it. No information is provided on when New York State will be making these improvements, whether they will accommodate the additional traffic generated by Citygate or the level of improvements to accommodate the additional Citygate traffic and their possible environmental impacts.	Boehner Frankel	Explanation/Clarification Required

In regards to Section 4.6, Traffic and Transportation, we have ncerns with traffic impacts on Route 15A, specifically at the ute I390 interchange and at the site driveways. Our concerns lude the close proximity of the proposed traffic signal on Route 15A to the I390 interchange, queue lengths on Route 15A from the I390 interchange to the site driveways, and the progression of traffic on Route 15A. Before we can provide detailed comments on traffic impacts of the Citygate Project, a revised Traffic Impact Study which includes the Route 15A and Route I390 interchange is necessary. Also provide us with the SYNCHRO files used to create the outputs in the study.	O'Buckley	Explanation/Clarification Required
We do not agree with the volume of Citygate traffic that might travel through the Town of Brighton based on current traffic patterns. We would expect 30%, if not 40% of Citygate traffic will use Westfall Road in the Town Of Brighton to and from Citygate;	Boehner	Explanation/Clarification Required
The number of vehicle trips generated by Citygate is significantly under-estimated. The estimate assumes that for the retail development, 20% of the trips generated would travel to/from other retail shops on site and would never exit onto the adjacent highway system. Since the Institute of Transportation Engineers "Shopping Center" Trip Generation rates were used to estimate generated trips by this retail component, these internal shopping rips have already been accounted for. The double dipping on lume adjustments has grossly under-estimated the impact of fic impacts on the adjacent highway network.	Boehner	Explanation/Clarification Required
The traffic analysis conducted is based on different land use sizes than presented in the GDEIS. Thus, the true volume of traffic generated for the preferred development and its possible environmental impacts have not been properly documented in the GDEIS.	Boehner	Explanation/Clarification Required
While the proposed 343,000 sq. ft. of shopping center will experience peak traffic generation on Saturday, no formal analysis of the traffic impacts was performed for the Saturday peak period. In addition, we disagree with the information offered in GDEIS stating the development would generate less trips on Saturday.	Boehner	Explanation/Clarification Required
The intersection at Westfall Road and East Henrietta are grid locked during peak hours in the AM and PM.	Hurley	No Response Required - Not A Substantive Issue

Traffic along E. Henrietta and Westfall Roads creates daily rush hour congestion. At the present time, the intersections of Westfall & Sawgrass and Westfall & Clinton experience a Level of Service "F" each day. Reconstruction of Westfall Rd. will be undertaken in the near future. However, even with reconstruction, the addition of 1100 residential units, 700 retail jobs, customers who will visit retail shops, two hotels with a combined occupancy of 350 guests, shuttle service from the U of R, and a Park and Ride hub for RTS buses will stress the best plans to rationalize traffic flow along Westfall and E. Henrietta Roads. The project is just too dense. This is a plan for gridlock.	Lindberg	No Response Required - Not A Substantive Issue
The internal roadway system is very circuitous and will impact the use of each of the access points to the adjacent roadway. No mention is made if the internal roads and utilities will be private or dedicated.	Boehner	Explanation/Clarification Required
A comprehensive pedestrian/bicycle system is not shown in the figures or discussed. While some trails are shown on the plans, links connecting various portions of the development to the canal/trails and the adjacent roadway system are missing and not addressed.	Boehner	Explanation/Clarification Required
Trip Distribution – the study is based on a premise that approximately 20% of the site generated traffic will arrive and depart through the Town of Brighton via Westfall Road. Review of existing travel patterns would indicate that close to 30-40% of existing traffic in the study area is using the Westfall Road ridor. Applying a generic trip distribution pattern to all traffic (office, retail and residential) components of the site is not in conformance with basic traffic engineering principles. The circuitous internal roadway system will also impact which access points will be used.	Boehner	Explanation/Clarification Required
Levels of Service – The DGEIS and TIS do not address nor allude to the potential mitigation measures needed to minimize these impacts. The study shows poor operating conditions at the intersection of Westfall Road and South Clinton Avenue under current conditions and it continues to decline to overall failing conditions with the addition of background and 2013 Full Build traffic. As the timing of the MCDOT Westfall Road Phase 2 project is not noted, the need for temporary improvements or phasing of the development will need to be addressed.	Boehner	Explanation/Clarification Required

The I-390 Interchange with East Henrietta Road is not addressed or analyzed, yet 42% of the morning traffic will arrive from this interchange area. We are aware that the poor levels of operation at this interchange during the morning peak period is the basis for alternative travel patterns such as I-590 southbound traffic getting off at Monroe Avenue and traveling over Westfall Road to this general area. Without improvements to this interchange and with development of Citygate, more traffic is likely to divert to the local network via Westfall. Again, this further suggests that traffic and associated impacts of this development are underestimated along the Westfall Road corridor.	Boehner	Additional Analysis Required
Where is the RTS Transfer center located? An adjustment to reduce traffic volumes generated by the site totaling 60-100 vehicles per hour was taken; but no indication in the plans where the transfer center will be located and it's relationship to the various land uses.	Boehner	Additional Analysis Required
Section 4.6, Traffic and Transportation, Trip Generation, page 77 – this section does not address the RTS transfer facility in any detail. If a transfer facility were to be incorporated into the site, it would cause for additional traffic generation along East Henrietta and Westfall Roads in the Town of Brighton as vehicles used these corridors to access the transfer location	Keefe	Additional Analysis Required
Per the subject traffic impact report, the proposed development will be adding nearly 300 vehicles in the peak hour to the E. Henrietta Rd. /Westfall Rd. Intersection. While we have incorporated this volume into our data for our Westfall III project, I will be proposing improvements to this intersection, this development is a significant contributor to the need for capacity improvements. These improvements will most likely require right-of-way acquisition on the east side of E. Henrietta Road and the south side of Westfall Road, where City Gate is proposed by the developer. In the spirit of public/private partnership, I propose the developer donate the needed right-of-way as their fair share of the mitigation.	Penwarden	Explanation/Clarification Required
Our proposed improvements will try to make realistic attempts to mitigate the current needs at these intersections, for this and other known future development, however, it should be noted that in the future, some congestion may still occur during peak periods of these intersections.	Penwarden	Explanation/Clarification Required
A signal warrant analysis is required to be prepared for our review for the newly proposed traffic signals.	Penwarden	Additional Analysis Required

The study area should be expanded to include any intersections that are projected to experience increased traffic volumes greater than 100 trips per peak hour. It appears the following intersections should be studied, and possibly more: Elmwood Avenue at South Avenue and E. Henrietta Road at Crittenden/Mt. Hope/W. Henrietta Road.	Penwarden	Explanation/Clarification Required
The study shows that conditions at Westfall and Clinton will degrade upon completion of this project (pg. 83), and notes that the County plans improvements. What is their schedule? How much of the proposed project can be built before completion of the County project and without causing a decrease in the level of service at this intersection?	Frankel, Boehner	Explanation/Clarification Required
The study notes that the State plans improvements to E. Henrietta Road at I-390. What is their schedule? How much of the Citygate project can be built without completion of the State project and without causing a decrease in the level of service at this intersection? The Citygate project should be phased, to follow the various phases of the State projects.	Frankel	Explanation/Clarification Required
COMMENT CATEGORY: Site Design		
A city project this size and density should carefully review factors that reflect city living through its design and planning efforts. East Henrietta and Westfall Road are public streets and should be pedestrian friendly and walk able, surface parking lots along these streets does not provide an appealing and inviting landscape.	Hogan	Alternative Suggested
Development of the hotel should maximize the unique waterfront site that the canal presents carefully planning where parking should and should not be.	Hogan	Alternative Suggested
Review the Planned Development language to insure strong guidelines for this project that is truly urban, pedestrian oriented and mixed use. Design Guidelines that are reflected in visuals need to correspond with site plans and zoning language.	Hogan	Omission/Correction To Be Addressed
Continue to develop pedestrian and bicycle path to draw people to utilize those paths, a number of waterfront developments have produced pathways that provide an attraction to a place, drawing more consumers. Not sure, this design has explored the best development of these paths.	Hogan	Alternative Suggested
With a project this size and the number of mixed use/ hotel development comes vendor traffic, trucks, trash pick up, it is imperative that the city streets do not carry the burden of loading docks and dumpsters, instead presenting a framework for development that operates with the pedestrians in mind as well as sensitivity to increased traffic.	Hogan	Explanation/Clarification Required

The replacement of large swaths of grass along Westfall Road with parking lots. It seems the lots should be placed behind the ·ilding proposed along Westfall Road.	Hurley	Alternative Suggested
Reference to the exterior appearance of the proposed structures indicates that all structures shall be constructed of similar materials, such as, brick, stucco, natural dimensional stone, etc. The architecture and detailing of Monroe County Hospital across the street and the historic buildings on the site should be used as a guide in developing these elevations.	Watson	Alternative Suggested
The area adjacent to the canal is undeveloped, providing a unique opportunity for designing an attractive waterfront area. The building elevations and public amenities should be designed cohesively. Consideration should be given to a design theme that is different than the other areas of the project.	Watson	Additional Analysis Required
To further develop the site plan, design guidelines and district regulations, we recommend that the proposed street pattern/grid is better defined. We suggest that this is started by identifying a hierarchy of streets (e.g. neighborhood, collector, private access drives, etc.). The street network defines the "public realm" and will define the connections, both vehicular and pedestrian, throughout the site. In the type of mixed-use development being proposed, linkages/connections are critical to the project's uccess. The proposed conceptual site plan should better depict se connections and the hierarchy. Some segments of the street network will likely be developed in advance of individual project components for the purpose of accessing and marketing the site. Those segments would most likely become some of the more prominent or "collector" streets from which smaller streets will extend.	Ientilucci	Additional Analysis Required
While developing the street network, consider how the transit facility will be used by large busses and shuttle busses/vans. The currently conceptualized street network around this facility does not seem to account for queuing and circulation of these vehicles.	Ientilucci	Additional Analysis Required
Although we agree that they are not architectural gems and the preservation of only a few of the buildings does not preserve the recollection of the historic use of the site, there are other benefits of preserving these perimeter buildings. The preservation of two of these buildings secures an edge along E. Henrietta Road that would be aesthetically beneficial to this gateway corridor into the City as well as to the visitors and residents of Citygate. Building #1 along Westfall Road presents an aesthetically pleasing façade with a prominent frontage that serves to effectively screen what is likely the rear or side of the new buildings interior to the site.	Ientilucci	Additional Analysis Required

The economic analysis (p. 71) concludes that retaining buildings 1 and 10 "would impose high opportunity costs, as their sites are particularly attractive for new construction given their street ntage." However, the conceptual plan shows parking lots – not street front buildings on these sites, and thus does not sufficiently mitigate the loss of the three perimeter buildings nor enhance urban features.	Ientilucci	Additional Analysis Required
We do question whether a micro hotel, a use that is not canal-dependent, is the most appropriate use for the canal frontage. It could be more appropriate to integrate some of the proposed open spaces into the waterfront area or to increase the building setback to create more of a buffer.	Arany/Olinger	Alternative Suggested
The concept of a "New Urbanist" project that was conveyed to us in our initial meeting with the developers has not materialized in the plans submitted as part of the DGEIS. Rather than a pedestrian-oriented complex that would fit with and enhance an urban context, the Citygate complex is proposed as a very automobile-oriented development with a strongly suburban character, with much of the site plan devoted to parking. Particularly inappropriate are the large parking lots fronting East Henrietta Road and Westfall Road – the very sites where the developer argues that historic buildings cannot be retained, in part because of high land values. Vast expanses of parking, particularly along these corridors, and even more particularly in the place of existing historic buildings, are the exact opposite of a "New Urbanist" approach, are inappropriate to this urban setting, l would degrade, rather than enhance, the visual quality of the site. The loss of historic buildings and landscape features is in no way mitigated by such a site design.	Arany/Olinger	Explanation/Clarification Required
COMMENT CATEGORY: Recreational Resources		
There is a significant, potential visual impact to the Town Park Trail which was not analyzed, as directed in the approved scope, Figure 14, is not consistent with the Conceptual Site Plan submitted, nor with the height and mass of the structures permitted under the RHD-1 District. The developer stated that he "seeks to enhance the trailway to offer a stronger connection to the Canal" (pg. 117). How?	Frankel	Explanation/Clarification Required
COMMENT CATEGORY: Alternatives Analysis		
Page 119 – Alternative Site Plan 2 – Town of Brighton Comprehensive Plan 2000. This alternative and the corresponding Figure 23 are inconsistent with the Town's Comprehensive Plan. The low density office district specified in the Comprehensive plan does not permit general office uses including medical. This low density district also specifies a maximum of 7,000 square feet/acre, set back requirements, maximum building height, development density, open space requirements. Potential use variances are not identified.	Boehner, Frankel	Explanation/Clarification Required

Page 124 – Alternative Site Plan 4- Town of Brighton RHD-2 "High Density District). This alternative, Figure 4, Figure 29 and e traffic study are inconsistent and difficult to determine exactly at is being proposed. • A trip generation comparison was not made nor an updated traffic study provided. Supportive documents are not provided addressing the full impacts of this alternative. • Figure 4 – Proposed land use shows "Brighton Canal Front Mixed Use", mixed use development is not permitted in RHD-2 and is inconsistent with the proposed write up under this alternative.	Boehner	Explanation/Clarification Required
According to the DGEIS, they are proposing 1100 residential units, seems like a lot. If there are two parking spaces allotted for each unit, and hotel, office, and retail parking, and a couple hundred UR employee spaces, that is a lot of asphalt! I know the garage is supposed to have 1200-1500 spaces; but they will still need at least that many in surface lots too.	Hogan	No Response Required - Not A Substantive Issue
One of the concerns asked at the St Anne presentation was about the gridlock on Westfall Rd. There does not seem to be a strong commitment from the state to address this problem.	Hogan	No Response Required - Not A Substantive Issue
The City may want to have the FGEIS explore alternative site velopment without the requested approvals or permits for the ject from the Town of Brighton.	Boehner	Alternative Suggested
COMMENT CATEGORY: DGEIS Inconsistencies/Inaccuracies		
Page 6, Paragraph 4. It is stated that Citygate will be managed by a development company that will budget for and maintain all internal streets, landscaping and street lighting as well as coordinating utility repair, maintenance and improvements. This is inconsistent with statements made in Chapter 4.	Boehner	Explanation/Clarification Required
Page 34. Figure 14 appears to be inconsistent with the Conceptual Site Plan. The location of the proposed stormwater pond is shown in the wrong location. Views from the Town Park trail are not provided as required in the Scoping Outline.	Boehner	Explanation/Clarification Required
In a few locations, the DGEIS refers to an existing building on-site as the "Fleet Center". This building is currently a power generating facility or powerhouse managed by Siemens on a property owned by Monroe Newpower. The report should refer to this bldg as Siemens Powerhouse or equivalent vs. "Fleet Center".	Quinn	Explanation/Clarification Required

As stated in the DGEIS, the Citygate property (formerly Iola Complex) is serviced by a 16" (O.D.) PVC sanitary sewer that discharges into the 20" (O.D.) PVC "Iola Trunk Sewer" which ıveys wastewater to the Elmwood Avenue Pump Station located on the south side of Elmwood Avenue opposite South Goodman Street. The pump station has a 14" HDPE force main that then conveys the sewage to a combined sewer on S.Goodman Street which eventually discharges into the East Side Trunk Sewer on route to the Frank E. Van Lare Wastewater Treatment Plant. This system is under control of the *Rochester Pure Waters District* vs. the Monroe County Pure Waters District.	Quinn	Omission/Correction To Be Addressed
Appendix D – 2.1 Water System, Paragraph 1, Second to last sentence: The report states there is a 8 inch main east of the site under the jurisdiction of the Town of Brighton. The main in Westfall Road is a 12 inch under the jurisdiction of the Monroe County Water Authority.	Doe	Omission/Correction To Be Addressed
Appendix D – 2.1 Water System, Paragraph 2, Last sentence: The "Town of Brighton" water main is mentioned. This should be the "MCWA" water main.	Doe	Omission/Correction To Be Addressed
Monroe County Department of Transportation is not listed as an involved agency, yet the development proposes a driveway on Westfall Road owned by Monroe County. Thus they are an involved agency and should be listed as such;	Boehner	Explanation/Clarification Required
:ction 4.2, Water Resources, mitigation measures, page 24 – ıhe applicant's engineer has noted that "...the Erie Canal, ...does not discharge into the Irondequoit Creek Watershed." This is incorrect as there are numerous discharge points along the Canal that are tributary to the Allens Creek or other surface waters that drain into the Irondequoit Creek Watershed.	Keef	Explanation/Clarification Required
Page 44 indicates that the report "Iola Campus Historic Resource Evaluation" (Bero, December 2000) documented the property conditions. This needs to be clarified. The report described the buildings and grounds, but did not assess physical conditions.	Ientilucci	Explanation/Clarification Required
The U.S. Army Corps of Engineers should be added to the list of permitting agencies on page 17 of the DGEIS.	Arany/Olinger	Ommission/Correction To Be Addressed
COMMENT CATEGORY: Green Iniatives		
Page 25. Please elaborate on the "comprehensive program of green initiatives" intended for this project. Are there any stormwater management facilities that are proposed to be dedicated to the Town of Brighton?	Boehner	Explanation/Clarification Required

Environmental concerns. This is a large project that presents an opportunity in utilizing energy efficiency builds that look at EED development including the possibility of geo-thermal, ener building materials and any other methods that would lessen the burden that this sizeable development could place on an already taxed environment.	Hogan	No Response Required - Not A Substantive Issue
Starting on page 8, and elsewhere in the document, are numerous references to this as a "green" project incorporating "sustainable" elements. Nowhere in the document do we see a true commitment to sustainability, starting with the fact that the developer wishes to demolish nine substantial buildings, discarding the embodied energy and materials associated with them. We seriously question the idea that using demolition refuse as fill is a "green" strategy.	Arany/Olinger	Explanation/Clarification Required
In addition, throughout the document we see vague indications that the developers will "explore" new technologies, "investigate" NYSERDA initiatives, "explore" sustainable site design, and so forth. This does not sound like a firm commitment to a meaningful incorporation of principles of sustainability.	Arany/Olinger	Explanation/Clarification Required
COMMENT CATEGORY: Miscellaneous		
Page 17. What is the Dormitory Authority's role in the project? What aspect of the project are they funding?	Boehner	Explanation/Clarification Required
ge 19. The MCDOT should be listed as an Involved Agency given that there is a proposed curb cut on the County portion of Westfall Road.	Boehner	Explanation/Clarification Required
We are excited about this project but would like some guarantee that those involved are not "rushing" it through. With proper planning and adequate public input, there is a higher likelihood of success.	Hurley	No Response Required - Not A Substantive Issue
Concern that there will be limited high-end retailers or businesses with the development of collegetown, U of R and economy to date. Need to have strong solid plan for types of businesses that raise the bar in this area.	Hogan	No Response Required - Not A Substantive Issue

Thank you for the opportunity to review and respond to the Citygate DEIS. The proposal outlines exciting uses for an important real estate parcel in Southeast Rochester and the Town Brighton. The proposal has many desirable aspects including: ~ commitment to green building technology ~ inclusion of a water garden for pollution abatement ~ introduction of new businesses, that will hopefully include a grocery store ~ redevelopment of a long-neglected parcel in the City ~ creation of new jobs ~ infusion of additional tax money to both Rochester and the Town of Brighton ~ focus on the New York State Canal and the Canal path.	Lindberg	No Response Required - Not A Substantive Issue
P. 17, instead of indicating "funding" for DASNY, please include the following: "Expenditure of Bond Proceeds."	Oliver	Omission/Correction to be addressed
How will the development address the steepest slope on the project site? (10 – 20% slope p. 30).	Lindberg	Explanation/Clarification Required

CITYGATE DESIGN STANDARDS

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1. PURPOSE

The Citygate Design Standards articulate the vision for the City of Rochester's Planned Development District #11 (PDD 11). The purpose of these standards is to describe the desired future development pattern, form, massing, site layout and architectural detailing for PDD 11. These standards will ensure that Citygate will be developed as an attractive, walkable, community that is both highly desirable to future tenants, residents, and visitors and a positive addition to the surrounding neighborhoods of the City of Rochester and the Town of Brighton.

The goal of PDD 11 is to develop high quality architecture with a network of logical, coherent, streets, sidewalks, and pathways, constructed at a pedestrian scale that allow residents and visitors to easily enter and traverse the site. This network will connect in a logical and meaningful way for pedestrians and vehicles to the existing public rights-of-way on the perimeter of the site from East Henrietta Road, Westfall Road, and the Erie Canal. Streets and other public open spaces, such as squares and parks, will function as outdoor rooms and contribute to the creation of a unique sense of place.

2. PRINCIPLES AND OBJECTIVES

Citygate will be the most desirable place to live, work, and play in Rochester, Brighton and beyond. The project objectives are:

A. To be a high-quality mixed-use style development that promotes pedestrian access and connectivity, a complementary architectural vocabulary, multi-modal transportation opportunities, the integration of open space and public gathering areas, and enhanced access to the Erie Canal and waterfront opportunities.

B. To offer a diverse but complementary mix of residential and non-residential opportunities, including a variety of single and multi-family housing options, retail, office, hotels, recreational and open space opportunities.

C. To be a unique and compelling individual community within the larger communities of Rochester and Brighton where residents and visitors will truly have the opportunity to live, work, and play. Citygate will be a development that understands and incorporates sustainable land use initiatives and encourages pedestrian activity and interactions. Citygate will foster human interactions and create a better built environment not only for those who live there, but for those who visit.

3. DEVELOPMENT DENSITIES AND LAND USE

Generally, density will be highest at the core of the siteand near the transit center. Higher density development will also be situated along the western perimeter of the site, adjacent to East Henrietta Road.

Retail, office, and mixed uses will be clustered in the northwest portion of the site to create a critical mass of energy and vitality. Single-use residential buildings and homes will be situated to the east and south of the core. Limited retail with open space and recreational uses will be located along the canal.

4. SITE PLANNING AND STREET NETWORK

Citygate will be a variety of buildings organized by a transportation network of streets, paths, and open space which accommodates bicycles, buses and pedestrians as well as cars in various parking scenarios.

A. Streets will emphasize pedestrian amenities including:

- Sidewalk widths corresponding to expected pedestrian traffic. Main corridors through the site and ground level retail will have wider sidewalks than less travelled residential streets.
- Sidewalk paving material is anticipated to be exposed aggregate, bricks, and concrete unit pavers.
- Green space with complimentary landscaping
- Street furniture
- Pedestrian scale lighting

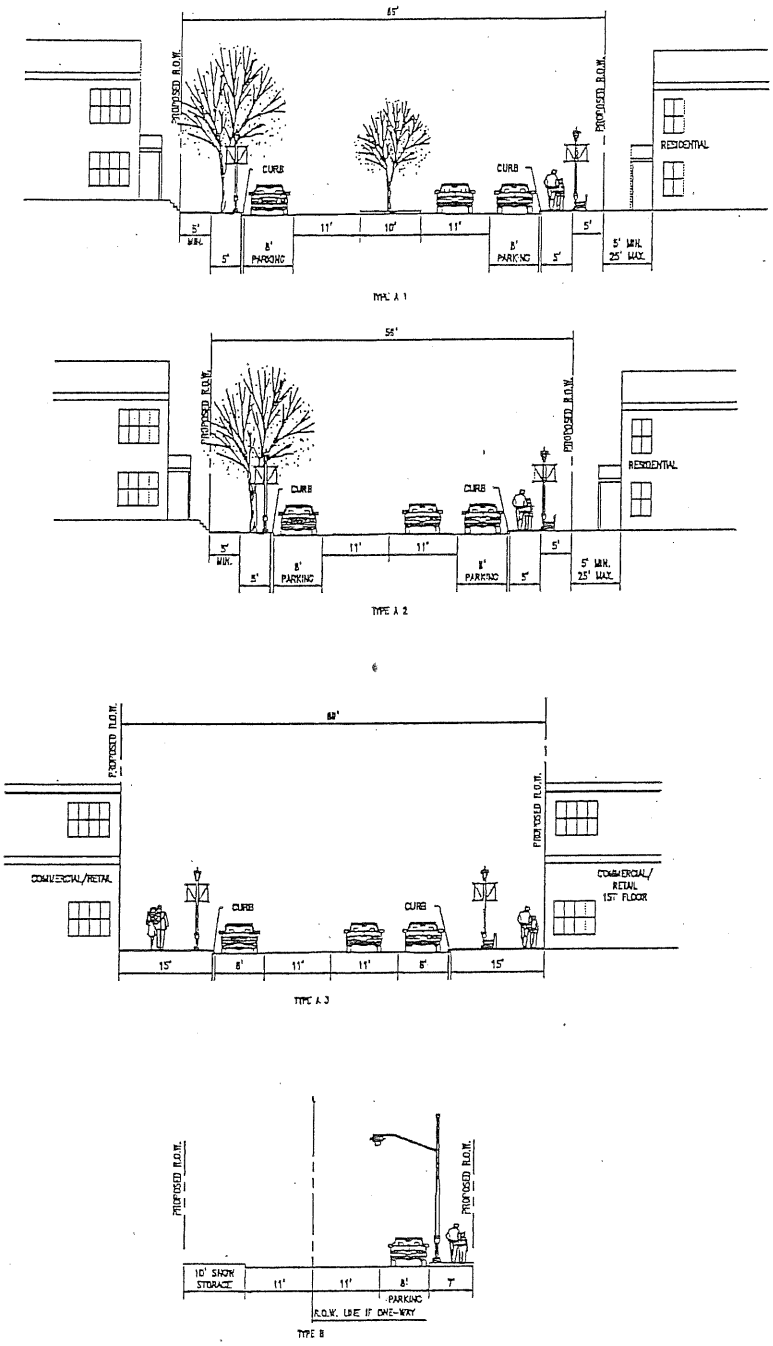


Figure 1: Some Proposed Typical Sections of Streets To Be Considered

B. The perimeter streets are East Henrietta Road and Westfall Road. East Henrietta Road does not present a coherent context on the west side, opposite the site, other than some mature trees. For most of the portion opposite the site, the north side of Westfall Road does have multiple family housing and some mature trees and landscaping.

The perimeter streets will be redeveloped to present an attractive and welcoming image of the new development to the adjacent public rights-of-way and surrounding neighborhood. Some potential ways to treat the perimeter streets are to retain or add formal landscaping, such as a row of trees and hedges rather than massed plantings or berms.

Additionally, the perimeter streets will include "liner" buildings to present a front façade to the perimeter streets. These may be retail or residential buildings.

Street lighting shall be at a pedestrian scale, or include pedestrian scale lighting, and be matched on the north and west sides of the perimeter streets.
A typical section of a perimeter street is included below:

C. A bus loop is anticipated for inclusion from the East Henrietta Road side and is indicated by the blue line on the plan. A maximum of three buses will be staged at any given time within the site for public use to various routes.

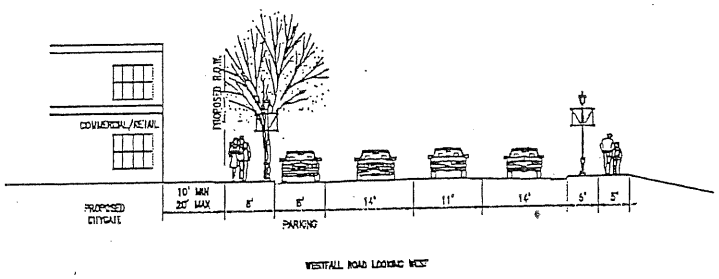


Figure 2: Typical Section of Perimeter Street

5. Green Spaces and Public Spaces

Green space will be formalized and integrated into the site, and will be organized into various types:

A. Smaller, more formal, parks and squares fronted by buildings with active facades
B. Larger, more informal, more "natural" areas that act as buffers to adjacent development, biking and hiking corridors, and/or integrate stormwater facilities)

6. Architectural Design

Minimum building height will be governed by the wall-to-wall cross-sectional width of the street (i.e. not the ROW or pavement width). The streets will have a height to width ratio of no greater than 1:3 and no less than 1:0.6 (i.e. 1:1 and 1:2 are good, 1:4 and greater is not permitted) for at least 80% of each block allocated for buildings.

In general, the level of façade activity will depend on building type.

- Mixed use with ground floor commercial will have the greatest amount of glass.
- Mixed use without ground floor commercial will have less transparency, but still substantial.

- Multi-family apartment buildings and lofts will have less transparency, but active building facades with entrances, courtyards, and balconies.
- Townhouses (condo or common ownership) will have less transparency, but active building facades (entrances, courtyards, balconies, stoops, and porches.
- Single family attached (freehold townhouses or row houses on individual lots) will have less transparency, but active building facades (entrances, courtyards, balconies, stoops, and porches).
- Single family detached will not require transparency, but will have active building facades (entrances, courtyards, balconies, stoops, porches, etc.).

7. Commercial Development

a. General Design Character

- Architectural style will build on design vocabulary established for the Neighborhood Mixed Use area.
- Consistent architectural style and theme shall be used throughout the development.

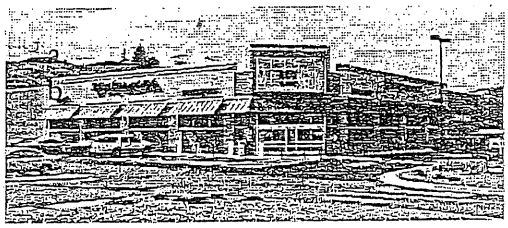


FIGURE 58 – Freestanding retail use

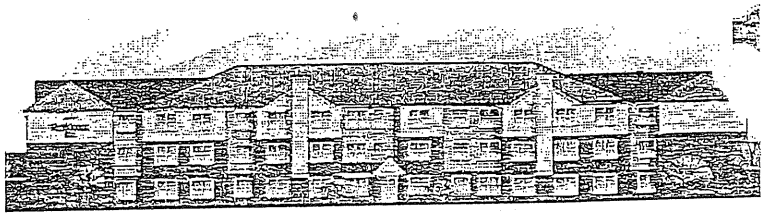


FIGURE 59– Standard hotel elevation

b. Site Design Features

The following site and landscape amenities shall be integrated throughout the Commercial District:

- High quality landscape materials (Fig. 60).
- Planted islands and street trees (Fig. 60).
- Pedestrian scale lighting, banners, and signage (Fig 58).
- Various outdoor seating opportunities.
- Major entry gateway feature (Fig. 61).
- Consistent design palette for all amenities.
- Container plantings at office and storefront entrances on ground level.

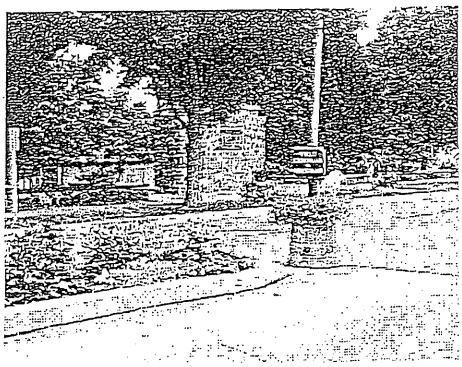


FIGURE 60 – Planted islands with designated pedestrian crossing

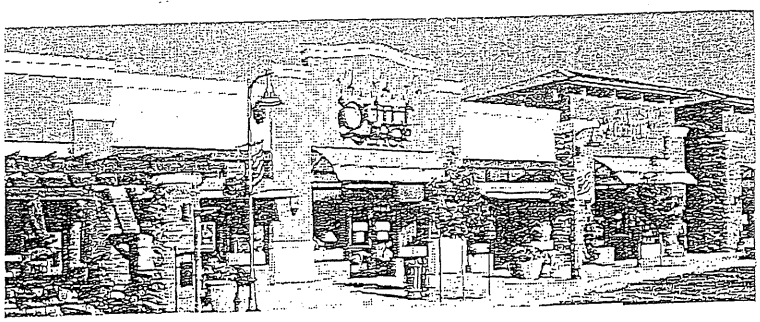


FIGURE 61 – Pedestrian amenities line storefronts

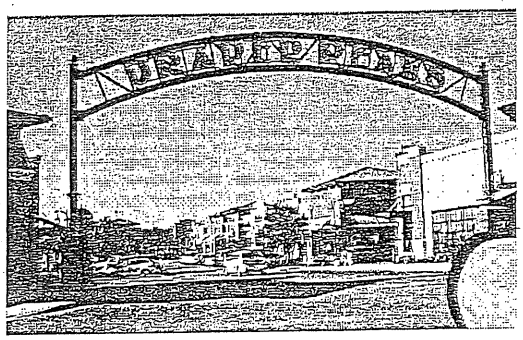


FIGURE 62 – Major entry gateway feature

c. Architectural Vocabulary

The following architectural features and guidelines shall be incorporated into commercial buildings within the Citygate development:

- Buildings with a façade exceeding 75 feet in length shall have repeating wall recessions or projections in order to provide visual articulation (Fig. 63).
- The composition of buildings shall present a clearly recognizable base, middle, and top, base and top, or a clearly-defined alternative building composition (Fig. 64).
- Any commercial building located within 75 feet of a residential structure shall have architectural elements and/or materials that integrate the characteristics of the residential building façade.
- Roofline variations are encouraged. Hipped, gable, and shed roofs shall be used in conjunction with flat roofs.
- Parapets or other architectural features shall be used to conceal rooftop mechanical equipment.

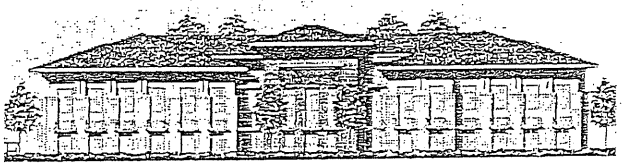


FIGURE 63 – Recessed entry provides visual

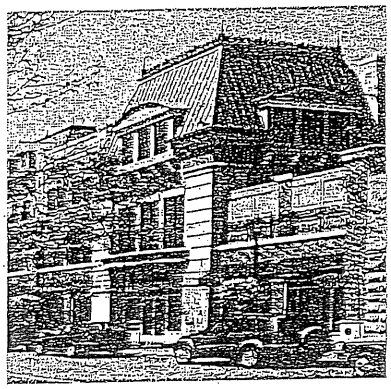


FIGURE 64 – Variety of rooflines

d. Material & Colors

The following guidelines shall be incorporated into commercial buildings within the Citygate development:

- All buildings shall be constructed of similar materials and colors to achieve unity.
- All primary buildings shall be constructed or clad with materials that are durable, economically maintained, and of a quality that will retain its appearance over time.
- Recommended materials include one or more of the following: brick, stucco, natural dimensional stone, cast stone, masonry units (integrally colored, textured, or glazed), prefinished/pre-stressed concrete, or glass framing systems (Fig. 65).
- At least fifty percent (50%) of the exterior elevation building materials should be brick, dimensional natural stone, or finished masonry units.
- One or two colors accent colors shall be incorporated to unify the architectural character within the Commercial district (Fig. 66).

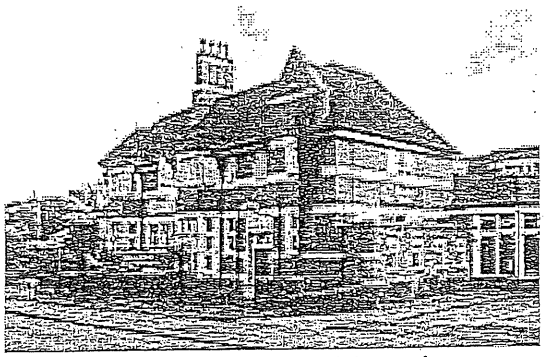


FIGURE 65 – Natural materials used on façade

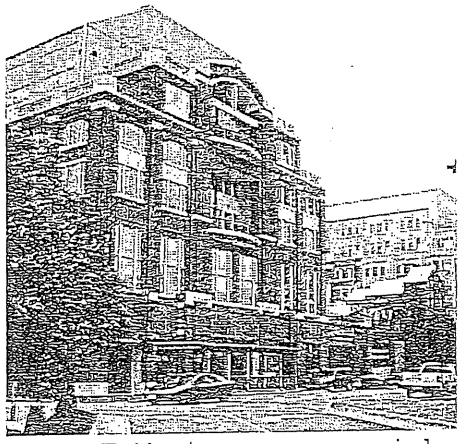


FIGURE 66 – Accents occur at window locations

e. Key Building Elements

The following key building elements shall be integrated into the design of Commercial Buildings, as appropriate:

- Portico or canopy (Fig. 67).
- Raised corniced parapets over the entrance.
- Vertical entry feature (Fig. 68).
- Facade articulation with vertical elements (Fig. 68).
- Awnings compatible with the overall color scheme of the building façade (Fig. 68).
- Covered entrance (Fig. 69).
- Facade subdivision into proportional bays.
- Peaked roof forms.
- Arcades.
- Display windows.

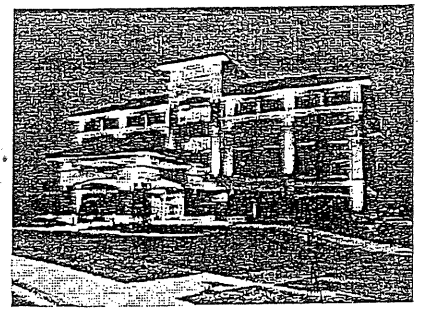


FIGURE 67 – Portico and vertical entry feature

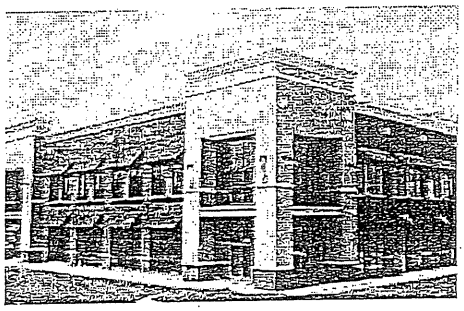


FIGURE 68 – Vertical corner entry feature and compatible awnings

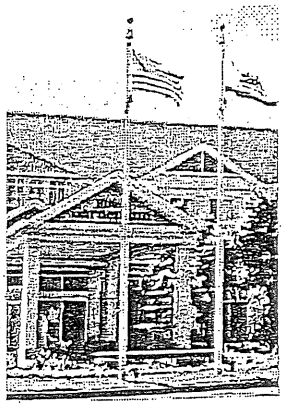


FIGURE 69 – Covered entrance

f. Signage

The following sign guidelines and standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the existing context of the development:

- Signage must be scaled appropriately to appeal to both pedestrians and vehicles.
- Freestanding signage shall be integrated within the overall design of adjacent buildings and its surrounding landscape (Fig. 70).
- Monumental sign design should be consistent with the overall architectural vocabulary and shall share the same color and materials.
- Building signage shall be incorporated into the overall design of a building and shall complement the facade or architectural element on which it is placed (Fig. 71).
- Locations for marquee signage shall be clearly defined in the design of commercial building facades.
- The height & width of letters and logos shall be properly proportioned to the sign area on which it is to be located.
- A signage policy is to be created to maintain these principles.

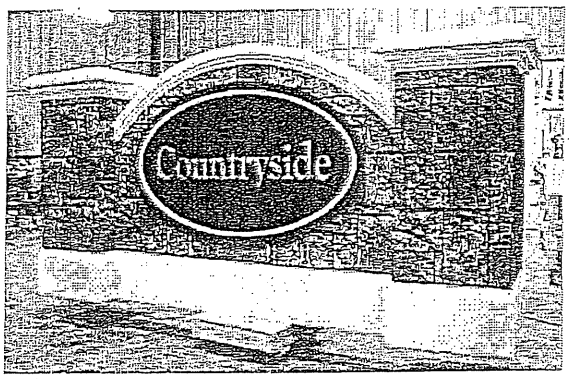


FIGURE 70 – Monumental sign with architectural details

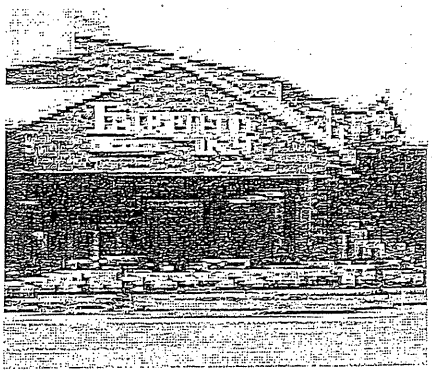


FIGURE 71 – Building signage complements façade on which it's located

8. Canal Front Development

a. General Design Character

- Potential for single use free-standing buildings or mixed use structures containing two or more of uses such as hotel, multi-family residential, retail, or office.
- Building design will be compatible with, and complementary to, adjacent residential, commercial, and mixed use areas.
- Architectural style will be similar in character to create a cohesive built environment that has a definable character and sense of place.
- Building and site design will consider, and capitalize on, the unique waterfront location of this area.

b. Site Design Features

The following site and landscape amenities shall be incorporated along the canal front:

- Pedestrian circulation routes.
- Pedestrian amenities including planters, lighting, benches, bike racks, and trash receptacles.
- Multi-use trails create public access to Erie Canal and the canal trail (Fig. 25).
- Public boat docking facilities (Fig 26).
- Pedestrian oriented location, interpretive, and wayfinding signage (Figs 27 & 28).
- Formal public gathering areas.
- Informal public green space for gathering and recreation.

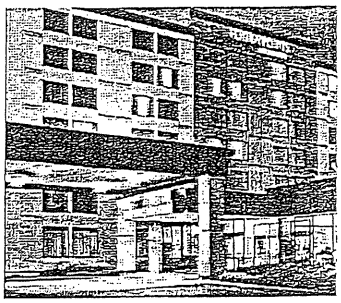


FIGURE 23 –Waterfront hotel

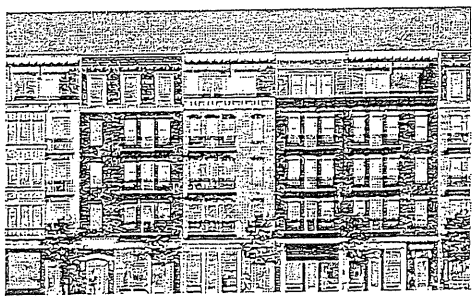


FIGURE 24 – Lower level commercial with upper level residential uses

FIGURE 25 – Multi-use recreational trails create opportunities for a variety of user groups

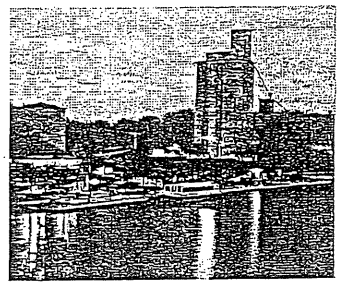


FIGURE 26 – Boat docking facilities create widespread public access to goods and services

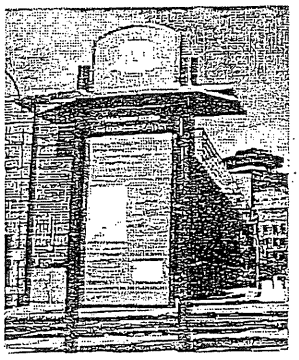


FIGURE 27 – Wayfinding sign

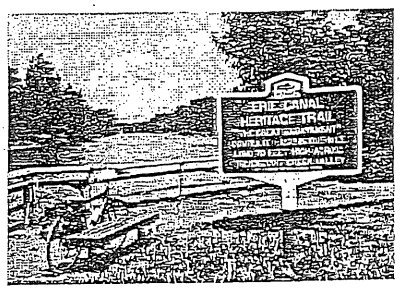


FIGURE 28 – Continuation of Canal access for variety of users; historical markets help to tell story of the Canal

The following site and landscape amenities shall be incorporated into the internal design of the Canal Front Development:

- Community gathering areas (Fig. 29).
- Defined pedestrian connections to internal uses and canal.
- Pedestrian amenities including planters, banners, lighting, benches, bike racks, and trash receptacles (Fig. 30).
- Pedestrian oriented location, interpretive, and wayfinding signage.
- Connections to existing multi-use trails to create continual public access to Erie Canal.
- Sculptures and other focal elements (Fig. 31).
- Site furnishings with waterfront character.
- Container gardens at appropriate commercial locations.
- Hardscape materials consistent with waterfront and overall Citygate development (Fig. 32).

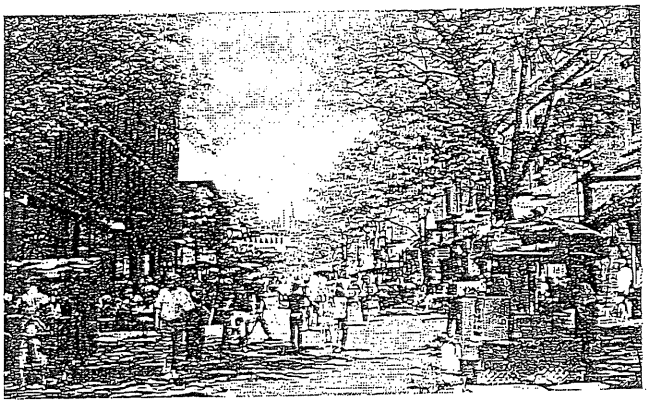


FIGURE 29 – Vibrant pedestrian oriented boardwalk fosters activity and social interaction

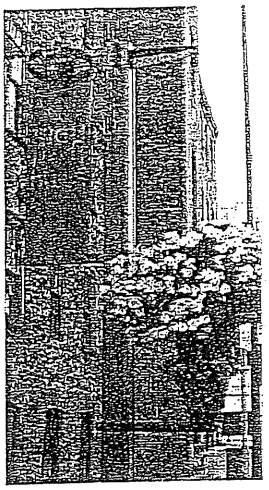


FIGURE 30 – Banners and hanging flowers enhance pedestrian experience

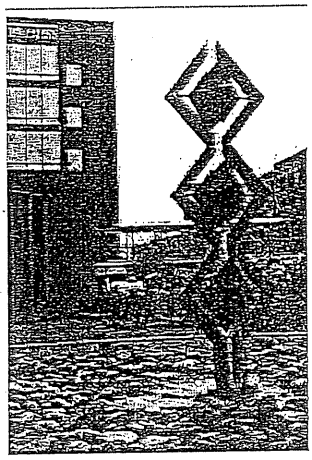


FIGURE 31 – Public art and sculpture creates a focal point

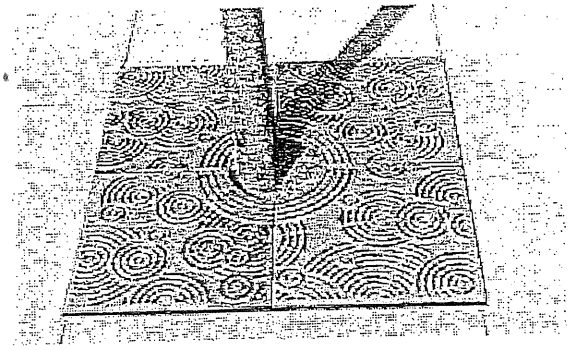


FIGURE 32 – Consistent use of unique streetscape elements create continuity between areas of development

c. Architectural Vocabulary

The following architectural features and guidelines shall be incorporated into buildings within the Canal Front Mixed Use district:

- Massing of all buildings shall be compatible and create a consistent composition.
- All retail areas of buildings shall have arcades or covered walkways at the ground floor level to create cover for pedestrians (Fig. 33).
- Facades shall incorporate features that contribute to the creation of a pedestrian friendly environment.
- Balconies and planes shall be encouraged on upper levels.

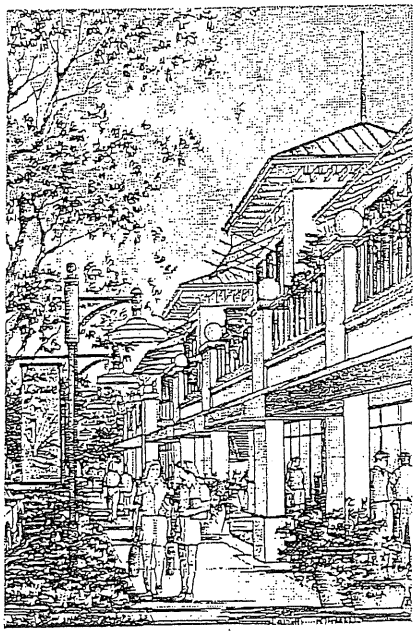


FIGURE 33 – Covered walkways at the ground floor level and pedestrian balconies on the upper level contribute to a pedestrian-friendly development

d. Material & Colors

The following guidelines apply to materials and colors for buildings in the Canal Front Mixed Use district:

- All primary buildings shall be constructed or clad with materials that are durable, can be economically maintained, and of a quality that will retain its appearance over time.
- Recommended materials include one or more of the following: brick, stucco, natural dimensional stone, cast stone, masonry units (integrally colored, textured, or glazed), pre-finished/pre-stressed concrete, or glass framing systems.
- At least fifty percent (50%) of the exterior elevation building materials shall be brick, dimensional natural stone, or finished masonry units.

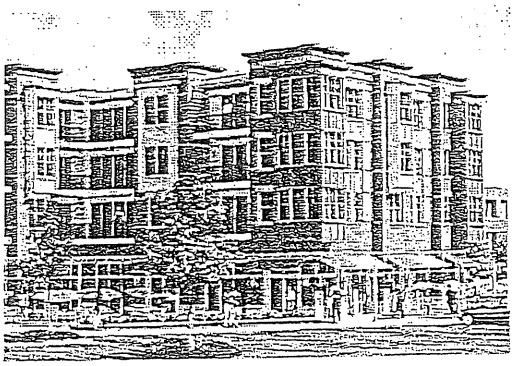
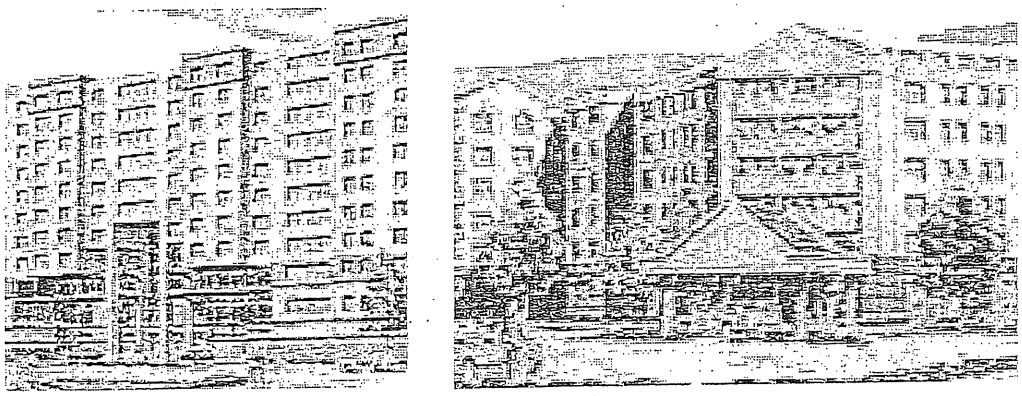


FIGURE 34 – Use of materials and colors is consistent with guidelines and promotes a pedestrian oriented and friendly development

e. Key Building Elements

The following key building elements shall be integrated into the design of Canal Front Mixed Use buildings:

- Clearly defined, visible covered entrances which maintain the proportional scale of the building (Fig. 36).
- Facade articulation with vertical elements (Fig. 37).
- Articulation of building materials defining base, middle, and top or base and top (Fig. 37).
- Division of façade into proportional bays.
- Dormers and bay windows.
- Rigid frame or fabric awnings (Fig. 37).
- Entrances shall have a definable architectural expression, except when they are retail storefronts under covered walkways (Fig. 38).
- Variations of roof lines.
- Decorative parapets and cornices.
- Balconies with decorative railings.



FIGURES 35 & 36 – Hotel uses convey desirable covered entry features for pedestrians and vehicles

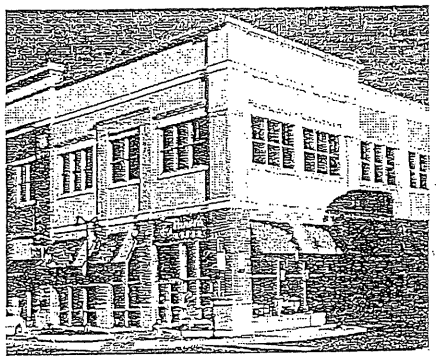
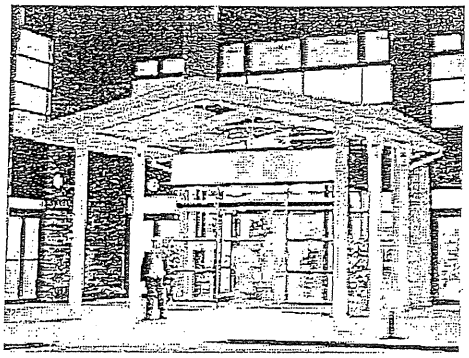
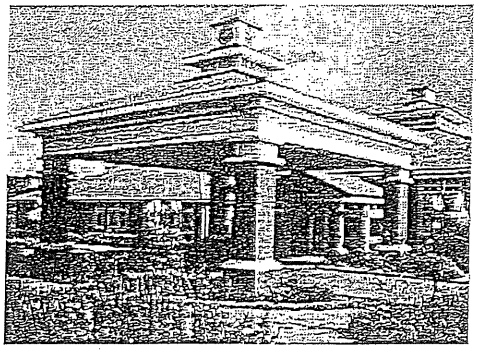


FIGURE 37 – Awnings provide cover for pedestrians and create architectural interest on building facades





FIGURES 38 & 39 – Variations of covered entry features

f. Signage

The following sign guidelines and standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the existing context of the development:

- Signage must be scaled appropriately to appeal to both pedestrians walking on adjacent sidewalks and trails and to vehicles and boats.
- Freestanding signage shall be integrated within the overall design of adjacent buildings and its surrounding landscape.
- Building signage shall be incorporated into the overall design of a building and shall complement the façade or architectural element on which it is placed.
- Locations for marquee signage shall be clearly defined in the design of commercial building facades.
- The height & width of letters and logos shall be properly proportioned to the sign area on which it is to be located

FIGURE 40 – Building signage is scaled to blend into overall building context

9. Neighborhood Development

a. General Design Character

The Mixed Use Area will have a festival-like atmosphere with active streetscapes and pedestrian gathering areas which will create a sense of place. The piazza's will be suitable for special events and large-scale community gatherings (Fig. 4). Retail and restaurant uses on the ground level will be supported by residential and office uses on upper levels (Fig. 5). Public uses on ground level help to maintain vibrancy of streets and public areas. Parking will be provided in lots, garages, and along internal roadways to maximize pedestrian access to variety of uses.

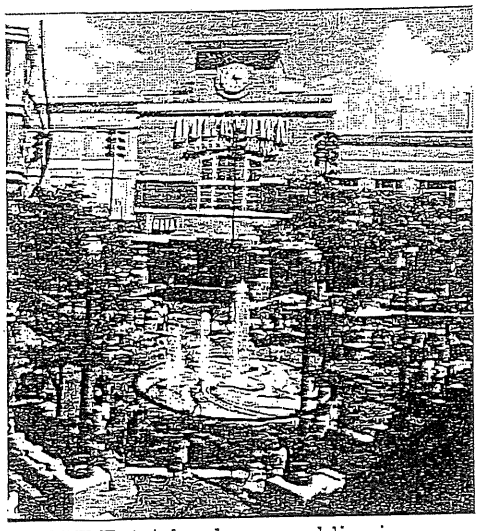


FIGURE 4 A hardscape public piazza provides an area for community events in addition to its day-to-day functions

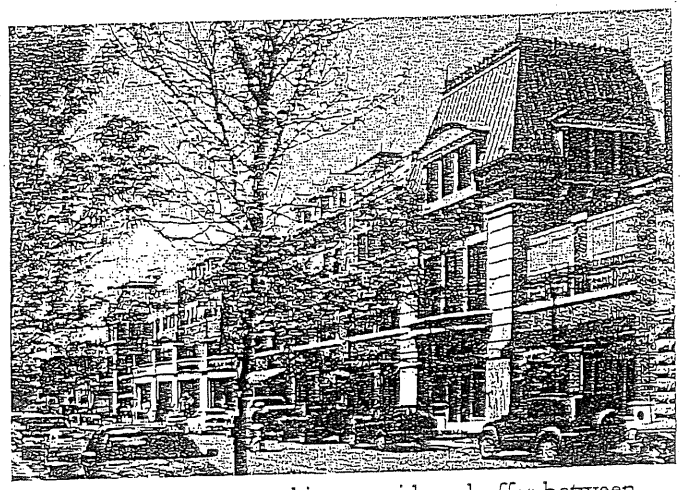


FIGURE 5 On-street parking provides a buffer between pedestrians and vehicles, slows traffic flow, and improves access to services

b. Site Design Features

The following site and landscape amenities shall be incorporated within the Mixed Use Area:

- Hardscape elements (Fig. 6).
- Public art and sculpture (Fig. 8).
- Pedestrian amenities including lighting, benches, bike racks, and trash receptacles (Figs. 7, 9).
- Visual, high impact plantings (Fig. 10).
- Street trees to provide shade and comfort to pedestrians.
- Ample seating opportunities (Fig. 10).
- Public piazza and open space that can accommodate a variety of uses.
- Pedestrian walkways.
- On-street parking.

FIGURE 6 – Public space accommodates a range of uses

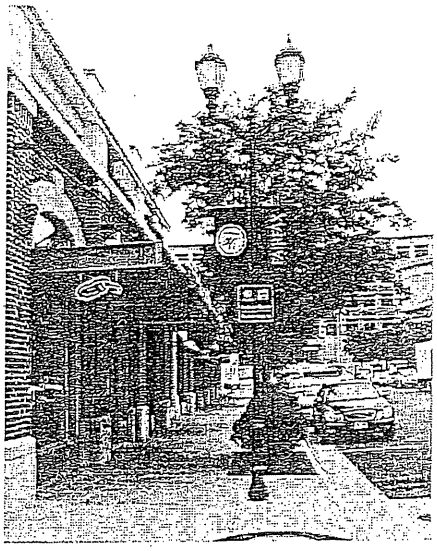


FIGURE 7 – Pedestrian lighting, banners, and overhangs

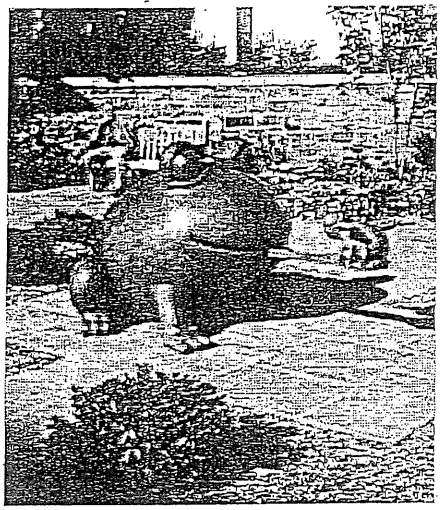


FIGURE 8 – Public art creates visual interest

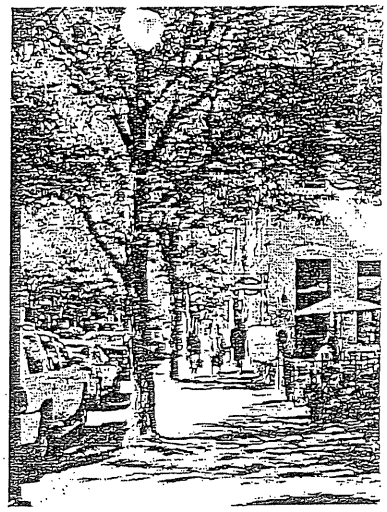


FIGURE 9 – Shade trees enhance the streetscape

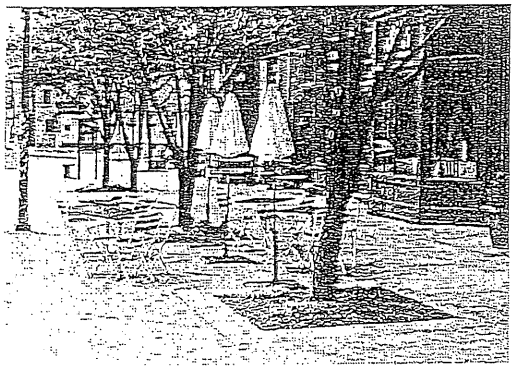


FIGURE 10 – Opportunities for outdoor seating in appropriate weather enhance the character of the neighborhood

c. Architectural Vocabulary

The following summarizes the architectural vocabulary to be incorporated into the Mixed Use Area:

- Massing of all buildings shall be compatible and create a consistent composition (Fig. 11).
- Architectural features shall promote and capitalize on the public piazza in order to make it appealing to pedestrians.
- Residential, retail, restaurant, and office uses shall be fully integrated to create a true mixed-use environment.
- Multiple story structures with mixed-uses shall have clear entry elements.
- Entrances shall be well defined.

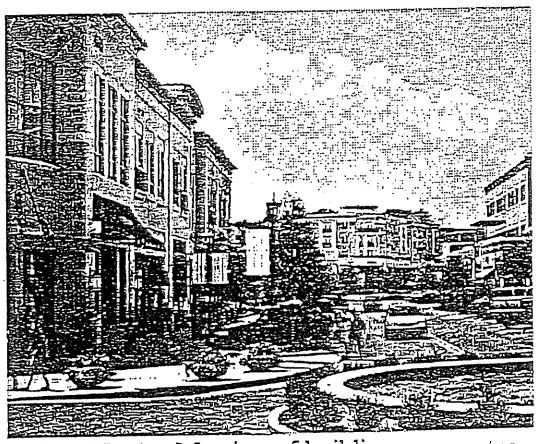


FIGURE 11 – Massing of buildings promotes a pedestrian friendly character

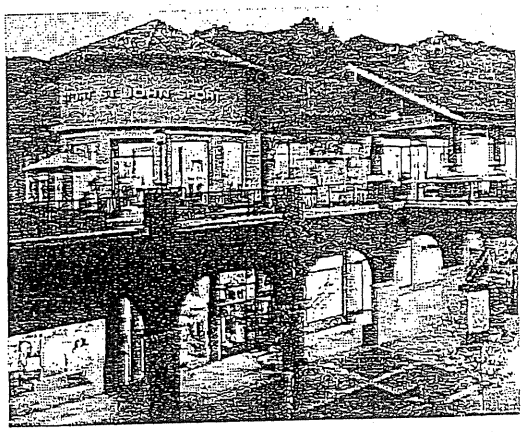


FIGURE 12 – Large overhangs on ground level accommodate pedestrians

d. Material & Colors

The following guidelines apply to materials and colors for buildings in the Mixed Use Area:

- All buildings shall be constructed of similar building materials.
- All primary buildings shall be constructed or clad with materials that are durable, economically maintained, and of a quality that will retain its appearance over time.
- Recommended materials include one or more of the following: brick, stucco, natural dimensional stone, cast stone, masonry units (integrally colored, textured, or glazed), prefinished/pre-stressed concrete, or glass framing systems (Fig. 14).
- At least fifty percent (50%) of the exterior elevation building materials are to be brick, dimensional natural stone, or finished masonry units.

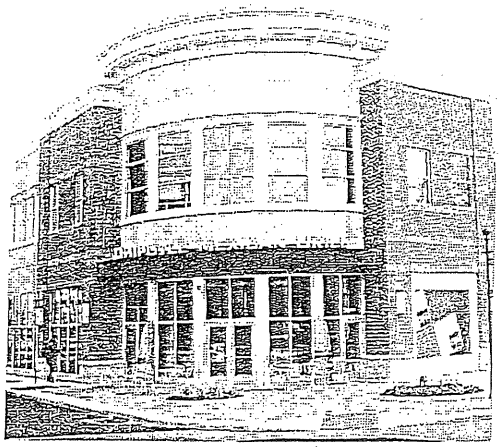


FIGURE 13 – Use of more than one color provides accent to the building facade

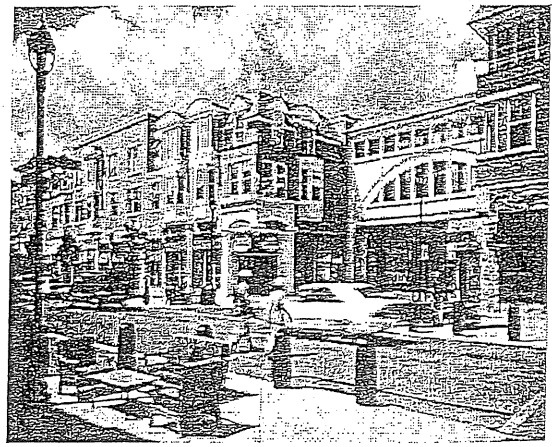


FIGURE 14 – Use of natural colors

e. Key Building Elements

The following architectural elements shall be integrated into the design of buildings in the Mixed Use Area:

- Balconies with decorative railings (Fig. 15).
- Rigid frame or fabric awnings (Fig. 16).
- Colonnades or covered walkways (Fig. 17).
- Covered entrances.
- Façade articulation with vertical elements.
- Large glazed façade at main entrance, making it visible from the street or main site access.
- Articulation of building materials defining base, middle & top or base and top.
- Façade subdivision into proportional bays.
- Dormers and bay windows.
- Variations of roof lines.
- Decorative parapets and cornices.

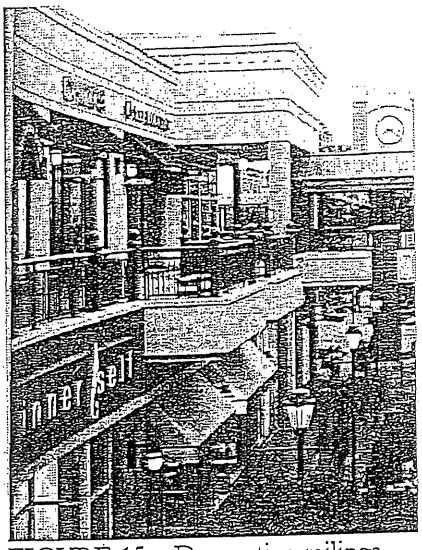


FIGURE 15 – Decorative railings

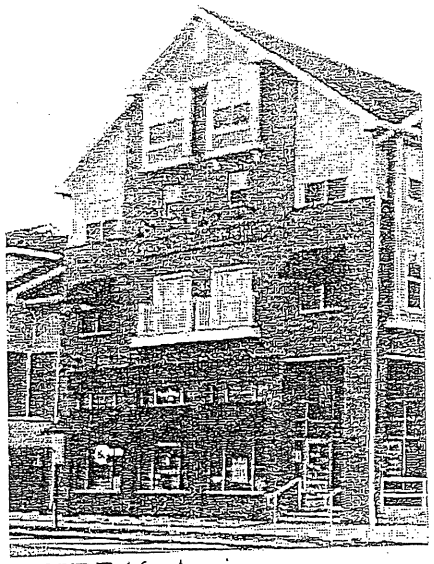


FIGURE 16 - Awnings

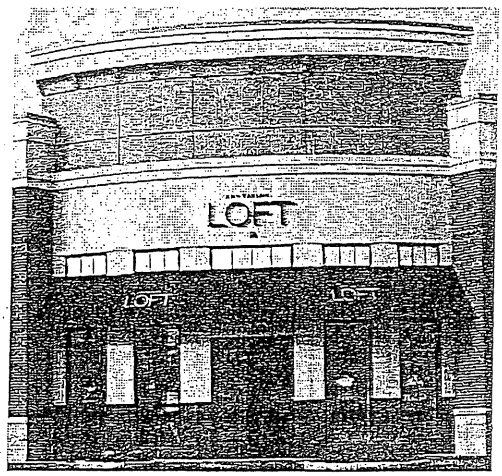
FIGURE 17 – Covered walkways and entrances on ground level

f. Signage

The following sign guidelines and standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the existing context of the development and a signage policy to be created for the development will maintain these principles:

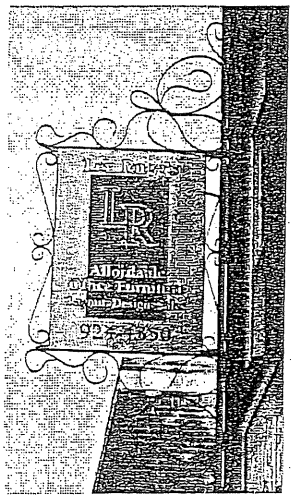
- Signage shall be scaled appropriately to appeal to both pedestrians walking on adjacent sidewalks and to vehicles.
- Building signage shall be incorporated into the overall design of a building and shall complement the façade or architectural element on which it is placed (Figs. 18 & 19).
- Monument signs for Citygate shall be placed at the main entrances.
- Wayfinding signage directing visitors to the canal shall be placed throughout the Mixed Use Area (Fig. 20).

- Locations for marquee signage shall be clearly defined in the design of commercial building facades.
- The height & width of letters and logos shall be properly proportioned to the sign area on which it is to be located.
- Signs extending perpendicular to retail businesses and restaurants around piazza are to be encouraged (Figs. 21 & 22).



FIGURES 18 & 19 – Individual storefront signage size is appropriately scaled for building

FIGURE 20 - Pedestrian scaled wayfinding signage



FIGURES 21 & 22 – Perpendicular signs, either attached to buildings or under overhangs, increase visibility for businesses and allow pedestrians to better see retail offerings.

10. Residential Development

a. General Design Character

- New multi-family development shall be an integral part of the overall community. It shall be designed to create a comfortable living environment for residents that foster social interaction.
- Architecture styles shall reflect a common vocabulary of theme, forms, colors and materials.
- Each residential neighborhood will have a unique individual identity within the context of the larger development. This may be accomplished by creating distinctive entries, roof treatments, building forms, or use of materials and colors (Fig. 42).

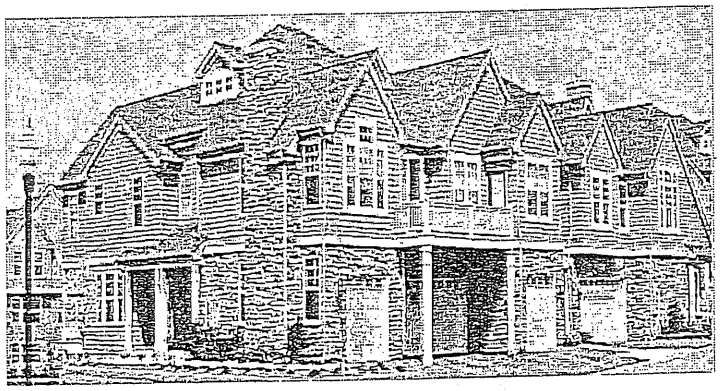


FIGURE 41 – Example of multi-family residential development

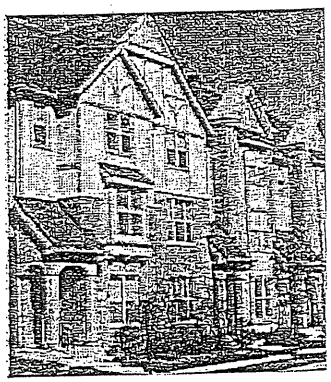


FIGURE 42 – Distinctive architectural style

b. Site Design Features

The following site and landscape amenities are to be integrated throughout the Residential District:

- Sculptural elements and fountains.
- Pedestrian scaled gateways.
- Pedestrian amenities including lighting, signage, bike racks, and benches.
- Sidewalks and trails which connect to surrounding neighborhoods, multi-use trail systems, and Erie Canal (Fig. 43).
- Formal landscape plantings (Fig. 44).
- Areas for gathering and recreation (Fig. 45).
- Internal sidewalks and trails to link residences to other areas within Citygate (Fig. 46).
- Pocket parks.
- Tot lots and playgrounds.

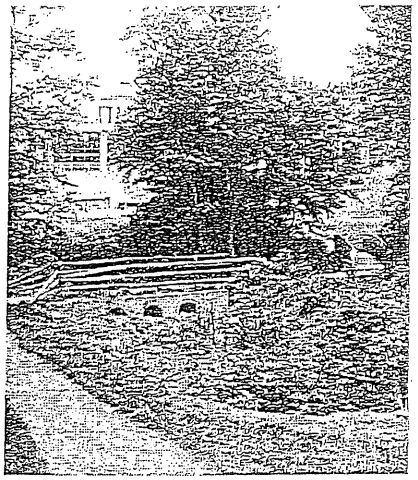


FIGURE 43 – Naturalized trail

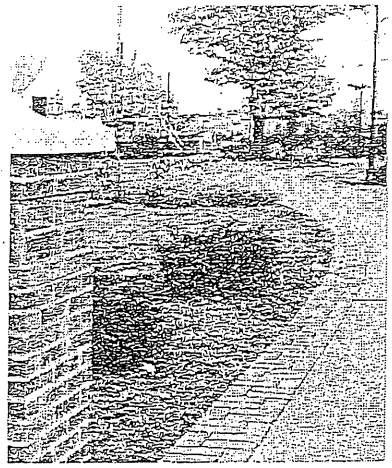


FIGURE 44 – Formal walkway

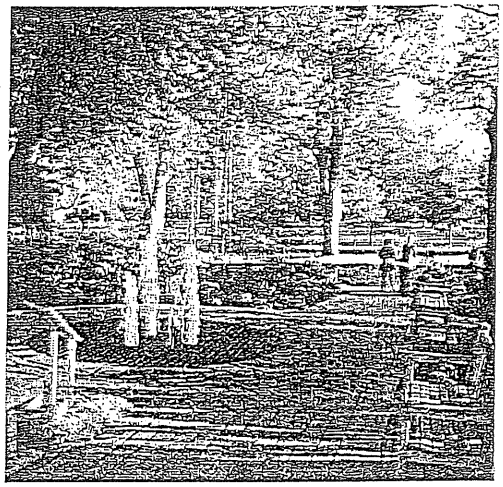


FIGURE 45 – Pedestrian piazza with amenities

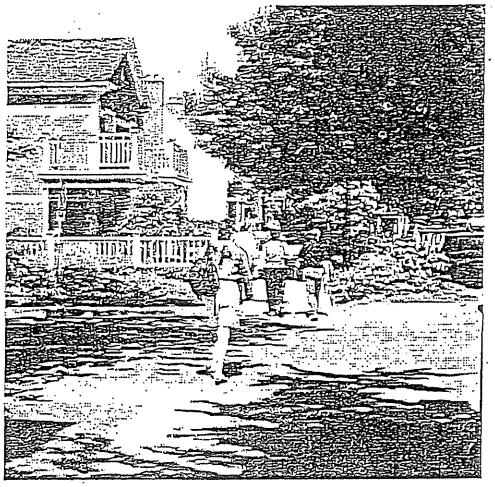


FIGURE 46 – Attractive streets are active streets

c. Architectural Vocabulary

The following architectural features and guidelines shall be incorporated into residential buildings within the Citygate development:

- Varied rooflines, incorporating different roof heights, shapes & directions shall be used to visually break up large structures (Fig. 47).
- Visual interest shall be created through the articulation of facades, forms, and use of color (Fig. 48).
- The mass and scale of residential buildings shall be compatible with adjacent buildings within the development.
- Larger buildings shall be divided into smaller modules. Repeating wall projections or recessions shall be incorporated for visual articulation.
- Balconies, pop-outs, bay windows, and arches shall be used to break up massing (Fig. 49).
- A consistent eave or parapet height of attached structures shall be used to create the street wall of a public room.

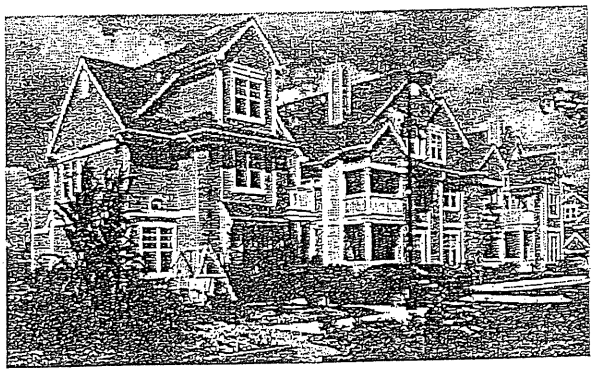


FIGURE 47 – Varying roof heights

FIGURE 48 – Interest created through color

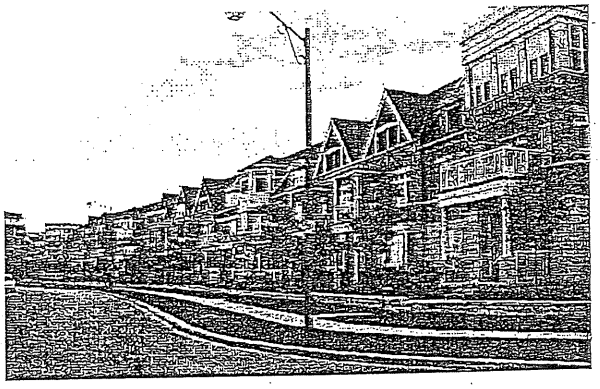


FIGURE 49 – Balconies and pop-outs

d. Material & Colors

Residential facades shall conform to the following guidelines:

- All facades shall be well composed and articulated in order to create visual interest.
- Facades shall be consistent with architectural styles and themes used throughout the development.
- Buildings with large facades shall be visually divided into smaller sections by subdividing the façade into proportional bays through the application of vertical divisions and materials (Fig. 50).

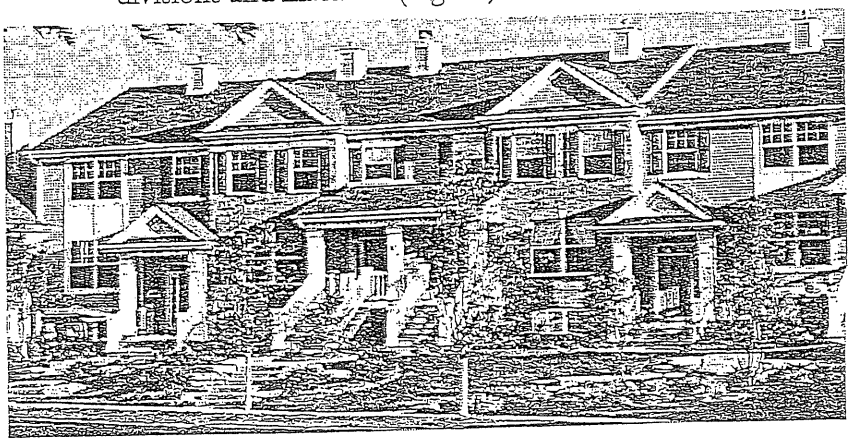


FIGURE 50 – Façade is articulated to create interest and is visually divided into smaller sections

The following guidelines apply to materials and colors for residential buildings:

- Residential buildings shall be constructed or clad with materials that are durable, economically maintained, and of a quality that will retain their appearance over time.
- Appropriate building materials include brick, natural or synthetic stone, integrally-colored stucco and hardboard siding (Fig. 51)
- One or two accent colors are encouraged to unify the development (Fig. 52).
- The choice of materials and colors shall provide enduring quality and enhance the architectural massing concept of the building (Fig. 53).
- Painted surfaces shall use colors that reinforce architectural concepts and are compatible with natural materials such as brick or stone, used within the development.
- At least twenty five percent (25%) of the exterior elevation building materials should be textured brick or decorative stone.
- Use of vinyl material, i.e. windows, facades, fencing, etc., is to be prohibited.

FIGURE 51 – Integration of some natural materials

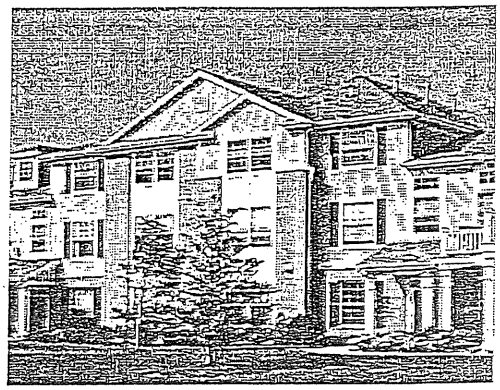


FIGURE 52 – Accents used to enhance facade

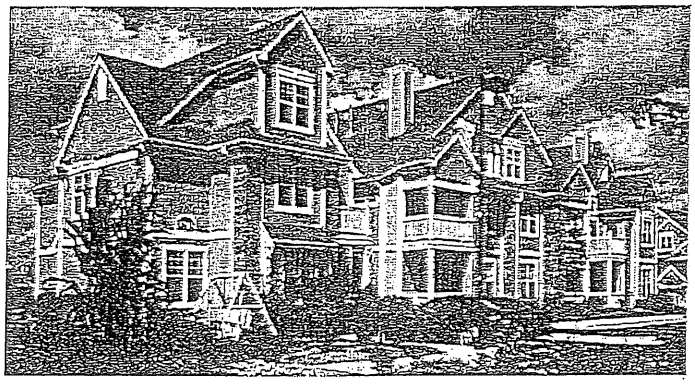


FIGURE 53 – Use of materials enhance the architectural massing of the building

e. Key Building Elements

The following key building elements shall be integrated into the architectural design for residential buildings:

- Clearly defined, visible entrances which maintain the proportional scale of the building.
- Covered entrances (Fig. 54).
- Balconies (Fig. 55).
- Varying roof heights and wall planes.
- Large facades divided into modules to create smaller sections.
- Bay windows (Fig. 56).
- Pop-outs & projections.
- Chimneys.
- Dormers.
- Window shutters.
- Articulation of wall surface materials & colors.

FIGURE 54 – Defined, visible entrances are covered by various roof types

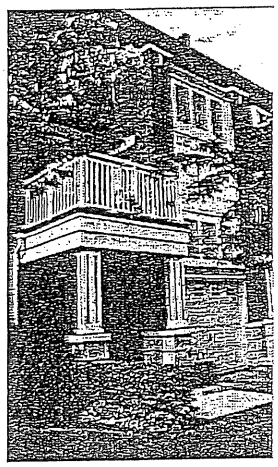


FIGURE 55 – Balconies create covered porches

FIGURE 56 – Articulation of wall surfaces include bay windows, balconies, and dormers

f. Signage

The following sign guidelines and standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the existing context of the residential area:

- Signage must be scaled appropriately to appeal to both pedestrians walking on adjacent sidewalks and to vehicles.
- Freestanding signage shall be integrated within the overall design of adjacent buildings and its surrounding landscape (Fig. 57).
- The height & width of letters and logos shall be properly proportioned to the sign area on which it is to be located.

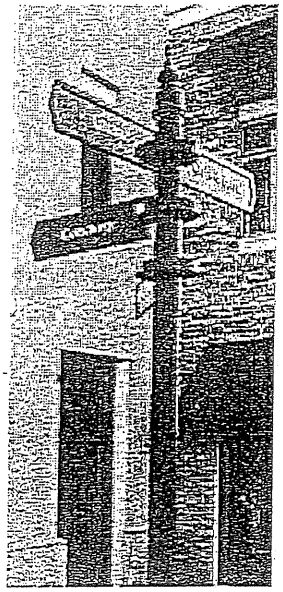


FIGURE 57 – Consistent and unique design to street signage will help create a unified development

PLANNED DEVELOPMENT DISTRICT #11
CITYGATE

§1 PURPOSE

The purpose and intent of Planned Development District #11 (PDD 11), to be known as Citygate, is to provide a range of diverse and complementary mix of residential, non-residential and recreational uses on 44 acres on the southeast quadrant of East Henrietta Road and Westfall Road, on the southern edge of the Erie Canal.

The proposed range of land uses is supported by the project site's strategic location and proximity to a number of large community service uses, including Monroe Community Hospital, Monroe Community College, and the University of Rochester. Employees, students, and visitors to these institutions, as well as existing residents in the City and future residents within Citygate will benefit from the types of services to be provided by this development – places to live, places for lodging, places to eat, places to buy groceries, and places to shop for a wide range of everyday and specialty goods.

The PDD 11 regulations will ensure a high-quality mixed-use style development that promotes pedestrian access and connectivity, multi-modal transportation opportunities, creates dedicated open space areas for residents and visitors, and enhances access to the Erie Canal and waterfront.

§2 PRINCIPLES AND OBJECTIVES

The design goals for Citygate are outlined in detail in the *Citygate Design Guidelines*. The objectives of the district are:

A. To be a high-quality mixed-use style development that promotes pedestrian access and connectivity, a complementary architectural vocabulary, multi-modal transportation opportunities, the integration of open space and public gathering areas, and enhanced access to the Erie Canal and waterfront opportunities.

B. To offer a diverse but complementary mix of residential and non-residential opportunities, including a variety of single and multi-family housing options, retail, office, hotels, recreational and open space opportunities.

C. To be a unique and compelling individual community within the larger communities of Rochester and Brighton where residents and visitors will truly have the opportunity to live, work, and play. Citygate will be a development that understands and incorporates sustainable land use initiatives and encourages pedestrian activity and interactions. Citygate will foster human interactions and create a better built environment not only for those who live there, but for those who visit.

§3 SUB AREA DESCRIPTIONS

The proposed PDD 11 provides a range of uses and is intended to create flexible development opportunities. The proposed PDD 11 is divided into four (4) design districts. The accompanying Map 1 delineates these areas on the subject property:

- Neighborhood Mixed Use district. This sub-area is approximately 27.3 acres, located on the northwest corner of the site. The district will include a mix of first floor retail and restaurant uses supported by upper story office and residential uses. It will also include a public plaza, Main Street area, commercial, multi-family residential, retail, restaurants, office space, and parking, as well as open space dedicated for public and recreational use.

- Canal Front Mixed Use district. This Sub-Area is approximately 3.3 acres and is proposed to be developed with recreational, residential and commercial uses, in addition to a waterfront hotel.

- Residential district. This Sub Area is approximately 19 acres and is proposed to be developed with single family, low- and mid-rise apartments and townhomes.

- Commercial district. This Sub-Area is approximately 5.2 acres and is proposed for a hotel, commercial and office space.

§4 SITE AND STREET DESIGN STANDARDS

Citygate will be a development of high quality buildings organized by a logical, coherent network of primary corridors, secondary streets, perimeter streets, and open space.

A. Primary corridors (or "A" streets) will be the principal, organizing transportation routes. A person entering the site will be able to easily navigate the network of streets from any perimeter location to the bank of the canal and canal trail. Primary corridors may be publicly owned or privately owned, but shall function as, and be virtually indistinguishable (to the user) from, publicly owned streets.

   Primary streets will emphasize pedestrian amenities including:

   - Sidewalks widths corresponding to expected pedestrian traffic, so that streets that are corridors through the site and/or feature ground level retail will have wider sidewalks than less travelled residential streets.
   - Sidewalk paving material (exposed aggregate, colored concrete, bricks, concrete unit pavers). Stamped concrete or stamped asphalt will be avoided due to concerns over the longevity of a high quality finish.
   - Granite curbing
   - Trees
   - Street furniture
   - Pedestrian scale lighting

Primary streets shall include on-street parking and have vehicular travel lanes no wider than 11 feet. The streets will have a cross-sectional height to width ratio of no greater than 1:3 and no less than 1:0.6 (i.e. 1:1 and 1:2 are good, 1:4 and greater is not permitted) to allow for at least 80% of the linear frontage of each block allocated for buildings. The height to width ratio of the street shall be measured from building front to building front.

Streets shall be lined with, and framed by, buildings that present an active façade that engage pedestrians.

Vehicular entrances, drive-through stacking lanes, garage doors, loading docks or doors, service entrances, dumpster enclosures, or overhead utilities shall not be located along an "A" street. "A" streets can be pedestrian only, although pedestrian-only zones shall be limited in order to maximize traffic flow.

B. Secondary corridors (or "B" streets) will be public or private vehicular ways, driveways, alleyways, and streets, other than "A" streets. "B" streets shall be no wider than 24 feet unless on-street parking is provided. They will be the location of vehicular entrances, drive-through stacking lanes, garage doors, loading docks or doors, service entrances, dumpster enclosures, and any overhead utilities.

C. The perimeter streets are East Henrietta Road and Westfall Road.

The perimeter streets shall be redeveloped to present an attractive and welcoming image of the new development to the adjacent public rights-of-way and surrounding neighborhood. The perimeter streets shall be treated in the following ways:

1. Retain or add formal landscaping, such as an allée of trees and/or hedges. Informal massed plantings and/or berms shall not be permitted.

2. Perimeter streets shall be lined with buildings to present a front façade to the perimeter streets. The first floor level of these buildings shall be 3 to 5 feet above grade to provide some amount of vertical separation from adjacent pedestrian and vehicular traffic.

3. In no case shall parking, garage doors, loading docks or doors, service entrances, drive through stacking lanes, or dumpster enclosures face perimeter streets without screening. Overhead utilities along perimeter streets shall be placed underground in conjunction with this project's development.

4. Street lighting shall be at a pedestrian scale, or include pedestrian scale lighting, and be matched on the north and west sides of the perimeter streets.

D. Green space shall be integrated into the site and properly maintained. A Greenspace Management Plan shall be prepared and subjected to minor site plan review and approval in accordance with Section 120-191 of the Zoning Code.

E. The canal shall be treated as an "edge" more similar to 'A' streets and perimeter streets than 'B' streets. Parking, garage doors, loading docks or doors, service entrances, drive through stacking lanes, or dumpster enclosures shall not face the canal.

F. Walkways shall be a minimum of five (5) feet wide.

§5 PERMITTED USES

A. All uses are permitted in fully enclosed buildings in PDD 11 unless specifically listed as prohibited or special permit uses.

B. Drive-throughs, subject to the additional requirements for specified uses in §120-136

C. Festivals, events and activities, including those associated with open spaces, are allowed in any portion of PDD 11.

§6 PROHIBITED USES

The following uses are prohibited in the Neighborhood Mixed Use District, Commercial District and Canal Front Mixed Use District:

A. Single family detached structures
B. Sexually oriented businesses
C. Waste Centers
D. Junkyards

The following uses are prohibited in the Residential District:

A. Retail Sales and Services
B. Theaters
C. Offices
D. Motels and Hotels
E. Bar,cocktail lounge and taverns
F. Restraurants and banquet facilities
G. Drive-through facilities
H. Homeless shelters
I. Single Room Occupancy Housing
J. Sexually oriented businesses

§7 SPECIAL PERMIT USES

The following uses are allowed as Special Permit Uses in the Neighborhood Mixed Use Area:

A. Any permitted or specially permitted uses open to the public or requiring loading/unloading between the hours of 2:00 AM and 6:00 AM.
B. Private clubs.
C. Outdoor Entertainment and Entertainment not including sexually oriented uses, subject to the Additional Regulations for Specified Uses in Zoning Code §120-137.
D. Outdoor markets.
E. Vehicle service stations
F. Public utilities, subject to the Additional Requirements for Specified Uses in §120-135.

The following uses are allowed as Special Permit Uses in the Canal Mixed Use Area:

A. Any permitted or specially permitted uses open to the public or requiring loading/unloading between the hours of 2:00 AM and 6:00 AM.
B. Private clubs.
C. Outdoor Entertainment and Entertainment not including sexually oriented uses, subject to the Additional Regulations for Specified Uses in Zoning Code §120-137.
D. Public utilities, subject to the Additional Requirements for Specified Uses in §120-135.
E. Pump station for boats and watercraft
F. Outdoor market

The following uses are allowed as Special Permit Uses in the Residential Area:

A. Any permitted or specially permitted uses open to the public or requiring loading/unloading between the hours of 2:00 AM and 6:00 AM.
B. Private clubs.
C. Outdoor market

The following uses are allowed as Special Permit Uses in the Commercial Area:

A. Any permitted or specially permitted uses open to the public or requiring loading/unloading between the hours of 2:00 AM and 6:00 AM.
B. Outdoor Entertainment and Entertainment not including sexually oriented uses, subject to the Additional Regulations for Specified Uses in Zoning Code §120-137.
C. Public utilities, subject to the Additional Requirements for Specified Uses in §120-135.

§8 LOT AND COVERAGE REQUIREMENTS

The following lot and area requirements shall apply to PDD 11:

The maximum lot coverage allowed for PDD 11 including all building structures, streets, parking areas, sidewalks and improved surfaces is eighty percent (80%). The minimum open space required including storm retention facilities is twenty percent (20%).

A. **Yard Requirements**

Neighborhood Mixed Use

(a) Multi-family

1. Front Yard Setback – Ten (10) feet maximum,
2. Side Yard Setback – Zero (0) feet unless a vehicular or pedestrian right-of-way is incorporated into the site plan. In this case, no larger than Twenty (20) feet.
3. Rear Yard Setback – Fifteen (15) feet minimum unless abutting single family attached or detached residential uses, in that case, Twenty (20) feet minimum

(b) All mixed uses or non-residential uses

1. Front Yard Setback – Zero (0) feet
2. Side Yard Setback – Zero (0) feet unless a vehicular or pedestrian right-of-way is incorporated into the site plan. In this case, no larger than Twenty (20) feet.
3. Rear Yard Setback – Zero (0) feet minimum, unless abutting purely residential uses, in that case, Twenty (20) feet minimum

Canal Mixed Use

(a) All uses

1. Canal side - Setback Ten (10) feet minimum
2. Side Setback Six (6) feet minimum with a pedestrian right-of-way incorporated into the site plan. In no case, larger than Ten (10) feet.
3. Land side - Setback Ten (10) feet minimum

Residential

(a) Single-family Attached (2 or more units)

1. Maximum Front Yard Setback –Fifteen (15) feet maximum and must align with previously constructed residential structures on the same block
2. Maximum Side Yard Setback – Twelve (12) feet

(b) Multi-family

1. Front Yard Setback –Ten (10) feet maximum, except fifteen (15) feet maximum where entrances are provided directly into individual residential units and must align with previously constructed residential structures on the same block
2. Side Yard Setback – Zero (0) feet unless a vehicular or pedestrian right-of-way is incorporated into the site plan. In this case, no larger than Twenty (20) feet.
3. Rear Yard Setback – Fifteen (15) minimum feet unless abutting single family attached or detached residential uses, in that case, Twenty (20) feet minimum

Commercial

(a) All uses

1. Maximum Front Yard Setback –Ten (10) feet
2. Maximum Side Yard Setback – Zero (0) feet, unless a vehicular or pedestrian walkway is incorporated into the site plan. In this case, no larger than twelve (12) feet.

§9 BULK REQUIREMENTS

A. Building Heights

Residential District

(a) Maximum Building Height, attached, Two (2) or more units –Three (3) stories or Fifty (50) feet
(b) Maximum Building Height – Detached Accessory Use or Structure –Thirty (30) feet

Canal Front District

(a) Maximum building height 2 stories or 30 feet

All Other Districts

No maximum restrictions on building height in any other district.

§10 OFF-STREET PARKING AND LOADING

A. Parking

(1) Requirements

Parking requirements for each use shall be determined through the use of a parking demand analysis in accordance with § 120-173B of the Zoning Code.

(2) Location

(a) Surface parking shall not be located at the intersection of two primary ("A") streets.
(b) Surface parking shall be located in the rear yard and/or fronting on secondary streets ("B" streets or alleyways) and be hard surfaced and granite or concrete curbed.
(c) On-street parking is preferred on all streets.
(d) Parking shall be accessed from secondary ("B" streets).
(e) No more than ten (10) percent of canal frontage shall be allocated to surface parking.
(f) Garages for single-family attached and detached dwelling units shall be allowed to front on "B" streets.

(3) Design and Maintenance

Parking shall comply with the parking lot design and maintenance standards set forth in Zoning Code §120-173F, with the exception that parking areas shall be allowed adjacent to residential uses and districts.

B. Loading and Service Areas

(1) Loading

Loading shall comply with the requirements set forth in Zoning Code §120-172.

(2) Service Areas

All exterior service loading, storage, and utility areas shall be located along B streets and shall be screened so as not to be visible from any A streets on the site or from perimeter streets or adjacent sites.

§11 DESIGN REGULATIONS

A. Architecture

Mixed Use Neighborhood District

(a) All primary buildings shall be constructed or clad with materials that are durable and of a quality that will retain its appearance over time.
(b) At least 50% of the exterior elevations building materials shall be brick, dimensional natural stone, or finished masonry units.
(c) The following architectural elements shall be integrated into the design of buildings:
1. Balconies with decorative railings.
2. Rigid frame or fabric awnings.
3. Colonnades or covered walkways.
4. Covered entrances.
5. Façade articulation with vertical elements.
6. Large glazed façade at main entrance, making it visible from the street or main site access.
7. Articulation of building materials defining base, middle &top or base and top.
8. Façade subdivision into proportional bays.
9. Dormers and bay windows.
10. Variations of roof lines.
11. Decorative parapets and cornices.

Commercial District

(a) Architectural style will be similar in character to create a cohesive built environment that has a definable character and sense of place.
(b) All retail area of buildings shall have arcades or covered walkways at the ground floor level to create cover for pedestrians.
(c) Facades shall incorporate features that contribute to the creation of a pedestrian-friendly environment.
(d) All primary buildings shall be constructed or clad with materials that are durable and of a quality that will retain its appearance over time.
(e) At least 50% of the exterior elevations building materials shall be brick, dimensional natural stone, or finished masonry units.
(f) The following architectural elements shall be integrated into the design of buildings:

1. Balconies with decorative railings.
2. Rigid frame or fabric awnings.
3. Entrances that have a definable architectural experession, except when they are retail storefronts under covered walkways.
4. Clearly defined, visible covered entrances which maintain the proportional scale of the building.
5. Façade articulation with vertical elements.
6. Large glazed façade at main entrance, making it visible from the street or main site access.
7. Articulation of building materials defining base, middle &top or base and top.
8. Façade subdivision into proportional bays.
9. Dormers and bay windows.
10. Variations of roof lines.
11. Decorative parapets and cornices.

Canal Front Mixed Use District

(a) All primary buildings shall be constructed or clad with materials that are durable and of a quality that will retain its appearance over time.

(b) Appropriate building materials include brick, natural or synthentic stone, integrally-colored stucco and hardboard siding.

(c) At least twenty-five percent (25%) of the exterior elevation building materials should all be textured brick or decorative stone.

(d) The following architectural elements shall be integrated into the design of buildings:
1. Balconies.
2. Covered entrances.
3. Clearly defined, visible entrances which maintain the proportional scale of the building.
4. Articulation of wall surface materials and colors.
5. Large facades divided into modules to create smaller sections.
6. Dormers and bay windows.
7. Pop-outs and projections.
8. Chimneys.
9. Window shutters.
10. Varying roof heights and wall planes.

Residential District

(a) Architectural style will be similar in character to create a cohesive built environment that has a definable character and sense of place.

(b) All primary buildings shall be constructed or clad with materials that are durable and of a quality that will retain its appearance over time.

(c) At least 50% of the exterior elevations building materials shall be brick, dimensional natural stone, or finished masonry units.

(d) Buildings with a façade exceeding 75 feet in length shall have repeating wall recessions or projections in order to prived visual articulation.

(e) The composition of buildings shall present a clearly recognizable base, middle, and top, base and top, or a clearly-defined alternative building composition.

(f) Any commercial bulding located within 75 feet of a residential structure shall have architectural elements and/or materials that integrated the characteristics of the residential building façade.

(g) Parapets or other architectural features shall be used to conceal rooftop mechanical equipment.

(h) The following architectural elements shall be integrated into the design of buildings:

1. Portico or canopy
2. Raised corniced parapet over the entrance.
3. Vertical entry feature.
4. Façade articulation with vertical elements.
5. Covered entrance.
6. Façade subdivision into proportional bays.
7. Display windows.

B. Signage

All signage within the District shall be subject to a Sign Program as approved by the Manager of Zoning through minor site plan review in accordance with Section 120-191 of the City Code.

C. Screening

All mechanical equipment shall be designed to be an integral part of the building or structure. Mechanical equipment, including heating, electrical air conditioning, or other shall not be installed on the roof of any building if roofline is visible from the ground. Mechanical equipment shall be screened so as to diminish its visibility from ground level.

D. Modification

Any or all design regulations contained in this §11, §4 of PDD 11 and the Citygate Design Guidelines maybe modified in the reasonable discretion of the property owner.

§12 PERSONAL WIRELESS TELECOMMUNICATION FACILITIES (PWTF)

Personal wireless telecommunication facilities in Planned Development District #11 shall be regulated as outlined in §120-143 Personal Wireless Telecommunication Facilities.

§13 ADDITIONAL REQUIREMENTS

All City Wide Design Guidelines and Standards (Article XIX) applicable to C-1 Districts and Requirements Applying to All Districts (Article XX) in this Chapter shall apply to all uses in PDD 11 with the exception of Section 120-158C(1).

This Planned Development District is subject to requirements set forth in Article XVII of the City Zoning Code regarding Planned Development Districts.

ARTICLE XX Planned Residential Development District (PRD) (§ 203-145 — § 203-149.1)

§ 203-145 Purpose and intent.

A.
In accordance with the recommendations and policies in the Town Master Plan, this district is intended to promote and encourage the elopment of a variety of housing types within the medium-density and high-density ranges prescribed in the Master Plan. This is a floating zone; that is, until a sketch plan or concept plan has been approved by the Town Board, all the requirements of the current zoning district apply. After the application to rezone to Planned Residential Development has been approved, the sketch plan or concept plan will regulate land uses and setback requirements.

B.
This section also specifically encourages innovations in residential development so that the growing demands for housing at all economic levels may be met by greater variety in type, design and siting of dwellings and by conservation and more efficient use of land in such developments.

C.
This section recognizes that while the standard zoning function (use and bulk) and the function (platting and design) are appropriate for the regulation of land use in areas or neighborhoods that are already substantially developed, these controls represent a type of preregulation, regulatory rigidity and uniformity which may be inimical to the technique of land development contained in cluster development.

D.
The cluster development procedures established in the following standards provide a method of permitting innovative residential development within minimum and maximum bulk requirements, restrictions imposed by capacity of public services and limitations imposed by the environmental constraints present on the site of the proposed development.

§ 203-146 Permitted, accessory and conditional uses.

In a Planned Residential Development PRD District, no building or premises shall be used, and no building or part of a building shall be erected or altered, which is arranged, intended or designed to be used, in whole or in part, for any uses except the following:

A
Perr ed uses shall be as follows:

(1)
Single-family attached and single-family detached dwellings.

B.
Planned Residential Development special accessory uses. The following special accessory uses are permitted solely for the use of residents of the development and their guests. Such accessory uses shall be subject to the approval of the Planning Board and of the special requirements listed below:

(1)
Recreational facilities, such as open or enclosed tennis courts, exercise facilities, picnic areas and gazebos or swimming pools as further regulated in Chapter 207, Articles I and II, of these regulations.

(2)
Structures for horticultural use.

(3)
Structures or fully screened storage yards housing maintenance shops, garages and offices used solely for the maintenance and management of the planned residential development.

(4)
Solar energy and wind energy collection devices.

(5)
(Reserved)

Editor's Note: Former Subsection B(5), regarding antennas, was repealed 7-23-1997 by L.L. No. 5-1997.

C.
Cor onal uses shall be permitted subject to approval by the Planning Board in accordance with Chapter 217, Article II, of these regulations and subject to the additional requirements specified below:

(1)
Qualifications. To qualify for review of application for a conditional use permit and site plan approval, the applicant shall submit to the Planning Board evidence that the proposal meets the following qualifying standards. If, in the opinion of the Planning Board, the proposal meets these qualifying standards, the Board shall inform the applicant that the application may proceed. If, in the opinion of the Planning Board, the proposal does not meet the qualifying standards, the Board shall inform the applicant clearly in writing stating the deficiencies of the proposal. The applicant's proposal shall include sufficient evidence to establish that:

(a)
The proposed development will be in harmony with the goals and objectives contained in the Town Master Plan and the legislative intent of these regulations. Particular attention should be focused on the provision of additional public open space.

(b)
The proposed development will be constructed, arranged and operated so as to not dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable district regulations.

(c)
The proposed development will be adequately by essential public facilities and services, such as but not limited to sanitary sewers, public water supply, stormwater drainage facilities, highway capacity, fire suppression services and other public and private facilities and services essential to residential use.

(d)
The minimum area for the development lot or lots proposed for development shall be five contiguous acres.

(e)
The proposed development shall result in a significant benefit such as in the provision of additional open space.

(2)
Requirements.

(a)
Each dwelling unit will be located, constructed and served by utilities in such a fashion that such dwelling unit may be sold individually as a subdivision lot, a condominium unit or in a similar fashion approved by the Planning Board. Dwelling units located in building common to other dwelling units shall be separated from such dwelling units by a fire wall. Such fire wall shall be of masonry construction, shall extend from the foundation to the roof and shall be unpierced.

(b)
Where feasible, in the opinion of the Planning Board, natural features such as streams, woodlots and rock outcrops shall be preserved and incorporated in the landscaping of the development.

(c)
Utility lines providing electric, telephone, television or other such services shall be installed underground. Surface-mounted equipment shall be located to create minimal conflict with other uses and activities.

(d)
Common property shall, except when accepted by the Town Board for dedication as Town parkland, be privately owned. Where such property is to be in private ownership, the developer shall provide for and establish an organization for the ownership and maintenance of any common property. Such organization shall not be dissolved nor shall it dispose of common property by sale or otherwise without the consent of the Planning Board. In reviewing the organization for ownership and maintenance of any common property, the Planning Board shall consider the following:

[1]
Time when organization is to be created.

[2]
Mandatory or automatic nature of membership in the organization by residents.

[3]
The permanence of common property safeguards.

[4]
The liability of the organization for insurance, taxes and maintenance of all facilities.

The provision for pro rata sharing of costs and assessments.

[6]
The capacity of the organization to administer common facilities.

§ 203-147 Home occupations.

The requirements for home occupations shall be the same as in the Residential Low Density RLA District.

-148 Off-street parking and loading.

All ı · shall be subject to all applicable off-street parking and loading requirements set forth in Chapter 205, Articles I and II, of thes. .egulations.

§ 203-149 Signs.

See the sign regulations in Chapter 207, Article VI.

§ 203-149.1 Communication facilities.

[Added 7-23-1997 by L.L. No. 5-1997]
See the communication facilities regulations in Chapter 207, Articles VIII and I, § 207-3D, of these regulations.

PERFORMANCE STANDARDS FOR THE BRIGHTON PLANNED RESIDENTIAL DISTRICT #1 AT CITYGATE

§1 PURPOSE

The purpose and intent of the Brighton Planned Residential District #1 (PRD 1), to be known as Citygate, is to provide a range of diverse and complementary residential and recreational uses on 19 acres near the southeast quadrant of East Henrietta Road and Westfall Road, on the southern edge of the Erie Canal. These standards are formulated as companion regulations to the City's proposed PDD #11 for the purpose of facilitating a zoning change in the Town of Brighton from RLB (low density residential) to a Planned Residential Development District (PRD). CityGate is a 63 acre development in the within two municipalities, the City of Rochester and the Town of Brighton. Please refer to the attached PRD #1 district map found in Figure 6.

The proposed land uses are supported by the project site's location and proximity to the remainder of the Citygate development immediately adjacent within the City of Rochester. Future residents within Citygate will benefit from the types of services to be provided by this development – places to live, places for lodging, places to eat, places to buy groceries, and places to shop for a wide range of everyday and specialty goods.

The PRD 1 regulations will ensure a high-quality residential development that promotes pedestrian access and connectivity, multi-modal transportation opportunities, creates dedicated open space areas for residents and visitors, and enhances access to the Erie Canal and waterfront.

§2 PRINCIPLES AND OBJECTIVES

The design goals for Citygate are outlined in the *Citygate Design Guidelines.* The objectives of the development are:

A. To be a high-quality mixed-use style development that promotes pedestrian access and connectivity, a complementary architectural vocabulary, multi-modal transportation opportunities, the integration of open space and public gathering areas, and enhanced access to the Erie Canal and waterfront opportunities.

B. This district is intended to promote and encourage the development of a variety of housing types within the medium-density and high-density ranges.

C. This district also specifically encourages innovations in residential development so that the growing demands for housing at all economic levels may be met by greater variety in type, design and siting of dwellings and by conservation and more efficient use of land in such developments.

D. This district recognizes that while the standard zoning function (use and bulk) and the subdivision function (platting and design) are appropriate for the regulation of land use in areas or neighborhoods that are already substantially developed, these

controls represent a type of preregulation, regulatory rigidity and uniformity which may be inimical to the technique of land development contained in cluster development.

E. The district provides a method of permitting innovative residential development within minimum and maximum bulk requirements, restrictions imposed by capacity of public services and limitations imposed by the environmental constraints present on the site of the proposed development.

§3 SUB AREA DESCRIPTIONS

In accordance with the Citygate Concept Plan, the proposed PRD 1 falls entirely within the "Residential District" sub area. This Sub Area is approximately 25 acres (19 acres in the Town of Brighton) and is proposed to be developed with single-family attached and detached homes and low-rise condominiums.

§4 SITE AND STREET DESIGN STANDARDS

Citygate will be a development of high quality buildings organized by a logical, coherent network of primary corridors, secondary streets, perimeter streets, and open space.

A. Primary corridors (or "A" streets) will be the principal, organizing transportation routes. A person entering the site will be able to easily navigate the network of streets from any perimeter location to the bank of the canal and canal trail. Primary corridors may be publicly owned or privately owned, but shall function as, and be virtually indistinguishable (to the user) from, publicly owned streets.

   Primary streets will emphasize pedestrian amenities including:

   - Sidewalks widths corresponding to expected pedestrian traffic, so that streets that are corridors through the site and/or feature ground level retail will have wider sidewalks than less travelled residential streets.
   - Sidewalk paving material (exposed aggregate, colored concrete, bricks, concrete unit pavers).
   - Granite curbing
   - Trees
   - Street furniture
   - Pedestrian scale lighting

   Primary streets shall include on-street parking and have vehicular travel lanes no wider than 11 feet. The streets will if possible have a cross-sectional height to width ratio of no greater than 1:3 and no less than 1:0.6 to allow for at least 80% of the linear frontage of each block allocated for buildings. The height to width ratio of the street shall be measured from building front to building front.

   Streets shall be lined with, and framed by, buildings that present an active façade that engage pedestrians.

When possible vehicular entrances, drive-through stacking lanes, garage doors, loading docks or doors, service entrances, dumpster enclosures, or overhead utilities shall not be located along an "A" street . "A" streets can be pedestrian only, although pedestrian-only zones shall be limited in order to maximize traffic flow.

B. Secondary corridors (or "B" streets) will be public or private vehicular ways, driveways, alleyways, and streets, other than "A" streets. "B" streets shall be no wider than 24 feet unless on-street parking is provided. On street parking is preferred on all streets. They will be the preferred location of vehicular entrances, drive-through stacking lanes, garage doors, loading docks or doors, service entrances, dumpster enclosures, and any overhead utilities.

C. The perimeter streets serving the CityGate development are East Henrietta Road and Westfall Road. Access to the Brighton PRD will be from one of these perimeter streets to a "A" street.

The perimeter streets shall be redeveloped to present an attractive and welcoming image of the new development to the adjacent public rights-of-way and surrounding neighborhood. The perimeter streets shall be treated in the following ways:

1. Retain or add formal landscaping, such as an allée of trees and/or hedges. Informal massed plantings and/or berms should not be permitted.

2. Perimeter streets if practical will be lined with buildings to present a front façade to the perimeter streets. The first floor level of these buildings shall be 3 to 5 feet above grade to provide some amount of vertical separation from adjacent pedestrian and vehicular traffic.

3. In no case shall parking, garage doors, loading docks or doors, service entrances, drive through stacking lanes, or dumpster enclosures face perimeter streets without screening. Every effort will be made to placeverhead utilities along perimeter streets underground in conjunction with this project's development.

4. Street lighting shall be at a pedestrian scale, or include pedestrian scale lighting, and be matched on the north and west sides of the perimeter streets.

D.The canal shall be treated as an "edge" more similar to 'A' streets and perimeter streets than 'B' streets. Parking, garage doors, loading docks or doors, service entrances, drive through stacking lanes, or dumpster enclosures when possible willface the canal.

F. Walkways shall be a minimum of five (5) feet wide.

§6 CONDITIONAL USES

The following uses are allowed as Conditional Uses in the Planned Residential District :

A. Multiple-family buildings
B. Commercial Office Buildings

C. Retail

§7 LOT AND COVERAGE REQUIREMENTS

The following lot and area requirements shall apply to PRD 1:

The maximum lot coverage allowed for PRD 1 including all building structures, streets, parking areas, sidewalks and improved surfaces is eighty percent (80%). The minimum open space required including storm retention facilities is twenty percent (20%).

A. **Yard Requirements**

Residential

(a) Single-family Attached (2 or more units)

1. Maximum Front Yard Setback –Fifteen (15) feet maximum and must align with previously constructed residential structures on the same block
2. Maximum Side Yard Setback – Twelve (12) feet

(b) Multi-family

1. Front Yard Setback –Ten (10) feet maximum, except fifteen (15) feet maximum where entrances are provided directly into individual residential units and must align with previously constructed residential structures on the same block
2. Side Yard Setback – Zero (0) feet unless a vehicular or pedestrian right-of-way is incorporated into the site plan. In this case, no larger than Twenty (20) feet.
3. Rear Yard Setback – Fifteen (15) minimum feet unless abutting single family attached or detached residential uses, in that case, Twenty (20) feet minimum

§8 BULK REQUIREMENTS

A. **Building Heights**

Residential District

(a) Maximum Building Height, attached, Two (2) or more units –Three (3) stories or Fifty (50) feet

(b) Maximum Building Height – Detached Accessory Use or Structure –Thirty (30) feet

§9 OFF-STREET PARKING AND LOADING

A. **Parking**

(1) **Requirements**

Parking requirements will be in accordance with the Town of Brighton Zoning Code..

(2) **Location**

(a) Surface parking shall not be located at the intersection of two primary ("A") streets.
(a) Surface parking shall be located in the rear yard and/or fronting on secondary streets ("B" streets or alleyways) and be hard surfaced and granite or concrete curbed.
(b) On-street parking is required on A streets.
(c) Parking shall be accessed from secondary ("B" streets).
(f) Garages for single-family attached and detached dwelling units shall be allowed to front on "B" streets.

(3) **Design and Maintenance**

Parking shall comply with the parking lot design and maintenance standards set forth in the Town of Brighton Zoning Code , with the exception that parking areas shall be allowed adjacent to residential uses and districts.

B. **Loading and Service Areas**

(1) **Loading**

Loading shall comply with the requirements set forth in the Town Zoning Code

(2) **Service Areas**

All exterior service loading, storage, and utility areas shall be located along B streets and shall be screened so as not to be visible from any A streets on the site or from perimeter streets or adjacent sites.

§10 DESIGN REGULATIONS

A. **Architecture**

1. Architectural style will be similar in character to create a cohesive built environment that has a definable character and sense of place.
2. All primary buildings shall be constructed or clad with materials that are durable and of a quality that will retain its appearance over time.
3. At least 50% of the exterior elevations building materials shall be brick, dimensional natural stone, or finished masonry units.

4. Buildings with a façade exceeding 75 feet in length shall have repeating wall rcessions or projections in order to prived visual articulation.
5. The composition of buildings shall present a clearly recognizable base, middle, and top, base and top, or a clearly-defined alternative building composition.
6. Any commercial bulding located within 75 feet of a residential structure shall have architectural elements and/or materials that integrated the characteristics of the residential building façade.
7. Parapets or other architectural features shall be used to conceal rooftop mechanical equipment.
8. The following architectural elements shall be integrated into the design of buildings:
   a. Portico or canopy
   b. Raised corniced parapet over the entrance.
   c. Vertical entry feature.
   d. Façade articulation with vertical elements.
   e. Covered entrance.
   f. Façade subdivision into proportional bays.

B. Signage

All signage within the District shall be subject to a sign requirements as established by the Applicant with the Town of Brighton through the Zoning process.

C. Screening

All mechanical equipment shall be designed to be an integral part of the building or structure. Mechanical equipment, including heating, electrical air conditioning, or other shall not be installed on the roof of any building if roofline is visible from the ground. Mechanical equipment shall be screened so as to diminish its visibility from ground level.

§11 PERSONAL WIRELESS TELECOMMUNICATION FACILITIES (PWTF)

Personal wireless telecommunication facilities in PRD shall be regulated as outlined in the Town of Brighton Zoning Code.

Terrence G. Slaybaugh

From: TRice@monroecounty.gov
Sent: Tuesday, July 20, 2010 4:51 PM
To: Terrence G. Slaybaugh
Cc: BPenwarden@monroecounty.gov; TFrelier@monroecounty.gov; TFrys@monroecounty.gov
Subject: Re: Schedule for Westfall Road

terry

anticipated to go out to bid fall 2011 - start construction spring 2012 and be completed nov/dec 2012

terry

Terrence J. Rice
Monroe County DOT
Director of Transportation
585 - 753 - 7720

"Terrence G. Slaybaugh" <TSlaybaugh@ajcandson.com>
07/20/2010 04:31 PM

To <BPenwarden@monroecounty.gov>
cc <TRice@monroecounty.gov>
Subject Schedule for Westfall Road

Brent can I have a schedule for the Westfall Road project to completion.
Thanks.

Terrence G. Slaybaugh
Senior Vice President
Anthony J. Costello and Son Development Company/USAirports
1 Airport Way, Suite 300
Rochester, New York 14624
585-475-1000, ext. 112
585-730-3393 cell
585-328-0210 FAX
:tp://www.ajcandson.com
.tp://www.usairports.com

Maggie Brooks *County Executive*	DEPARTMENT OF TRANSPORTATION	MEMO
Phone: 753-7720		Fax: 753-7730

TO: FILE

FROM: BRENT H. PENWARDEN III, P.E., ASSOCIATE ENGINEER

DATE: APRIL 15, 2009

RE: **CITY GATE DEVELOPMENT - TRIP GENERATION / DISTRIBUTION**

MONROE COUNTY DOT REVIEWED AND DISCUSSED THE PROPOSED TRIP GENERATION AND DISTRIBUTION FOR THE ABOVE REFERENCED PROJECT WITH THE PROJECT'S CONSULTANT IN DETAIL IN JULY/AUGUST OF 2008. WE REVIEWED THE SITE PLAN AND PROPOSED METHODOLOGY FOR USING MULTI-USE CREDITS, AND CONCURRED WITH THE CONSULTANT ON THE TRIP GENERATION AND DISTRIBUTION.

THE AGREED UPON TRIP GENERATION AND DISTRIBUTION WERE THEN USED TO PERFORM THE ANALYSES FOR THE TRAFFIC IMPACT REPORT FOR THE PROJECT, AS WELL AS FOR THE COUNTY'S WESTFALL RD. (PHASE III) PROJECT.

Saturday Traffic Analysis

Saturday Traffic Analysis

The projected traffic volumes for the Saturday peak hour trip generation (shown in the DEIS) were distributed onto the roadway system based on 1) study area travel patterns 2) the nature of trips generated by each type of land use and 3) the location of each land use within the development site. The trip assignment and peak hour turn volumes at Citygate Streets "B", "D", "U" and "T" are provided at the end of this memo.

The 2013 build with mitigation level of service (LOS) analysis results for the intersections are provided in the table below. Detailed LOS analysis results are attached. For the 2013 build with mitigation condition, the intersections are expected to operate at acceptable LOS.

SATURDAY 2013 BUILD WITH MITIGATION LOS RESULTS

Intersection	Approach			2013 Build Sat Peak Hour	
				LOS	Delay
Westfall Rd at		Eastbound	Left	A	4
Green Knolls Dr. East		Eastbound	TR	A	4
and Street "B"	Westfall	Eastbound	Approach	A	4
Signalized		Westbound	Left	A	5
		Westbound	TR	A	4
	Westfall	Westbound	Approach	A	5
		Northbound	LT	D	42
		Northbound	Right	A	9
	Street "B"	Northbound	Approach	C	20
	Green Knolls	Southbound	Approach	C	23
	Overall			A	9
East Henrietta Rd at		Westbound	Left	D	42
Street "T"		Westbound	Right	A	7
	Street "T"	Westbound	Approach	C	24
	East Henrietta	Northbound	Approach	B	14
		Southbound	Left	B	15
		Southbound	Through	A	3
Signalized	East Henrietta	Southbound	Approach	A	6
	Overall			B	13
East Henrietta Rd at		Eastbound	Left	D	37
MCH & Street "U"		Eastbound	TR	B	10
	MCH	Eastbound	Approach	C	22
		Westbound	Left	D	45
Signalized		Westbound	TR	A	1
	Street "U"	Westbound	Approach	C	23
		Northbound	Left	A	2
		Northbound	TR	A	3
	East Henrietta	Northbound	Approach	A	3
		Southbound	Left	A	8
		Southbound	TR	A	5
	East Henrietta	Southbound	Approach	A	6
	Overall			A	7

Land Use	Total Trips (w/o credits)			Primary Trips		
	Saturday Mid-day			Saturday Mid-day		
	Enter	Exit	Total	Enter	Exit	Total
Hotel	141	111	252	106	93	199
Retail	945	872	1817	472	411	883
Office	16	6	22	9	5	14
Apartments	235	235	470	177	183	360
Townhouses	35	29	64			
Total Trips	**1372**	**1253**	**2625**	**764**	**692**	**1456**

Land Use	Street U from South	Street T from South	Street U from North	Street T from North	Street B from East	Street B from West	Street D from West	Street RI Only from West
	Saturday Enter	Saturday Enter	Saturday Enter	Saturday Enter	Saturday Enter	Saturday Enter	Saturday Enter	Saturday Enter
Hotel	0.00	39.92	0.00	46.81	19.27	0.00	0.00	0.00
Retail	81.89	101.25	71.47	89.34	95.29	22.33	0.00	10.42
Office	2.08	2.42	1.38	1.38	1.73	0.00	0.00	0.00
Residential	14.90	25.03	40.53	25.63	35.76	17.28	17.88	0.00
Overall	98.87	168.62	113.38	163.15	152.05	39.62	17.88	10.42
Rounded	99.00	169.00	113.00	163.00	152.00	40.00	18.00	10.00

Land Use	Street U to South	Street T to South	Street U to North	Street T to North	Street B to West	Street B to East	Street D to East
	Saturday Exit	Saturday Exit	Saturday Exit	Saturday Exit	Saturday Exit	Saturday Exit	Saturday Exit
Hotel	0.00	35.56	0.00	36.93	0.00	20.51	0.00
Retail	72.88	87.22	40.62	106.33	21.51	82.44	0.00
Office	1.23	1.23	0.15	1.38	0.06	0.89	0.06
Residential	0.00	42.85	33.59	42.85	31.27	32.43	0.00
Overall	74.11	166.86	74.36	187.50	52.84	136.27	0.06
Rounded	74.00	167.00	74.00	188.00	53.00	136.00	0.00

sat citygate traffic volume forecast.xlsx

Saturday mid-day

		2008 existing	2013 no build	Citygate Primary	Citygate Pass by	2013 build
E Henrietta (15A) & South Drivev	ebl	X	X			X
	ebt	X	X			X
	ebr	X	X			X
	wbl	X	X	167	17	184
	wbt	X	X			X
	wbr	0	0	188	17	205
	nbl	X	X			X
	nbt	718	718	99	-18	799
	nbr	0	0	169	18	187
	sbl	0	0	163	18	181
	sbt	546	546	74	-18	602
	sbr	X	X			X
15A & Stan Yale & MCH	ebl	43	43			43
	ebt	1	1			1
	ebr	56	56			56
	wbl	0	0	74	33	107
	wbt	0	0	0		0
	wbr	0	0	74	33	107
	nbl	9	9			9
	nbt	709	709	188	-36	861
	nbr	0	0	99	36	135
	sbl	0	0	113	36	149
	sbt	490	490	163	-36	617
	sbr	40	40			40
Westfall & RI Only Access Drive	ebl	X	0			X
	ebt	238	238	58	-22	274
	ebr	0	0	10	22	32
	wbl	0	0			X
	wbt	292	292	53		345
	wbr	X	0			X
	nbl		0			X
	nbt	X	0			X
	nbr		0			X
	sbl	X	0			X
	sbt	X	0			X
	sbr	X	0			X
Westfall & Green Knolls Drive Ea	ebl	14	14			14
	ebt	224	224	18	-15	227
	ebr	0	0	40	15	55
	wbl	0	0	152	36	188
	wbt	282	282		-36	246
	wbr	20	20			20
	nbl	0	0	53	34	87
	nbt	0	0	0		0
	nbr	0	0	136	33	169
	sbl	10	10			10
	sbt	0	0	0		0
	sbr	10	10			10
Westfall & Northeast RIRO Acce	ebl	0	0			X
	ebt	234	234	136		370
	ebr	0	0	18		18
	wbl	0	0			X
	wbt	302	302	152		454
	wbr	0	0			X
	nbl	0	0			X
	nbt	0	0			X
	nbr	0	0	4		4
	sbl	0	0			X
	sbt	0	0			X
	sbr	0	0			X

Detailed Synchro Results

2013 Build with Mitigation

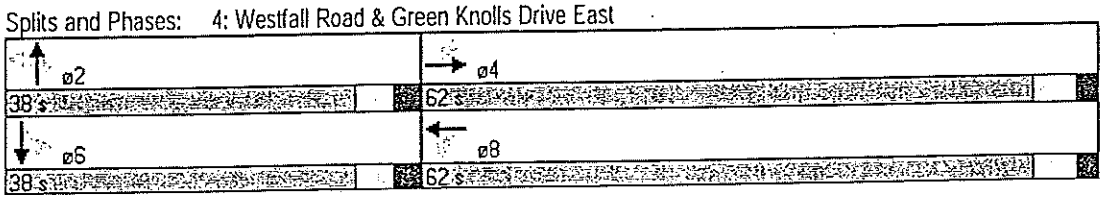
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	227	55	188	246	20	87	0	169	10	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.971			0.989				0.850		0.932	
Flt Protected	0.950			0.950				0.950			0.976	
Satd. Flow (prot)	1770	1809	0	1770	1842	0	0	1770	1583	0	1694	0
Flt Permitted	0.562			0.572				0.834			0.860	
Satd. Flow (perm)	1047	1809	0	1065	1842	0	0	1554	1583	0	1493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7				188		12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		400			560			514			400	
Travel Time (s)		7.8			10.9			11.7			9.1	
Peak Hour Factor	0.96	0.96	0.96	0.86	0.86	0.86	0.90	0.90	0.90	0.83	0.83	0.83
Adj. Flow (vph)	15	236	57	219	286	23	97	0	188	12	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	293	0	219	309	0	0	97	188	0	24	0
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		28.0	28.0	28.0	28.0	28.0	
Total Split (s)	62.0	62.0	0.0	62.0	62.0	0.0	38.0	38.0	38.0	38.0	38.0	0.0
Total Split (%)	62.0%	62.0%	0.0%	62.0%	62.0%	0.0%	38.0%	38.0%	38.0%	38.0%	38.0%	0.0%
Maximum Green (s)	56.0	56.0		56.0	56.0		32.0	32.0	32.0	32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	-3.0	-3.0	0.0	-3.0	-3.0	-1.0	0.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	4.0	3.0	3.0	3.0	6.0	3.0	3.0	5.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	78.6	78.6		78.6	78.6			15.4	15.4		15.4	
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.15	0.15		0.15	
v/c Ratio	0.02	0.21		0.26	0.21			0.41	0.47		0.10	
Control Delay	3.8	4.0		5.4	4.4			42.1	9.2		23.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.8	4.0		5.4	4.4			42.1	9.2		23.1	
LOS	A	A		A	A			D	A		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.0			4.8			20.4			23.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	43		35	47			57	0		7	
Queue Length 95th (ft)	m8	92		m89	m110			100	56		25	
Internal Link Dist (ft)		320			480			434			320	
Turn Bay Length (ft)	300			300								
Base Capacity (vph)	823	1427		838	1450			544	676		530	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.21		0.26	0.21			0.18	0.28		0.05	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 57 (57%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Westfall Road & Green Knolls Drive East



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	388	18	0	454	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	431	20	0	504	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	560			1276		
pX, platoon unblocked						
vC, conflicting volume			451		946	441
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			451		946	441
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1109		290	616

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	451	504	4
Volume Left	0	0	0
Volume Right	20	0	4
cSH	1700	1700	616
Volume to Capacity	0.27	0.30	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	10.9
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.9
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

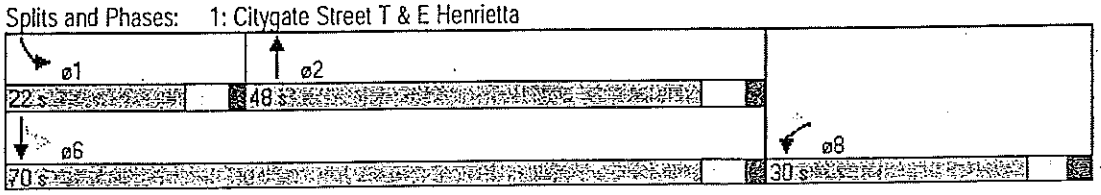
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	184	205	799	187	181	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.972			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3440	0	1770	3539
Flt Permitted	0.950				0.183	
Satd. Flow (perm)	1770	1583	3440	0	341	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		228	37			
Link Speed (mph)	30		30			30
Link Distance (ft)	600		400			520
Travel Time (s)	13.6		9.1			11.8
Peak Hour Factor	0.90	0.90	0.93	0.93	0.97	0.97
Adj. Flow (vph)	204	228	859	201	187	621
Shared Lane Traffic (%)						
Lane Group Flow (vph)	204	228	1060	0	187	621
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	20.0		1.5	3.0
Minimum Split (s)	28.0	28.0	26.0		9.0	25.0
Total Split (s)	30.0	30.0	48.0	0.0	22.0	70.0
Total Split (%)	30.0%	30.0%	48.0%	0.0%	22.0%	70.0%
Maximum Green (s)	24.0	24.0	42.0		16.5	64.0
Yellow Time (s)	3.5	3.5	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5	2.0		1.5	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-1.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	4.5	3.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	15.0	15.0	12.0			12.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	19.9	19.9	59.1		72.6	74.1
Actuated g/C Ratio	0.20	0.20	0.59		0.73	0.74
v/c Ratio	0.58	0.46	0.52		0.47	0.24
Control Delay	42.3	7.4	14.0		14.9	3.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	42.3	7.4	14.0		14.9	3.3
LOS	D	A	B		B	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	23.8		14.0			6.0
Approach LOS	C		B			A
Queue Length 50th (ft)	119	0	182		22	37
Queue Length 95th (ft)	177	56	320		120	68
Internal Link Dist (ft)	520		320			440
Turn Bay Length (ft)					200	
Base Capacity (vph)	478	594	2049		498	2623
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.43	0.38	0.52		0.38	0.24

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Citygate Street T & E Henrietta



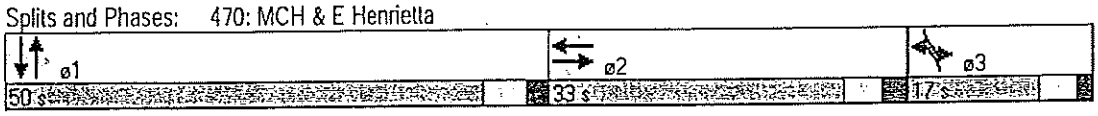
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1	56	107	0	107	9	861	135	149	617	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		0	0		0	130		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.853			0.850			0.980			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1711	1531	0	1711	3353	0	1711	3390	0
Flt Permitted	0.583			0.718			0.358			0.218		
Satd. Flow (perm)	1086	1589	0	1293	1531	0	645	3353	0	393	3390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			300			24			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			578			520			602	
Travel Time (s)		9.1			13.1			11.8			13.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.97	0.97	0.97
Adj. Flow (vph)	45	1	59	113	0	113	9	906	142	154	636	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	60	0	113	113	0	9	1048	0	154	677	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		2			2		3	1		3	1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		3	1		3	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0		4.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		14.0	39.0		14.0	39.0	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	17.0	50.0	0.0	17.0	50.0	0.0
Total Split (%)	33.0%	33.0%	0.0%	33.0%	33.0%	0.0%	17.0%	50.0%	0.0%	17.0%	50.0%	0.0%
Maximum Green (s)	27.0	27.0		27.0	27.0		12.0	44.0		12.0	44.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag			Lead			Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			20.0			20.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	17.2	17.2		17.2	17.2		73.8	64.4		73.8	64.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.74	0.64		0.74	0.64	
v/c Ratio	0.24	0.19		0.51	0.22		0.02	0.48		0.37	0.31	
Control Delay	36.9	10.2		44.5	1.0		1.9	3.1		7.7	5.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay	36.9	10.2		44.5	1.0		1.9	3.2		7.7	5.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B		D	A		A	A		A	A	
Approach Delay		21.6			22.7			3.2			5.8	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	25	1		66	0		0	25		10	61	
Queue Length 95th (ft)	53	32		112	0		m1	60		34	80	
Internal Link Dist (ft)		320			498			440			522	
Turn Bay Length (ft)							130			250		
Base Capacity (vph)	326	518		388	669		642	2169		485	2187	
Starvation Cap Reductn	0	0		0	0		0	177		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.12		0.29	0.17		0.01	0.53		0.32	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 470: MCH & E Henrietta



Traffic Signal Warrants

Traffic Signal Warrant - Westfall Road at the Citygate Street "B"

A traffic signal is warranted on Westfall Road at the Citygate Street "B" and Green Knolls Drive East because the projected traffic volumes meet the National Manual of Uniform Traffic Control Devices (National MUTCD) and the New York State Supplement for the following warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour

Year 2013 traffic volumes by hour on Westfall Road were determined using 2006 machine traffic counts obtained from the MCDOT. Hourly traffic volumes projected to exit the proposed development in 2013 were determined using the projected peak hour volumes, daily volumes and hourly variations in traffic published in Table 2 on page 1449 of ITE *Trip Generation* 7th edition. The right turning vehicles turning from Citygate Street "B" are reduced by 50% to account for vehicles that would turn right on red for the signalized condition. Detailed results, broken down by hour, are attached.

Warrant 1 is met for 8 hours on a weekday. Warrant 1 is the Eight-Hour Vehicular Volume warrant. Condition B, Interruption of Continuous Traffic, applies for this case because the traffic volume on the major street is so heavy that traffic on Citygate Street "B" is projected to suffer excessive delay in entering the major street. For any one hour to satisfy this warrant the volume of traffic on the artery must exceed 750 vehicles and the volume of traffic on the side road approach must exceed 100 vehicles.

For each hour during the weekday time period between 11:00 a.m. and 7:00 p.m. and also during the morning peak hour the volume of traffic on the Citygate Street "B" approach is projected to be greater than 100 vehicles (excluding 50% of the right turns). The volume of traffic on Westfall Road at Citygate Street "B" is projected to be greater than 1200 vehicles for each hour during the time period between 11:00 a.m. and 7:00 p.m. and exceeds the threshold value of 750 vehicles. The conditions of warrant 1 are met.

Warrant 2, the Four-Hour Vehicular Volume warrant is also met. For each hour during the weekday time period between 11:00 a.m. and 7:00 p.m. and also during the morning peak hour the volume of traffic on the Citygate Street "B" approach is projected to be greater than 115 vehicles (excluding 50% of the right turns). The threshold of 115 vehicles per hour (vph) on the Citygate Street "B" approach applies when volume on Westfall Road is greater than approximately 1140 vph. The volume of traffic on Westfall Road at Citygate Street "B" is projected to be greater than 1200 vehicles for each hour during the time period between 11:00 a.m. and 7:00 p.m. Warrant 2 is met for more than the minimum four hours.

Warrant 3, the Peak Hour warrant is met. The lower threshold of 150 vph on the Citygate Street "B" approach applies when volume on Westfall Road is greater than approximately 1440 vph. The approach volume on Citygate Street "B" is projected to be greater than 150 vph between 3:00 and 6:00 p.m. on a weekday.

Table 1 contains the results for each of the three warrants for the intersection of Westfall Road with Citygate Street "B".

TABLE 1

2013 BUILD TRAFFIC SIGNAL WARRANT RESULTS

Westfall Road @ Citygate Street "B" and Green Knolls Drive

National MUTCD Warrant	Hours Required	Warrant Met?
Warrant 1 - Eight-Hour Vehicular Volume	8	Yes
Warrant 2 - Four-Hour Vehicular Volume	4	Yes
Warrant 3 - Peak Hour	1	Yes

Installation of a traffic signal is recommended at the intersection of Westfall Road with Citygate Street "B" because warrants 1, 2 and 3 are satisfied under projected 2013 build conditions. A traffic signal is recommended because excessive vehicle delay projected for the unsignalized scenario. Unsafe driver behavior could result from delays on the Citygate Street "B" approach with stop sign control.

Rochester, NY

Westfall Road at Citygate Street "B" and Green Knolls Drive East

SIGNAL WARRANT ANALYSIS

2013 FUTURE BUILD CONDITION

30 MPH = speed limit on Westfall Road
Weekday Volumes
Exit right turns are reduced by 50% to account for right turns on red

	VOLUMES - 2013					WARRANTS MET			
TIME	MAJOR ST.			MINOR ST.		WARRANT 1 Condition B - Interuption of Continuous Traffic		Warrant 2	Warrant 3
	Westfall Road			Street "B"					
VOLUME CRITERIA:	EB	WB	TOTAL	NB		MAJOR 750	MINOR 100		
6:00 AM TO 7:00 AM	262	244	506	73		NO	NO	NO	NO
7:00 AM TO 8:00 AM	728	563	1291	122		YES	YES	YES	NO
8:00 AM TO 9:00 AM	801	615	1416	73		YES	NO	NO	NO
9:00 AM TO 10:00 AM	582	646	1228	61		YES	NO	NO	NO
10:00 AM TO 11:00 AM	658	655	1313	63		YES	NO	NO	NO
11:00 AM TO 12:00 PM	518	732	1250	100		YES	YES	NO	NO
12:00 PM TO 1:00 PM	649	737	1386	134		YES	YES	YES	NO
1:00 PM TO 2:00 PM	691	635	1326	139		YES	YES	YES	NO
2:00 PM TO 3:00 PM	654	693	1347	149		YES	YES	YES	NO
3:00 PM TO 4:00 PM	877	847	1724	151		YES	YES	YES	YES
4:00 PM TO 5:00 PM	769	998	1767	154		YES	YES	YES	YES
5:00 PM TO 6:00 PM	705	782	1487	161		YES	YES	YES	YES
6:00 PM TO 7:00 PM	378	458	836	130		YES	YES	NO	NO
7:00 PM TO 8:00 PM	264	384	648	119		NO	YES	NO	NO
				1629 Total					
HOURS SATISFIED:				80% of weekday		9 Hours Met		7 Hrs Met	3 Hrs Met

Developed using 2006 count data on Westfall Rd and ITE Report Data

CONCLUSION

IN YEAR 2013 With Development

WARRANT 1 IS MET

WARRANT 2 IS MET

WARRANT 3 IS MET

WARRANT DEFINITIONS:

WARRANT 1 = EIGHT-HOUR VEHICULAR VOLUME

WARRANT 2 = FOUR-HOUR VEHICULAR VOLUME

WARRANT 3 = PEAK HOUR

Traffic Signal Warrant - East Henrietta Road at the Citygate Street "T"

A traffic signal is warranted on East Henrietta Road at the Citygate Street "T" because the projected traffic volumes meet the National Manual of Uniform Traffic Control Devices (National MUTCD) and the New York State Supplement for the following warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour

Year 2013 traffic volumes by hour on East Henrietta Road were determined using 2006 machine traffic counts obtained from the MCDOT. Hourly traffic volumes projected to exit the proposed development in 2013 were determined using the projected peak hour volumes, daily volumes and hourly variations in traffic published in Table 2 on page 1449 of ITE *Trip Generation* 7th edition. The right turning vehicles turning from Citygate Street "T" are reduced by 50% to account for vehicles that would turn right on red for the signalized condition. Detailed results, broken down by hour, are attached.

Warrant 1 is met for 8 hours on a weekday. Warrant 1 is the Eight-Hour Vehicular Volume warrant. Condition B, Interruption of Continuous Traffic, applies for this case because the traffic volume on the major street is so heavy that traffic on Citygate Street "T" is projected to suffer excessive delay in entering the major street. For any one hour to satisfy this warrant the volume of traffic on the artery must exceed 900 vehicles and the volume of traffic on the side road approach must exceed 100 vehicles.

For each hour during the weekday time period between 11:00 a.m. and 8:00 p.m. and also during the morning peak hour the volume of traffic on the Citygate Street "T" approach is projected to be greater than 100 vehicles (excluding 50% of the right turns). The volume of traffic on East Henrietta Road at Citygate Street "T" is projected to be greater than 1450 vehicles for each hour during the time period between 7:00 a.m. and 8:00 p.m. and exceeds the threshold value of 900 vehicles. The conditions of warrant 1 are met.

Warrant 2, the Four-Hour Vehicular Volume warrant is also met. For each hour during the weekday time period between 12:00 p.m. and 8:00 p.m. and also during the morning peak hour the volume of traffic on the Citygate Street "T" approach is projected to be greater than 115 vehicles (excluding 50% of the right turns). The threshold of 115 vehicles per hour (vph) on the Citygate Street "T" approach applies when volume on East Henrietta Road is greater than approximately 1310 vph. The volume of traffic on East Henrietta Road at Citygate Street "T" is projected to be greater than 1450 vehicles for each hour during the time period between 7:00 a.m. and 8:00 p.m. Warrant 2 is met for more than the minimum four hours.

Warrant 3, the Peak Hour warrant is met. The lower threshold of 150 vph on the Citygate Street "T" approach applies when volume on East Henrietta Road is greater than approximately 1670 vph. The approach volume on Citygate Street "T" is projected to be greater than 150 vph between 12:00 and 7:00 p.m. on a weekday.

Table 1 contains the results for each of the three warrants for the intersection of East Henrietta Road with Citygate Street "T".

TABLE 1

2013 BUILD TRAFFIC SIGNAL WARRANT RESULTS

East Henrietta Road @ Citygate Street "T"

National MUTCD Warrant	Hours Required	Warrant Met?
Warrant 1 - Eight-Hour Vehicular Volume	8	Yes
Warrant 2 - Four-Hour Vehicular Volume	4	Yes
Warrant 3 - Peak Hour	1	Yes

Installation of a traffic signal is recommended at the intersection of East Henrietta Road with Citygate Street "T" because warrants 1, 2 and 3 are satisfied under projected 2013 build conditions. A traffic signal is recommended because excessive vehicle delay projected for the unsignalized scenario. Unsafe driver behavior could result from delays on the Citygate Street "T" approach with stop sign control.

Rochester, NY
E Henrietta Road at Citygate Street "T"
SIGNAL WARRANT ANALYSIS
2013 FUTURE BUILD CONDITION

30 MPH = speed limit on E Henrietta Road
Weekday Volumes
Exit right turns are reduced by 50% to account for right turns on red

	VOLUMES - 2013					WARRANTS MET			
	TIME	MAJOR ST. E Henrietta Road			MINOR ST. Street "T"	WARRANT 1 Condition B - Interruption of Continuous Traffic		Warrant 2	Warrant 3
VOLUME CRITERIA:		NB	SB	TOTAL	WB	MAJOR 900	MINOR 100		
6:00 AM TO 7:00 AM		866	427	1293	77	YES	NO	NO	NO
7:00 AM TO 8:00 AM		1459	926	2385	129	YES	YES	YES	NO
8:00 AM TO 9:00 AM		1451	1003	2454	77	YES	NO	NO	NO
9:00 AM TO 10:00 AM		1127	962	2089	65	YES	NO	NO	NO
10:00 AM TO 11:00 AM		1009	976	1985	71	YES	NO	NO	NO
11:00 AM TO 12:00 PM		1002	1094	2096	113	YES	YES	NO	NO
12:00 PM TO 1:00 PM		1095	1184	2279	152	YES	YES	YES	YES
1:00 PM TO 2:00 PM		1073	1125	2198	158	YES	YES	YES	YES
2:00 PM TO 3:00 PM		1112	1241	2353	169	YES	YES	YES	YES
3:00 PM TO 4:00 PM		1137	1365	2502	228	YES	YES	YES	YES
4:00 PM TO 5:00 PM		1008	1598	2606	292	YES	YES	YES	YES
5:00 PM TO 6:00 PM		1082	1470	2552	305	YES	YES	YES	YES
6:00 PM TO 7:00 PM		899	920	1819	247	YES	YES	YES	YES
7:00 PM TO 8:00 PM		752	728	1480	224	YES	YES	YES	NO
					2307 Total				
HOURS SATISFIED:					80% of weekday	10 Hours Met		9 Hrs Met	7 Hrs Met

Developed using 2006 count data on E Henrietta Rd and ITE Data

CONCLUSION

IN YEAR 2013
With Development

WARRANT 1 IS MET

WARRANT 2 IS MET

WARRANT 3 IS MET

WARRANT DEFINITIONS:

WARRANT 1 = EIGHT-HOUR VEHICULAR VOLUME

WARRANT 2 = FOUR-HOUR VEHICULAR VOLUME

WARRANT 3 = PEAK HOUR

Expanded Traffic Analysis

- Elmwood Avenue at South Avenue
- East Henrietta Road at Crittenden Boulevard / Mt. Hope Avenue / West Henrietta Road

Expanded Study Area Traffic Analysis

The projected Citygate traffic volumes for the weekday AM and PM peak hours were distributed to the north on both East Henrietta Road and on South Avenue. The distribution is based on the surrounding roadway system, the study area travel patterns and potential trip origins/destinations including residential areas, areas of employment and schools/universities. A table showing the trip assignment and peak hour turn volumes for the following additional intersections is attached.

- Elmwood Avenue at South Avenue
- East Henrietta Road at Crittenden Boulevard / Mt. Hope Avenue / West Henrietta Road

The 2013 level of service (LOS) analysis results for the intersections are provided in the table below. Detailed LOS analysis results are attached. The intersections are expected to operate at acceptable LOS D or better in 2013 except the southbound Mt. Hope Avenue shared U Turn/Left Turn during the PM peak hour that is projected to operate near the 55 second threshold between LOS D and LOS E. Minor impact from Citygate is expected at these intersections. Overall vehicle delay is projected to increase slightly with a one second increase at the intersection of Elmwood Avenue / South Avenue during the AM peak hour and a four second increase during the PM peak hour. A two second increase to delay is projected at the East Henrietta Road intersection with Crittenden Boulevard / Mt. Hope Avenue / West Henrietta Road.

2013 LOS RESULTS

Intersection	Approach			2013 No Build				2013 Build			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Elmwood Avenue at		Eastbound	Left	C	33	C	25	C	33	C	25
South Avenue		Eastbound	TR	B	11	C	24	B	11	C	27
	Elmwood Ave	Eastbound	Approach	B	17	C	24	B	17	C	27
Signalized		Westbound	Left	D	40	D	52	D	41	D	54
		Westbound	TR	C	33	D	38	C	33	D	38
	Elmwood Ave	Westbound	Approach	C	34	D	42	C	34	D	43
	South Ave	Northbound	Approach	B	19	C	27	C	21	C	32
	South Ave	Southbound	Approach	C	25	C	31	C	28	D	41
	Overall			C	26	C	30	C	27	C	34
East Henrietta Rd at		Eastbound	Left	C	23	D	45	C	23	D	45
Crittenden Blvd /		Eastbound	Through	C	22	D	39	C	23	D	44
Mt. Hope Ave and		Eastbound	Right	A	5	A	5	A	5	A	5
West Henrietta Road	Crittenden	Eastbound	Approach	B	18	C	34	B	19	D	36
		Northbound	Left	C	21	A	9	C	27	B	11
Signalized		Northbound	TR	D	38	B	16	D	40	B	17
	Mt. Hope	Northbound	Approach	C	35	B	15	D	37	B	16
		Southbound	U / Left	D	49	E	55	D	52	E	58
		Southbound	TR	B	14	C	28	B	14	C	28
	Mt. Hope	Southbound	Approach	C	24	D	36	C	25	D	37
		Northwest	Left	D	54	D	48	D	54	D	48
		Northwest	TR	B	18	B	12	B	18	B	12
	E. Henrietta	Northwest	Approach	D	37	C	29	D	37	C	29
	Overall			C	28	C	29	C	30	C	31

AM

		2008 existing	Background Developments: Sawgrass Medical	Clinton Crossings	Senator Keating	Reserve Residential	2013 no build	Citygate Primary	Citygate Pass by	2013 build
Mt Hope & E Henrietta & Crittenden	ebl	96					96			96
	ebt	1								
	ebr	147	5	2	3	0	157	34		191
	ebr2	81					81			81
	wbl2	0								
	wbl	287	1	1	1	1	291			291
	wbt	270	1	0	0	1	272			272
	wbr	5								
	nbl	116					116	53		169
	nbt	561					561	48		609
	nbr	9								
	nbr2	0								
	sbl2	2					50			50
	sbl	265	5	2	3	0	275	31		306
	sbt	611					611			611
	sbr	5					200			200
Elmwood & South	ebl	175					175			175
	ebt	468					468			468
	ebr	25					25			25
	wbl	163	3	1	2	0	169	29		198
	wbt	1077					1077			1077
	wbr	41					41			41
	nbl	4					4			4
	nbt	423	1	0	1	1	426	51		477
	nbr	105	1	0	0	1	107	30		137
	sbl	39					39			39
	sbt	332	7	3	4	0	346	50		396
	sbr	173					173			173

PM

		2008 existing	Background Developments: Sawgrass Medical	Clinton Crossings	Senator Keating	Reserve Residential	2013 no build	Citygate Primary	Citygate Pass by	2013 build
Mt Hope & E Henrietta & Crittenden	ebl	273					273			273
	ebt	0								
	ebr	276	1	1	2	2	282	55		337
	ebr2	144					144			144
	wbl2	8					8			8
	wbl	120	6	3	4	1	134			134
	wbt	159	6	2	3	0	170			170
	wbr	14								
	nbl	85					85	50		135
	nbt	598					598	45		643
	nbr	23								
	nbr2	2								
	sbl2	0					30			30
	sbl	276	1	1	1	1	280	50		330
	sbt	721					721			721
	sbr	56					60			60
Elmwood & South	ebl	177					177			177
	ebt	1081					1081			1081
	ebr	25					25			25
	wbl	178	1	0	1	1	181	50		231
	wbt	554					554			554
	wbr	33					33			33
	nbl	6					6			6
	nbt	447	8	3	5	1	464	83		547
	nbr	179	4	2	2	0	187	48		235
	sbl	52					52			52
	sbt	353	1	2	2	2	360	86		446
	sbr	182					182			182

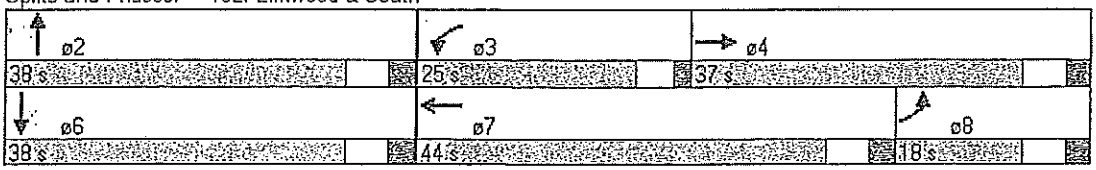
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	468	25	169	1077	41	4	426	107	39	346	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			0.99	
Frt		0.992			0.995			0.970			0.953	
Flt Protected	0.950			0.950							0.997	
Satd. Flow (prot)	1770	3508	0	1770	3519	0	0	3420	0	0	3336	0
Flt Permitted	0.950			0.950				0.951			0.866	
Satd. Flow (perm)	1768	3508	0	1763	3519	0	0	3252	0	0	2897	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			34			79	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			1126			2781			2138	
Travel Time (s)		16.5			21.9			63.2			48.6	
Confl. Peds. (#/hr)	3		3	7		7	6		6	12		12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	184	493	26	178	1134	43	4	448	113	41	364	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	519	0	178	1177	0	0	565	0	0	587	0
Turn Type	custom			Prot			Perm			Perm		
Protected Phases	8	4		3	7			2			6	
Permitted Phases	8						2			6		
Detector Phase	8	4		3	7		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	34.0		15.0	34.0		33.0	33.0		33.0	33.0	
Total Split (s)	18.0	37.0	0.0	25.0	44.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	18.0%	37.0%	0.0%	25.0%	44.0%	0.0%	38.0%	38.0%	0.0%	38.0%	38.0%	0.0%
Maximum Green (s)	11.5	30.5		20.0	37.5		31.5	31.5		31.5	31.5	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		1.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-2.0	-3.5	-1.0	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	Max	Ped		None	Ped		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		14.0			14.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)		13.0			13.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	15.3	38.2		17.8	40.7			35.0			35.0	
Actuated g/C Ratio	0.15	0.38		0.18	0.41			0.35			0.35	
v/c Ratio	0.68	0.39		0.57	0.82			0.49			0.55	
Control Delay	32.9	10.9		40.2	32.6			19.0			25.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	32.9	10.9		40.2	32.6			19.0			25.2	
LOS	C	B		D	C			B			C	
Approach Delay		16.7			33.6			19.0			25.2	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	101	47		100	378			165			96	
Queue Length 95th (ft)	m133	62		154	476			193			196	
Internal Link Dist (ft)		766			1046			2701			2058	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	272	1344		389	1446			1160			1065	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.68	0.39		0.46	0.81			0.49			0.55	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 97.3% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 162: Elmwood & South



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	1081	25	181	554	33	6	464	187	52	360	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.992			0.957			0.954	
Flt Protected	0.950			0.950							0.996	
Satd. Flow (prot)	1770	3527	0	1770	3508	0	0	3368	0	0	3344	0
Flt Permitted	0.950			0.950				0.949			0.736	
Satd. Flow (perm)	1767	3527	0	1769	3508	0	0	3196	0	0	2470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			54			65	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			1126			2781			2138	
Travel Time (s)		16.5			21.9			63.2			48.6	
Confl. Peds. (#/hr)	3		3	1		1	6		6	5		5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	1138	26	191	583	35	6	488	197	55	379	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1164	0	191	618	0	0	691	0	0	626	0
Turn Type	custom			Prot			Perm			Perm		
Protected Phases	8	4		3	7			2			6	
Permitted Phases	8						2			6		
Detector Phase	8	4		3	7		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	34.0		15.0	34.0		33.0	33.0		33.0	33.0	
Total Split (s)	20.0	45.0	0.0	30.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	16.7%	37.5%	0.0%	25.0%	45.8%	0.0%	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%
Maximum Green (s)	13.5	38.5		25.0	48.5		38.5	38.5		38.5	38.5	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		1.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-2.0	-3.5	-1.0	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	Max	Ped		None	Ped		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		14.0			14.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)		13.0			13.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	34.6	48.0		21.0	34.4			42.0			42.0	
Actuated g/C Ratio	0.29	0.40		0.18	0.29			0.35			0.35	
v/c Ratio	0.36	0.82		0.62	0.61			0.60			0.69	
Control Delay	24.9	24.3		51.7	38.3			27.4			31.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	24.9	24.3		51.7	38.3			27.4			31.4	
LOS	C	C		D	D			C			C	
Approach Delay		24.4			41.5			27.4			31.4	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	61	197		140	224			218			173	
Queue Length 95th (ft)	m102	m#548		209	265			284			236	
Internal Link Dist (ft)		766			1046			2701			2058	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	511	1413		398	1524			1154			907	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.36	0.82		0.48	0.41			0.60			0.69	

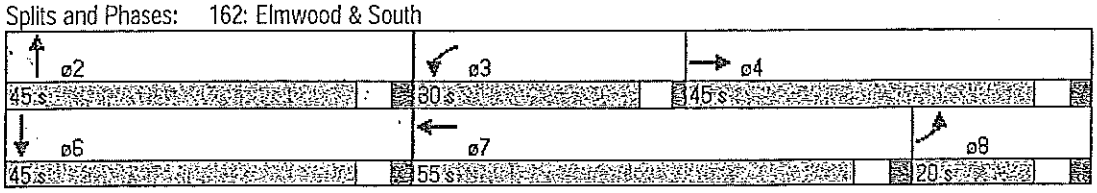
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 162: Elmwood & South



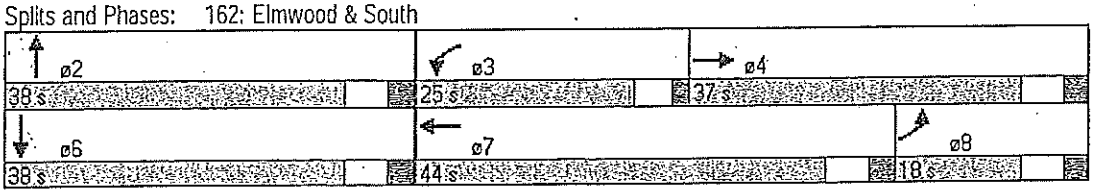
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	468	25	198	1077	41	4	477	137	39	396	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00			0.99	
Frt		0.992			0.995			0.967			0.957	
Flt Protected	0.950			0.950							0.997	
Satd. Flow (prot)	1770	3508	0	1770	3519	0	0	3408	0	0	3352	0
Flt Permitted	0.950			0.950				0.951			0.834	
Satd. Flow (perm)	1768	3508	0	1763	3519	0	0	3241	0	0	2803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			40			65	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			1126			2781			2138	
Travel Time (s)		16.5			21.9			63.2			48.6	
Confl. Peds. (#/hr)	3		3	7		7	6		6	12		12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	184	493	26	208	1134	43	4	502	144	41	417	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	519	0	208	1177	0	0	650	0	0	640	0
Turn Type	custom			Prot			Perm			Perm		
Protected Phases	8	4		3	7			2			6	
Permitted Phases	8						2			6		
Detector Phase	8	4		3	7		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	34.0		15.0	34.0		33.0	33.0		33.0	33.0	
Total Split (s)	18.0	37.0	0.0	25.0	44.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	18.0%	37.0%	0.0%	25.0%	44.0%	0.0%	38.0%	38.0%	0.0%	38.0%	38.0%	0.0%
Maximum Green (s)	11.5	30.5		20.0	37.5		31.5	31.5		31.5	31.5	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		1.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-2.0	-3.5	-1.0	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	Max	Ped		None	Ped		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		14.0			14.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)		13.0			13.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	15.3	37.0		19.0	40.7			35.0			35.0	
Actuated g/C Ratio	0.15	0.37		0.19	0.41			0.35			0.35	
v/c Ratio	0.68	0.40		0.62	0.82			0.56			0.63	
Control Delay	32.9	11.2		41.4	32.6			21.3			27.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	32.9	11.2		41.4	32.6			21.3			27.8	
LOS	C	B		D	C			C			C	
Approach Delay		16.9			33.9			21.3			27.8	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	101	48		118	377			187			153	
Queue Length 95th (ft)	m133	62		180	475			241			222	
Internal Link Dist (ft)		766			1046			2701			2058	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	272	1303		389	1446			1160			1023	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.68	0.40		0.53	0.81			0.56			0.63	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 26.8 Intersection LOS: C
Intersection Capacity Utilization 97.5% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 162: Elmwood & South



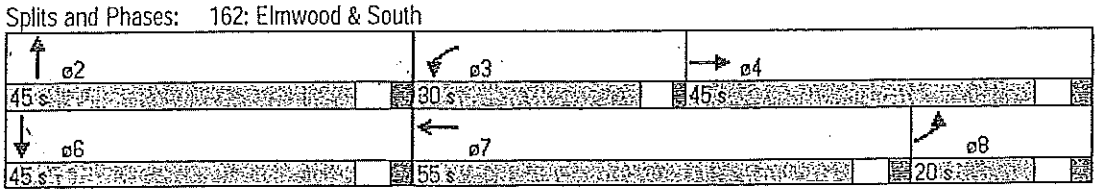
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	1081	25	231	554	33	6	547	235	52	446	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.992			0.955			0.960	
Flt Protected	0.950			0.950							0.996	
Satd. Flow (prot)	1770	3527	0	1770	3508	0	0	3360	0	0	3367	0
Flt Permitted	0.950			0.950				0.949			0.685	
Satd. Flow (perm)	1767	3527	0	1769	3508	0	0	3188	0	0	2315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			60			48	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			1126			2781			2138	
Travel Time (s)		16.5			21.9			63.2			48.6	
Confl. Peds. (#/hr)	3		3	1		1	6		6	5		5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	1138	26	243	583	35	6	576	247	55	469	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1164	0	243	618	0	0	829	0	0	716	0
Turn Type	custom			Prot			Perm			Perm		
Protected Phases	8	4		3	7			2			6	
Permitted Phases	8						2			6		
Detector Phase	8	4		3	7		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	34.0		15.0	34.0		33.0	33.0		33.0	33.0	
Total Split (s)	20.0	45.0	0.0	30.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	16.7%	37.5%	0.0%	25.0%	45.8%	0.0%	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%
Maximum Green (s)	13.5	38.5		25.0	48.5		38.5	38.5		38.5	38.5	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		1.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-2.0	-3.5	-1.0	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	Max	Ped		None	Ped		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		14.0			14.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)		13.0			13.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	34.6	45.6		23.4	34.4			42.0			42.0	
Actuated g/C Ratio	0.29	0.38		0.20	0.29			0.35			0.35	
v/c Ratio	0.36	0.87		0.70	0.61			0.72			0.85	
Control Delay	24.9	27.2		54.0	38.3			31.9			41.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	24.9	27.2		54.0	38.3			31.9			41.6	
LOS	C	C		D	D			C			D	
Approach Delay		26.9			42.8			31.9			41.6	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	61	239		178	224			270			211	
Queue Length 95th (ft)	m102	m#548		262	265			363			#333	
Internal Link Dist (ft)		766			1046			2701			2058	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	511	1340		398	1524			1155			841	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.36	0.87		0.61	0.41			0.72			0.85	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 101.5% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 162: Elmwood & South



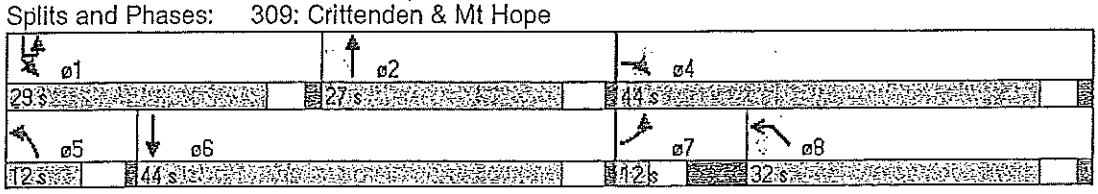
Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	12	11	12	10	13
Storage Length (ft)	365	0		180		0		290		0	315	0
Storage Lanes	1	1		1		0		1		0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.850						0.963			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1711	1583	1583	1711	3421	0	0	1770	3295	0	1652	1636
Flt Permitted	0.291			0.302				0.950			0.950	
Satd. Flow (perm)	524	1583	1583	544	3421	0	0	1770	3295	0	1652	1636
Right Turn on Red			Yes			Yes				Yes		Yes
Satd. Flow (RTOR)			90						54			302
Headway Factor	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.09	0.96
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	603				1170				610		1295	
Travel Time (s)	13.7				26.6				13.9		29.4	
Volume (vph)	96	157	81	116	561	0	50	275	611	200	291	272
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	107	174	90	129	623	0	56	306	679	222	323	302
Lane Group Flow (vph)	107	174	90	129	623	0	0	362	901	0	323	302
Turn Type	pm+pt		Perm	pm+pt			Prot	Prot				Perm
Protected Phases	7	4		5	2		1	1	6		8	
Permitted Phases	4	4	4	2								8
Detector Phases	7	4	4	5	2		1	1	6		8	8
Minimum Initial (s)	3.0	3.0	3.0	3.0	7.0		5.0	5.0	7.0		3.0	3.0
Minimum Split (s)	12.0	32.0	32.0	8.0	27.0		25.0	25.0	27.0		32.0	32.0
Total Split (s)	12.0	44.0	44.0	12.0	27.0	0.0	29.0	29.0	44.0	0.0	32.0	32.0
Total Split (%)	12.0%	44.0%	44.0%	12.0%	27.0%	0.0%	29.0%	29.0%	44.0%	0.0%	32.0%	32.0%
Maximum Green (s)	3.0	39.0	39.0	7.0	22.0		24.0	24.0	39.0		27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0		3.5	3.5	4.0		3.5	3.5
All-Red Time (s)	5.5	1.5	1.5	1.0	1.0		1.5	1.5	1.0		1.5	1.5
Lead/Lag	Lead			Lead	Lag		Lead	Lead	Lag		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	4.0		2.0	2.0	4.0		3.0	3.0
Recall Mode	None	None	None	None	C-Max		None	None	C-Max		None	None
Walk Time (s)		7.0	7.0		7.0				7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		14.0				14.0		20.0	20.0
Pedestrian Calls (#/hr)		50	50		50				50		50	50
Act Effct Green (s)	37.8	37.8	37.8	38.2	29.3			23.9	44.2		25.8	25.8
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.29			0.24	0.44		0.26	0.26
v/c Ratio	0.35	0.29	0.14	0.41	0.62			0.86	0.61		0.76	0.47
Control Delay	22.9	22.3	4.6	21.4	37.7			48.7	13.6		53.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.9	22.3	4.6	21.4	37.7			48.7	13.6		53.6	18.1

Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL	NWR
LOS	C	C	A	C	D			D	B		D	B
Approach Delay	18.2				34.9				23.6		36.5	
Approach LOS	B				C				C		D	
Queue Length 50th (ft)	42	72	0	45	148			203	215		224	79
Queue Length 95th (ft)	78	122	29	96	235			m#301	240		m269	m124
Internal Link Dist (ft)	523				1090				530		1215	
Turn Bay Length (ft)	365			180				290			315	
Base Capacity (vph)	305	649	702	316	1002			460	1488		479	689
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.35	0.27	0.13	0.41	0.62			0.79	0.61		0.67	0.44

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.4 Intersection LOS: C
Intersection Capacity Utilization 68.3% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 309: Crittenden & Mt Hope



Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL2	NWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365	0		180		0		290		0		315
Storage Lanes	1	1		1		0		1		0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.850						0.989			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1583	1583	1770	3539	0	0	1770	3500	0	0	1770
Flt Permitted	0.492			0.342				0.950				0.979
Satd. Flow (perm)	916	1583	1583	637	3539	0	0	1770	3500	0	0	1824
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			152						9			
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
Link Speed (mph)	30				30				30			30
Link Distance (ft)	596				1166				610			1302
Travel Time (s)	13.5				26.5				13.9			29.6
Volume (vph)	273	282	144	85	598	0	30	280	721	60	8	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	287	297	152	89	629	0	32	295	759	63	8	141
Lane Group Flow (vph)	287	297	152	89	629	0	0	327	822	0	0	149
Turn Type	pm+pt		Perm	pm+pt			Prot	Prot			Perm	
Protected Phases	7	4		5	2		1	1	6			8
Permitted Phases	4	4	4	2							8	
Detector Phases	7	4	4	5	2		1	1	6		8	8
Minimum Initial (s)	3.0	6.0	6.0	5.0	7.0		5.0	5.0	7.0		6.0	6.0
Minimum Split (s)	12.0	32.0	32.0	12.0	27.0		12.0	12.0	27.0		32.0	32.0
Total Split (s)	18.0	50.0	50.0	12.0	35.0	0.0	35.0	35.0	58.0	0.0	32.0	32.0
Total Split (%)	15.0%	41.7%	41.7%	10.0%	29.2%	0.0%	29.2%	29.2%	48.3%	0.0%	26.7%	26.7%
Maximum Green (s)	9.0	45.0	45.0	7.0	30.0		30.0	30.0	53.0		27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0		3.5	3.5	4.0		3.5	3.5
All-Red Time (s)	5.5	1.5	1.5	1.5	1.0		1.5	1.5	1.0		1.5	1.5
Lead/Lag	Lead			Lead	Lag		Lead	Lead	Lag		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	2.0	4.0		2.0	2.0	4.0		3.0	3.0
Recall Mode	None	None	None	None	C-Max		None	None	C-Max		None	None
Walk Time (s)		7.0	7.0		7.0				7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		14.0				14.0		20.0	20.0
Pedestrian Calls (#/hr)		20	20		20				20		20	20
Act Effct Green (s)	38.0	38.0	38.0	53.9	46.3			26.7	65.4			20.0
Actuated g/C Ratio	0.32	0.32	0.32	0.45	0.39			0.22	0.54			0.17
v/c Ratio	0.72	0.59	0.25	0.25	0.46			0.83	0.43			0.49
Control Delay	43.7	38.6	4.8	8.6	15.7			55.3	27.6			48.1
Queue Delay	0.8	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	44.5	38.6	4.8	8.6	15.7			55.3	27.6			48.1
LOS	D	D	A	A	B			E	C			D

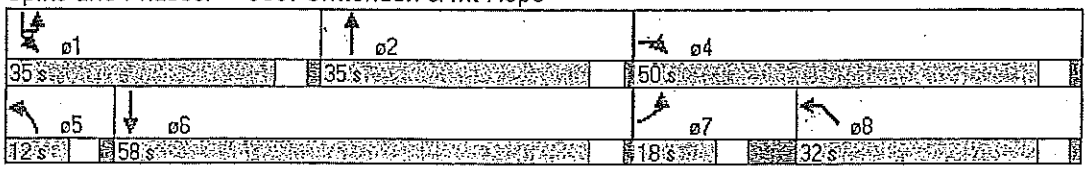
Lane Group	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Total Lost Time (s)	3.0
Leading Detector (ft)	50
Trailing Detector (ft)	0
Turning Speed (mph)	9
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	179
Headway Factor	1.00
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	170
Peak Hour Factor	0.95
Adj. Flow (vph)	179
Lane Group Flow (vph)	179
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phases	8
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	26.7%
Maximum Green (s)	27.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	20.0
Actuated g/C Ratio	0.17
v/c Ratio	0.43
Control Delay	12.3
Queue Delay	0.0
Total Delay	12.3
LOS	B

Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL2	NWL
Approach Delay	33.9				14.9				35.5			28.5
Approach LOS	C				B				D			C
Queue Length 50th (ft)	192	205	0	7	68			239	228			100
Queue Length 95th (ft)	238	255	42	m28	m222			m356	362			84
Internal Link Dist (ft)	516				1086				530			1222
Turn Bay Length (ft)	365			180				290				315
Base Capacity (vph)	397	620	712	379	1366			472	1912			441
Starvation Cap Reductn	0	0	0	0	0			0	0			0
Spillback Cap Reductn	17	0	0	0	50			0	0			0
Storage Cap Reductn	0	0	0	0	0			0	0			0
Reduced v/c Ratio	0.76	0.48	0.21	0.23	0.48			0.69	0.43			0.34

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 29.3 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 309: Crittenden & Mt Hope



Lane Group	NWR
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	49
Queue Length 95th (ft)	41
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	518
Starvation Cap Reductn	0
Spillback Cap Reductn	5
Storage Cap Reductn	0
Reduced v/c Ratio	0.35

Intersection Summary

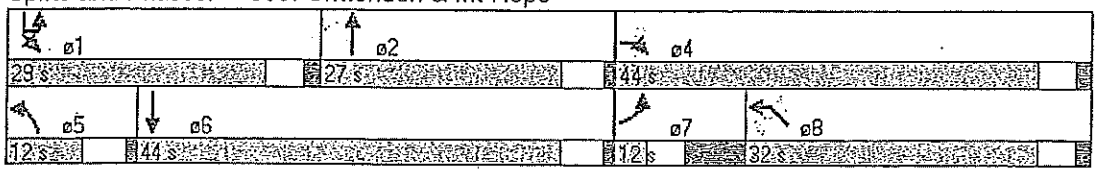
Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12	12	12	11	12	10	13
Storage Length (ft)	365	0		180		0		290		0	315	0
Storage Lanes	1	1		1		0		1		0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.850						0.963			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1711	1583	1583	1711	3421	0	0	1770	3295	0	1652	1636
Flt Permitted	0.291			0.302				0.950			0.950	
Satd. Flow (perm)	524	1583	1583	544	3421	0	0	1770	3295	0	1652	1636
Right Turn on Red			Yes			Yes				Yes		Yes
Satd. Flow (RTOR)			90						54			302
Headway Factor	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.09	0.96
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	603				1170				610		1295	
Travel Time (s)	13.7				26.6				13.9		29.4	
Volume (vph)	96	191	81	169	609	0	50	306	611	200	291	272
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	107	212	90	188	677	0	56	340	679	222	323	302
Lane Group Flow (vph)	107	212	90	188	677	0	0	396	901	0	323	302
Turn Type	pm+pt		Perm	pm+pt			Prot	Prot				Perm
Protected Phases	7	4		5	2		1	1	6		8	
Permitted Phases	4	4	4	2								8
Detector Phases	7	4	4	5	2		1	1	6		8	8
Minimum Initial (s)	3.0	3.0	3.0	3.0	7.0		5.0	5.0	7.0		3.0	3.0
Minimum Split (s)	12.0	32.0	32.0	8.0	27.0		25.0	25.0	27.0		32.0	32.0
Total Split (s)	12.0	44.0	44.0	12.0	27.0	0.0	29.0	29.0	44.0	0.0	32.0	32.0
Total Split (%)	12.0%	44.0%	44.0%	12.0%	27.0%	0.0%	29.0%	29.0%	44.0%	0.0%	32.0%	32.0%
Maximum Green (s)	3.0	39.0	39.0	7.0	22.0		24.0	24.0	39.0		27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0		3.5	3.5	4.0		3.5	3.5
All-Red Time (s)	5.5	1.5	1.5	1.0	1.0		1.5	1.5	1.0		1.5	1.5
Lead/Lag	Lead			Lead	Lag		Lead	Lead	Lag		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	4.0		2.0	2.0	4.0		3.0	3.0
Recall Mode	None	None	None	None	C-Max		None	None	C-Max		None	None
Walk Time (s)		7.0	7.0		7.0				7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		14.0				14.0		20.0	20.0
Pedestrian Calls (#/hr)		50	50		50				50		50	50
Act Effct Green (s)	37.8	37.8	37.8	37.4	28.1			25.1	43.8		25.8	25.8
Actuated g/C Ratio	0.38	0.38	0.38	0.37	0.28			0.25	0.44		0.26	0.26
v/c Ratio	0.35	0.35	0.14	0.60	0.70			0.89	0.61		0.76	0.47
Control Delay	22.9	23.4	4.6	26.7	39.8			51.5	13.8		53.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.9	23.4	4.6	26.7	39.8			51.5	13.8		53.6	18.1

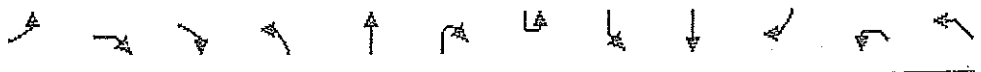
Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL	NWR
LOS	C	C	A	C	D			D	B		D	B
Approach Delay	19.1				37.0				25.3		36.5	
Approach LOS	B				D				C		D	
Queue Length 50th (ft)	42	90	0	67	165			230	215		224	79
Queue Length 95th (ft)	78	148	29	#137	#276			m#378	240		m269	m124
Internal Link Dist (ft)	523				1090				530		1215	
Turn Bay Length (ft)	365			180				290			315	
Base Capacity (vph)	305	649	702	314	961			462	1474		479	689
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.35	0.33	0.13	0.60	0.70			0.86	0.61		0.67	0.44

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 29.9 Intersection LOS: C
Intersection Capacity Utilization 71.3% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 309: Crittenden & Mt Hope





Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL2	NWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365	0		180		0		290		0		315
Storage Lanes	1	1		1		0		1		0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Turning Speed (mph)	15	9	9	15		9	9	15		9	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt		0.850	0.850						0.989			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1583	1583	1770	3539	0	0	1770	3500	0	0	1770
Flt Permitted	0.492			0.342				0.950				0.977
Satd. Flow (perm)	916	1583	1583	637	3539	0	0	1770	3500	0	0	1820
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			152						9			
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
Link Speed (mph)	30				30				30			30
Link Distance (ft)	596				1166				610			1302
Travel Time (s)	13.5				26.5				13.9			29.6
Volume (vph)	273	337	144	135	643	0	30	330	721	60	8	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	287	355	152	142	677	0	32	347	759	63	8	141
Lane Group Flow (vph)	287	355	152	142	677	0	0	379	822	0	0	149
Turn Type	pm+pt		Perm	pm+pt			Prot	Prot			Perm	
Protected Phases	7	4		5	2		1	1	6			8
Permitted Phases	4	4	4	2							8	
Detector Phases	7	4	4	5	2		1	1	6		8	8
Minimum Initial (s)	3.0	6.0	6.0	5.0	7.0		5.0	5.0	7.0		6.0	6.0
Minimum Split (s)	12.0	32.0	32.0	12.0	27.0		12.0	12.0	27.0		32.0	32.0
Total Split (s)	18.0	50.0	50.0	12.0	35.0	0.0	35.0	35.0	58.0	0.0	32.0	32.0
Total Split (%)	15.0%	41.7%	41.7%	10.0%	29.2%	0.0%	29.2%	29.2%	48.3%	0.0%	26.7%	26.7%
Maximum Green (s)	9.0	45.0	45.0	7.0	30.0		30.0	30.0	53.0		27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0		3.5	3.5	4.0		3.5	3.5
All-Red Time (s)	5.5	1.5	1.5	1.5	1.0		1.5	1.5	1.0		1.5	1.5
Lead/Lag	Lead			Lead	Lag		Lead	Lead	Lag		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	2.0	4.0		2.0	2.0	4.0		3.0	3.0
Recall Mode	None	None	None	None	C-Max		None	None	C-Max		None	None
Walk Time (s)		7.0	7.0		7.0				7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		14.0				14.0		20.0	20.0
Pedestrian Calls (#/hr)		20	20		20				20		20	20
Act Effct Green (s)	38.0	38.0	38.0	51.5	43.7			29.4	65.2			20.0
Actuated g/C Ratio	0.32	0.32	0.32	0.43	0.36			0.24	0.54			0.17
v/c Ratio	0.72	0.71	0.25	0.41	0.53			0.88	0.43			0.49
Control Delay	43.7	43.5	4.8	11.3	17.2			58.0	27.8			48.1
Queue Delay	0.8	0.0	0.0	0.0	0.1			0.0	0.0			0.0
Total Delay	44.5	43.5	4.8	11.3	17.3			58.0	27.8			48.1
LOS	D	D	A	B	B			E	C			D

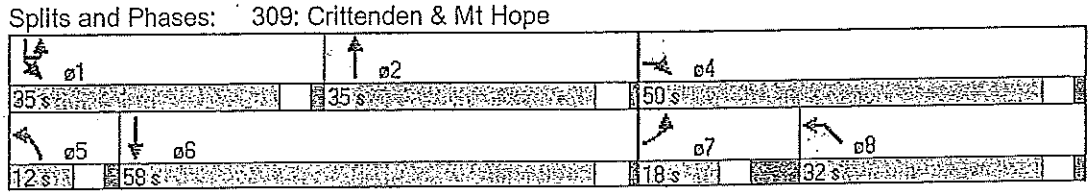
Lane Group	NWR
Lane Configurations	↖
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Total Lost Time (s)	3.0
Leading Detector (ft)	50
Trailing Detector (ft)	0
Turning Speed (mph)	9
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	179
Headway Factor	1.00
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Volume (vph)	170
Peak Hour Factor	0.95
Adj. Flow (vph)	179
Lane Group Flow (vph)	179
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phases	8
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	26.7%
Maximum Green (s)	27.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	20.0
Actuated g/C Ratio	0.17
v/c Ratio	0.43
Control Delay	12.3
Queue Delay	0.0
Total Delay	12.3
LOS	B

Lane Group	EBL	EBR	EBR2	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NWL2	NWL
Approach Delay	36.4				16.2				37.3			28.6
Approach LOS	D				B				D			C
Queue Length 50th (ft)	192	256	0	13	87		281	228				100
Queue Length 95th (ft)	238	314	42	m42	248		m#431	362				84
Internal Link Dist (ft)	516				1086			530				1222
Turn Bay Length (ft)	365			180			290					315
Base Capacity (vph)	397	620	712	365	1288		474	1905				440
Starvation Cap Reductn	0	0	0	0	0		0	0				0
Spillback Cap Reductn	17	0	0	0	56		0	0				0
Storage Cap Reductn	0	0	0	0	0		0	0				0
Reduced v/c Ratio	0.76	0.57	0.21	0.39	0.55		0.80	0.43				0.34

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 309: Crittenden & Mt Hope



Lane Group	NWR
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	49
Queue Length 95th (ft)	41
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	518
Starvation Cap Reductn	0
Spillback Cap Reductn	6
Storage Cap Reductn	0
Reduced v/c Ratio	0.35

Intersection Summary

T Consulting
1396 White Bridge Road
Chittenango, NY 13037
Tel: (315) 391-5110 Fax: (315) 687-6267

May 12, 2010

Anthony J. Costello & Son
1 Airport Way, Suite 300
Rochester, NY 14624

Attn: Mr. Terrence G. Slaybaugh

Re: **Supplemental Westfall Road Traffic Analysis – CityGate Development**
City of Rochester, NY

Dear Mr. Slaybaugh:

I have completed a revised analysis of the Westfall Road intersections with the proposed single access driveway. This analysis includes the two intersections of Westfall Road with the proposed site driveway and Westfall Road with the Green Knolls East driveway. The following provides a summary of the work completed as well as the results.

Project Understanding

The traffic impact study completed by Bergman Associates in July, 2008 served as the basis for the DGEIS and for the most part has been accepted by the City and their consultants. The major change to the plan to be addressed with this supplemental analysis is modified access to Westfall Road. The original study included one right in only driveway, one full access driveway opposite the Green Knolls East Driveway and one right in/right out driveway west of Metropolitan Drive. The currently proposed access includes one full access driveway to Westfall Road, approximately 250 feet west of the Green Knolls East driveway.

The Monroe County Department of Transportation has some concerns with the proposed access and has requested a supplemental analysis to identify operations with a single driveway. The primary concern is the ability to stack lefts waiting to turn left into the site while also providing left turn space for vehicles waiting to turn left into the Green Knolls East driveway. The current proposal includes a 150 foot left turn lane on Westfall Road at the site driveway and a 50 foot left turn lane at the Green Knolls East driveway with a 50 foot taper between the two turn bays.

While the project sponsor has noted that the full build out of the development is now expected to run out closer to 2018, the previous 2013 build condition that was used for all previous studies was used for this analysis in order to maintain consistency. In reality, the build year has little to no impact on the evaluation of traffic queues in the proposed left turn lanes on Westfall Road since the trip generation estimate for traffic entering/exiting both the Citygate development and the Green Knolls apartments would be the same based on the size of the developments, not the design year.

Reference: Supplemental Westfall Road Traffic Analysis – CityGate Development
City of Rochester, NY

2013 Build Traffic Volumes

Since the size and type of development has not materially changed since the July 2008 traffic impact study was completed, the overall projected build volumes on Westfall Road are expected to be similar whether there are three driveways to the site or only one. While it is noted that there have been some concerns expressed with the proposed parking structures potentially altering the trip generation estimates, it is my opinion that that the parking spaces themselves will not serve to generate additional traffic to the site. The parking spaces will serve either existing traffic parking on the site today or the proposed retail/office uses and will therefore not add additional traffic volumes.

Therefore, the 2013 build volumes for the morning, evening and Saturday peak hours were taken from the previously studies and re-distributed assuming only one driveway to Westfall Road. Traffic volume figures showing both the original build volumes with three driveways as well as those same volumes with only one driveway as currently proposed have been attached for the morning, evening and Saturday peak hours.

Revised 2013 Build Capacity Analysis

The revised build analysis includes the proposed traffic signal on Westfall Road at the single site driveway. Signal warrant analyses previous completed were not updated since the previous configuration already warranted a signal and the current proposal will only serve to consolidate and increase traffic volumes accessing the proposed signal. The analysis also includes a 150 foot left turn lane at the site driveway and a 50 foot left turn lane at the Green Knolls East driveway so that traffic queue impacts could be assessed.

The results of the capacity analysis indicate that acceptable traffic operations will be maintained on Westfall Road in both directions during all three time periods reviewed. The longer cycle lengths associated with coordinating the proposed signal with adjacent traffic signal will cause some longer delays exiting the site, especially during the evening peak hour, however these delays are purely caused by the long cycle length and do not indicate a capacity concern. The analysis does show longer delays exiting the Green Knolls East driveway during both the morning and evening peak hours caused by the high through volumes on Westfall Road. These delays would be expected to be limited to the higher volume commuter periods only.

The queuing results of the analysis show that the left turn lanes at both the site driveway and Green Knolls East driveway will easily accommodate vehicles waiting to turn left off Westfall Road without backing out of the turn bays or interfering with each other. Maximum queues entering the site driveway are not expected to exceed 100 feet during any of the three peak hours and queues entering the Green Knolls East driveway are minimal during all three peak periods.

Reference: Supplemental Westfall Road Traffic Analysis – CityGate Development
City of Rochester, NY

The following table provides a summary of the capacity analysis results as well as the maximum traffic queues expected.

Level of Service Summary

Intersection	2013 Morning Peak	2013 Evening Peak	2013 Saturday Peak
Westfall Road @ Green Knolls East			
EB Left	a(9)	b(12)	a(8)
EB Through	a(0)	a(0)	a(0)
WB Through/Right	a(0)	a(0)	a(0)
SB Left/Right	f(*)	f(113)	b(15)
Westfall Road @ Site Driveway	B(11)	A(9)	A(9)
EB Through/Right	B(12)	A(6)	A(3)
WB Left	B(15)	A(7)	A(4)
WB Through	A(5)	A(7)	A(3)
NB Left	D(50)	E(62)	D(51)
NB Right	B(14)	B(16)	B(13)

B(12) – Signalized Level of Service (Average Seconds of Delay per Vehicle)
a(8) – Unsignalized Level of Service (Average Seconds of Delay per Vehicle)

Queue Summary

Intersection	Storage Available	2013 Morning Peak	2013 Evening Peak	2013 Saturday Peak
Westfall Road @ Green Knolls East				
EB Left	50	1	2	1
EB Through	250	0	0	0
WB Through/Right	-	0	0	0
SB Left/Right	-	*	37	4
Westfall Road @ Site Driveway				
EB Through/Right	-	669	317	64
WB Left	150	92	82	58
WB Through	250	185	441	66
NB Left	-	91	107	105
NB Right	-	54	69	60

Storage and Queue lengths shown in feet

Reference: Supplemental Westfall Road Traffic Analysis – CityGate Development
City of Rochester, NY

Conclusions

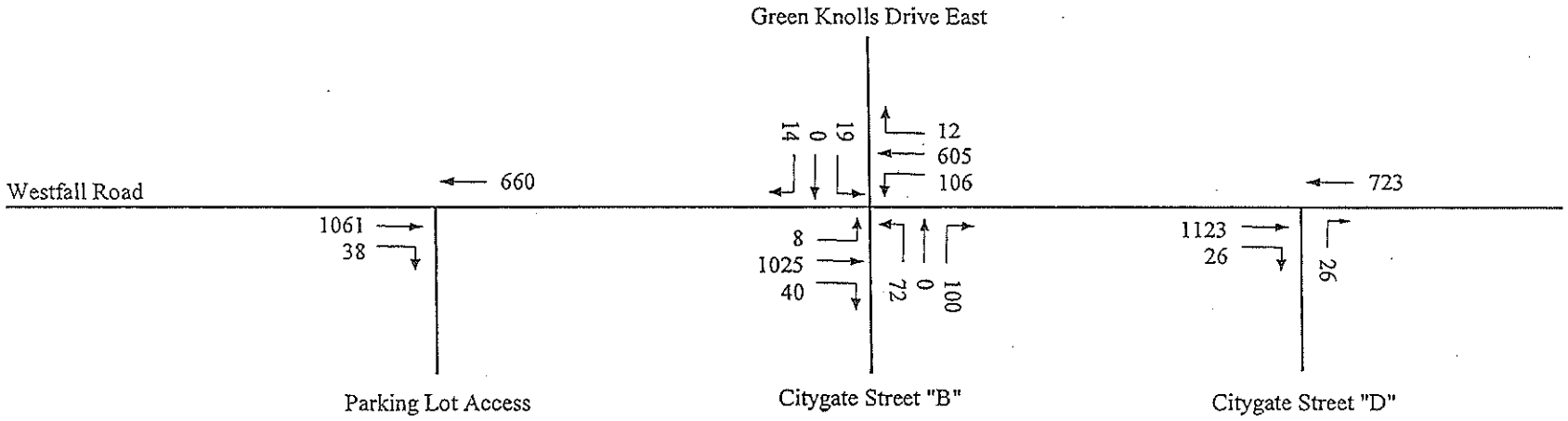
The analysis completed indicates that the proposed single signalized site driveway and turn lanes on Westfall Road at both the site driveway and Green Knolls East driveway will operate well during all three peak periods without negatively impacting area traffic operations.

If you have any questions or need additional information, please call.

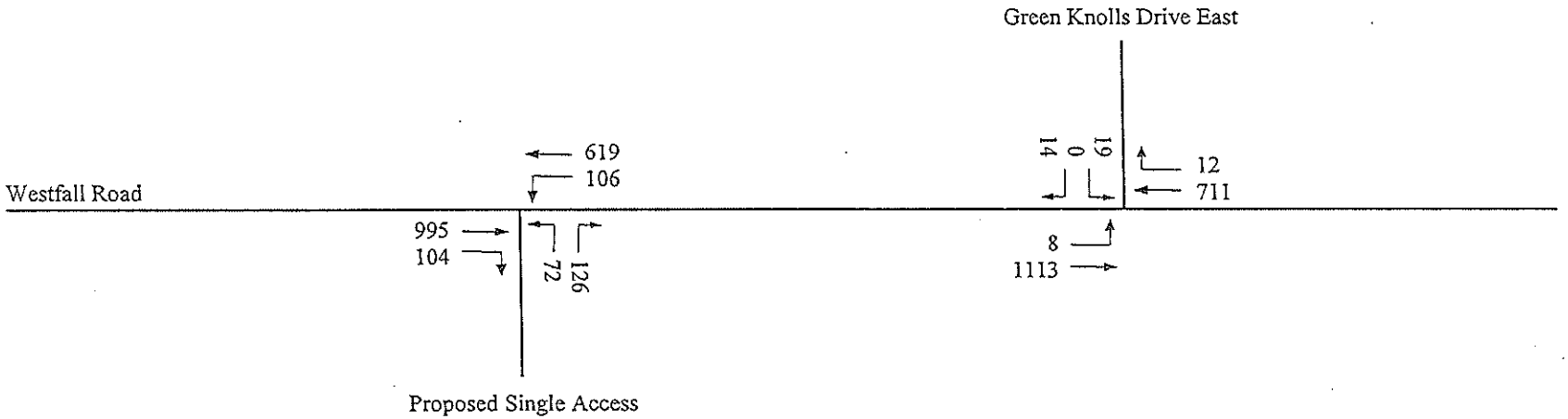
Sincerely,

Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

Attachments: Traffic Volumes Figures
Capacity Analysis Printouts



2013 Build Volumes with 3 Driveways to Westfall Road



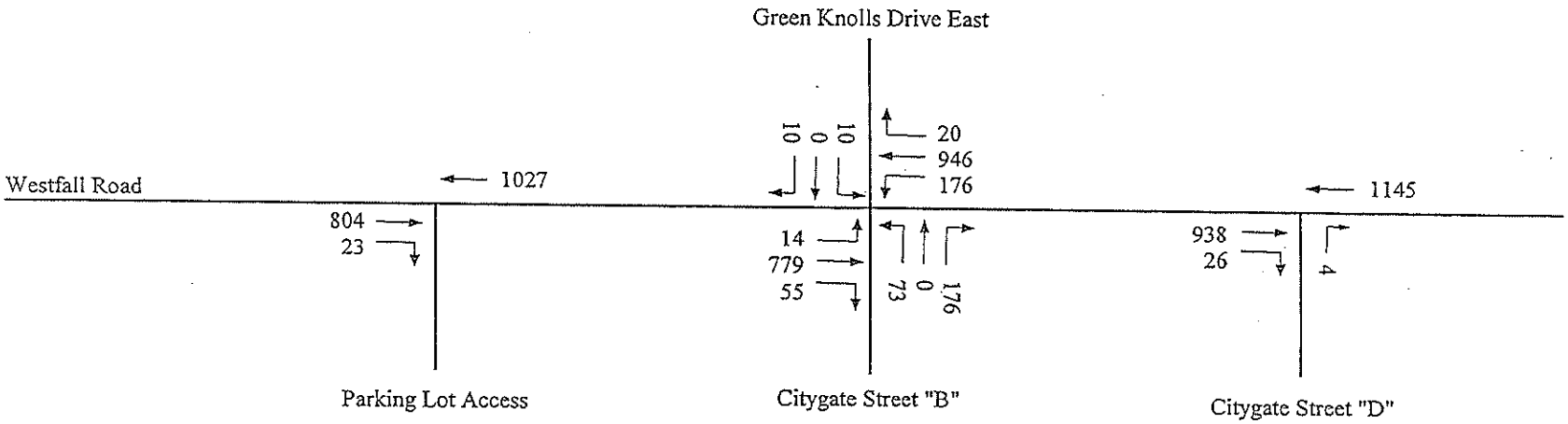
2013 Build Volumes with 1 Driveway to Westfall Road

Not To Scale

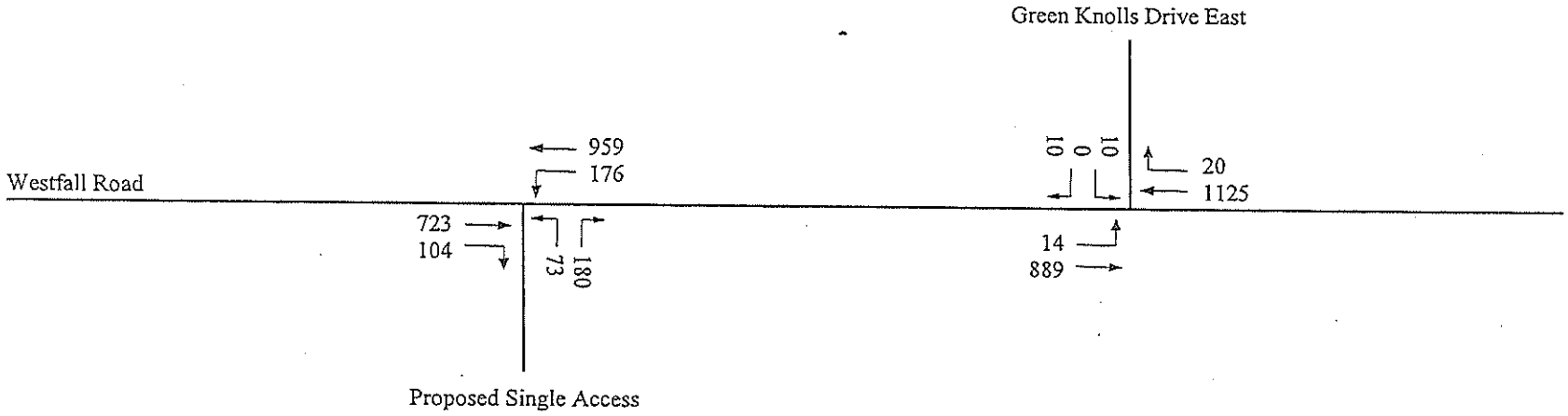
City Gate Development

Revised Traffic Volumes with Single Access to Westfall Road
Morning Peak Hour

N
W E
GTS Consulting



2013 Build Volumes with 3 Driveways to Westfall Road



2013 Build Volumes with 1 Driveway to Westfall Road

Not To Scale

City Gate Development

Revised Traffic Volumes with Single Access to Westfall Road
Evening Peak Hour

N
W E

GTS Consulting

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	1113	711	12	19	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1210	773	13	21	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		282				
pX, platoon unblocked					0.22	
vC, conflicting volume	786				2007	779
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	786				3797	779
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				0	96
cM capacity (veh/h)	833				1	396

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	9	1210	786	36
Volume Left	9	0	0	21
Volume Right	0	0	13	15
cSH	833	1700	1700	2
Volume to Capacity	0.01	0.71	0.46	21.26
Queue Length 95th (ft)	1	0	0	Err
Control Delay (s)	9.4	0.0	0.0	Err
Lane LOS	A			F
Approach Delay (s)	0.1		0.0	Err
Approach LOS				F

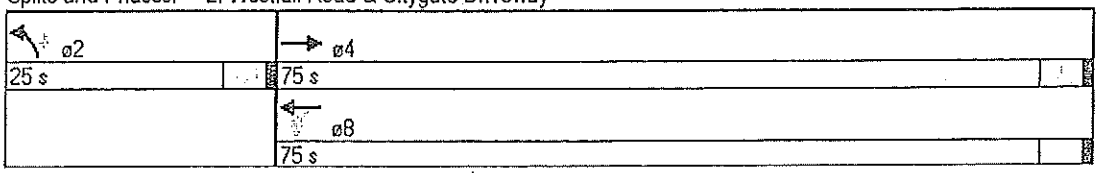
Intersection Summary			
Average Delay	175.8		
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	995	104	106	619	72	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)		25	25		25	25
Satd. Flow (prot)	1839	0	1770	1863	1770	1583
Flt Permitted			0.145		0.950	
Satd. Flow (perm)	1839	0	270	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					137
Link Speed (mph)	30			30	30	
Link Distance (ft)	786			282	237	
Travel Time (s)	17.9			6.4	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1195	0	115	673	78	137
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	6.0	6.0
Minimum Split (s)	15.0		15.0	15.0	11.0	11.0
Total Split (s)	75.0	0.0	75.0	75.0	25.0	25.0
Total Split (%)	75.0%	0.0%	75.0%	75.0%	25.0%	25.0%
Maximum Green (s)	70.0		70.0	70.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		C-Min	C-Min	None	None
Act Effct Green (s)	80.3		80.3	80.3	9.7	9.7
Actuated g/C Ratio	0.80		0.80	0.80	0.10	0.10
v/c Ratio	0.81		0.53	0.45	0.45	0.49
Control Delay	12.0		14.9	4.5	50.2	13.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	12.0		14.9	4.5	50.2	13.6
LOS	B		B	A	D	B
Approach Delay	12.0			6.0	26.8	
Approach LOS	B			A	C	
Queue Length 50th (ft)	321		19	101	48	0
Queue Length 95th (ft)	669		92	185	91	54
Internal Link Dist (ft)	706			202	157	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1479		217	1495	354	426

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.81		0.53	0.45	0.22	0.32

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Westfall Road & Citygate Driveway



Lanes, Volumes, Timings
1: Westfall Road & Green Knolls East Drive

5/11/2010

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	14	889	1125	20	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1770	1863	1859	0	1694	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1770	1863	1859	0	1694	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	864		254	
Travel Time (s)		6.4	19.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	966	1245	0	22	0
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 70.4% ICU Level of Service C
Analysis Period (min) 15

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	889	1125	20	10	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	966	1223	22	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		282				
pX, platoon unblocked					0.83	
vC, conflicting volume	1245				2230	1234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1245				2382	1234
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				64	95
cM capacity (veh/h)	559				30	216

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	15	966	1245	22
Volume Left	15	0	0	11
Volume Right	0	0	22	11
cSH	559	1700	1700	53
Volume to Capacity	0.03	0.57	0.73	0.41
Queue Length 95th (ft)	2	0	0	37
Control Delay (s)	11.6	0.0	0.0	113.1
Lane LOS	B			F
Approach Delay (s)	0.2		0.0	113.1
Approach LOS				F

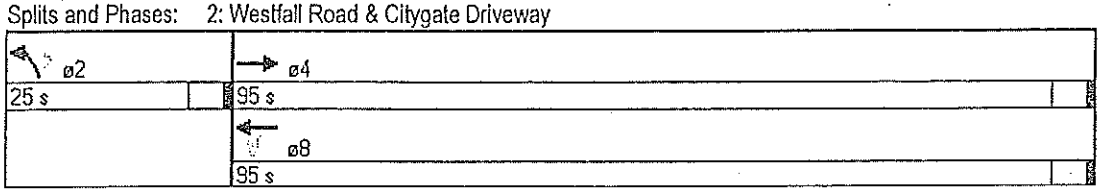
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	723	104	176	959	73	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)		25	25		25	25
Satd. Flow (prot)	1831	0	1770	1863	1770	1583
Flt Permitted			0.279		0.950	
Satd. Flow (perm)	1831	0	520	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					196
Link Speed (mph)	30			30	30	
Link Distance (ft)	786			282	237	
Travel Time (s)	17.9			6.4	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	899	0	191	1042	79	196
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	6.0	6.0
Minimum Split (s)	15.0		15.0	15.0	11.0	11.0
Total Split (s)	95.0	0.0	95.0	95.0	25.0	25.0
Total Split (%)	79.2%	0.0%	79.2%	79.2%	20.8%	20.8%
Maximum Green (s)	90.0		90.0	90.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		C-Min	C-Min	None	None
Act Effct Green (s)	99.3		99.3	99.3	10.7	10.7
Actuated g/C Ratio	0.83		0.83	0.83	0.09	0.09
v/c Ratio	0.59		0.44	0.68	0.50	0.61
Control Delay	5.7		7.0	7.2	62.3	15.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	5.7		7.0	7.2	62.3	15.5
LOS	A		A	A	E	B
Approach Delay	5.7			7.2	28.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	176		31	242	59	0
Queue Length 95th (ft)	317		82	441	107	69
Internal Link Dist (ft)	706			202	157	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1518		430	1542	295	427

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.59		0.44	0.68	0.27	0.46

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Westfall Road & Citygate Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	14	356	434	20	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1770	1863	1852	0	1694	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1770	1863	1852	0	1694	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	864		254	
Travel Time (s)		6.4	19.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	387	494	0	22	0
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.1% ICU Level of Service A
Analysis Period (min) 15

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	356	434	20	10	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	387	472	22	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		282				
pX, platoon unblocked						
vC, conflicting volume	493				900	483
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493				900	483
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	98
cM capacity (veh/h)	1070				305	584

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	15	387	493	22
Volume Left	15	0	0	11
Volume Right	0	0	22	11
cSH	1070	1700	1700	400
Volume to Capacity	0.01	0.23	0.29	0.05
Queue Length 95th (ft)	1	0	0	4
Control Delay (s)	8.4	0.0	0.0	14.5
Lane LOS	A			B
Approach Delay (s)	0.3		0.0	14.5
Approach LOS				B

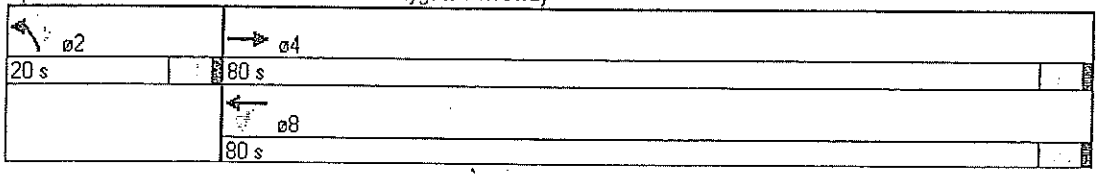
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

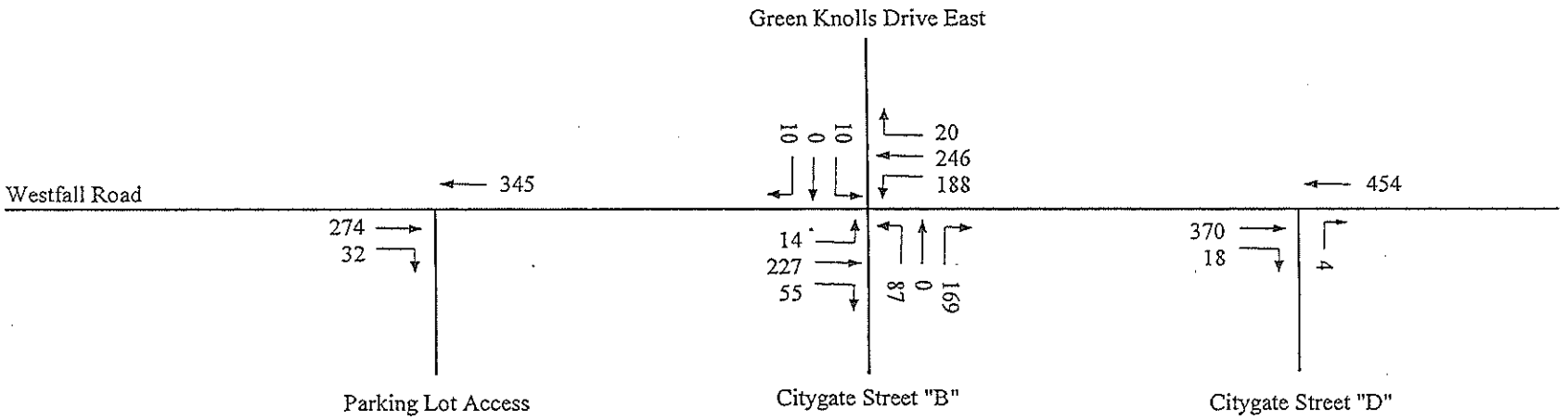
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	201	102	188	256	87	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)		25	25		25	25
Satd. Flow (prot)	1777	0	1770	1863	1770	1583
Flt Permitted			0.562		0.950	
Satd. Flow (perm)	1777	0	1047	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	73					184
Link Speed (mph)	30			30	30	
Link Distance (ft)	786			282	237	
Travel Time (s)	17.9			6.4	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	0	204	278	95	184
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	6.0	6.0
Minimum Split (s)	15.0		15.0	15.0	11.0	11.0
Total Split (s)	80.0	0.0	80.0	80.0	20.0	20.0
Total Split (%)	80.0%	0.0%	80.0%	80.0%	20.0%	20.0%
Maximum Green (s)	75.0		75.0	75.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		C-Min	C-Min	None	None
Act Effct Green (s)	79.3		79.3	79.3	10.7	10.7
Actuated g/C Ratio	0.79		0.79	0.79	0.11	0.11
v/c Ratio	0.23		0.25	0.19	0.50	0.55
Control Delay	2.7		3.9	3.1	50.7	12.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	2.7		3.9	3.1	50.7	12.7
LOS	A		A	A	D	B
Approach Delay	2.7			3.4	25.6	
Approach LOS	A			A	C	
Queue Length 50th (ft)	31		26	34	58	0
Queue Length 95th (ft)	64		58	66	105	60
Internal Link Dist (ft)	706			202	157	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1424		830	1478	266	394

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.23		0.25	0.19	0.36	0.47

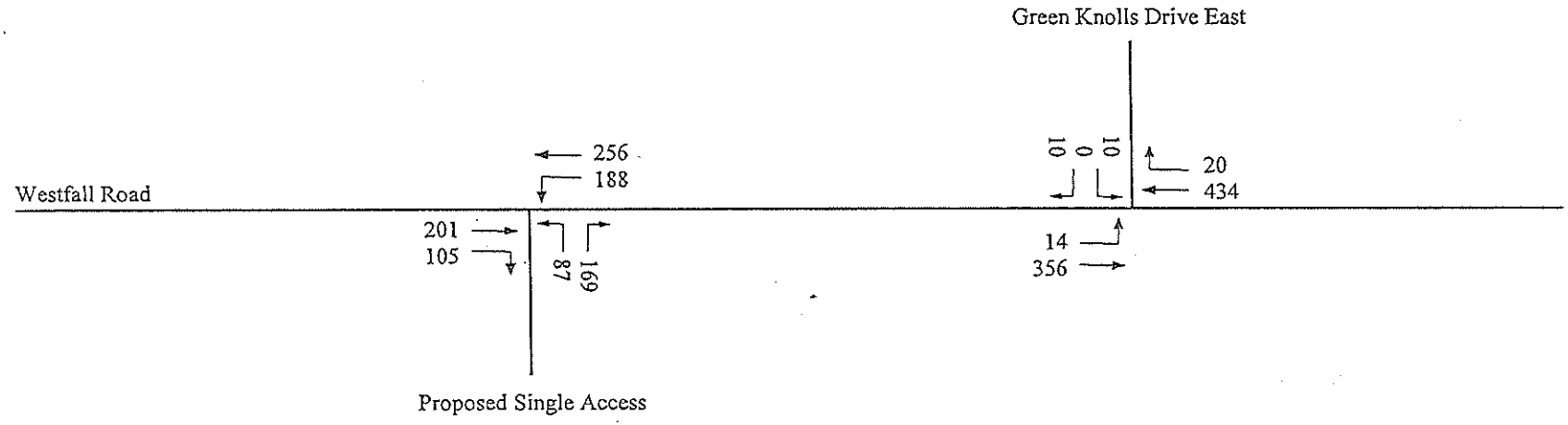
Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Westfall Road & Citygate Driveway





2013 Build Volumes with 3 Driveways to Westfall Road



2013 Build Volumes with 1 Driveway to Westfall Road

Not To Scale

City Gate Development

Revised Traffic Volumes with Single Access to Westfall Road
Saturday Peak Hour

N
W E

GTS Consulting

Lanes, Volumes, Timings
1: Westfall Road & Green Knolls East Drive

5/11/2010

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	8	1113	711	12	19	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1770	1863	1859	0	1709	0
Flt Permitted	0.950				0.972	
Satd. Flow (perm)	1770	1863	1859	0	1709	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	864		254	
Travel Time (s)		6.4	19.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1210	786	0	36	0
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15

STORMWATER REPORT

for

CityGate

City of Rochester
Town of Brighton
Monroe County
State of New York

Prepared By:

MARATHON ENGINEERING
2101 Mount Read Boulevard / Rochester, NY 14615 / Phone (585) 458-7770

Prepared For:

ANTHONY J. COSTELLO & SON DEVELOPMENT

0184-10

May 24, 2010

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APPENDICES

FIGURES

1.0 GENERAL INFORMATION

1.1 PROJECT DESCRIPTION

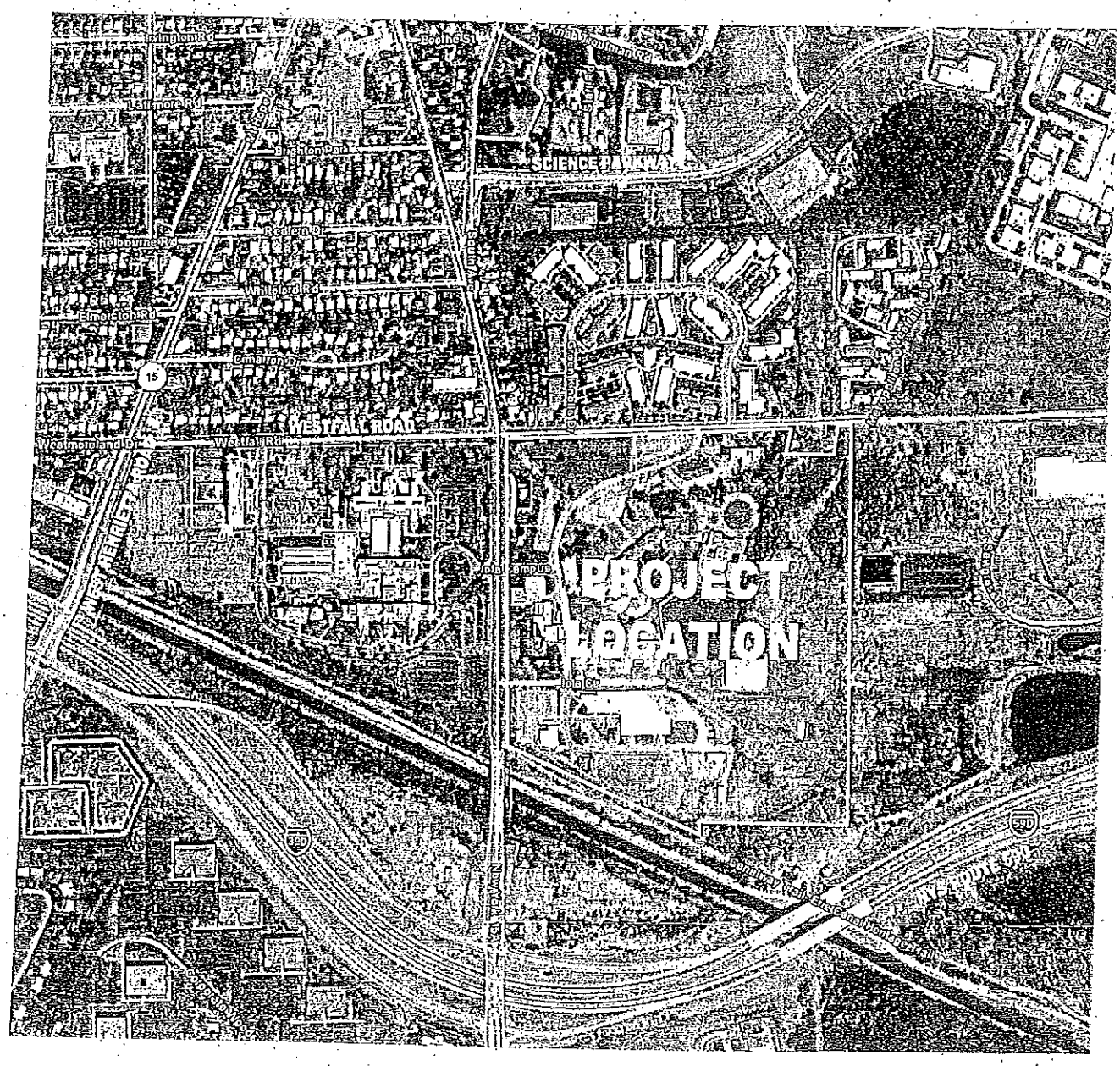
The CityGate project is located on the southeast corner of the intersection of Westfall Road and East Henrietta Road, as shown on Figure 1. The project is a mixed-use development consisting of commercial, business, and residential uses on approximately 65 acres. The western portion (approximately 46 acres) of the project area is located within the City of Rochester and the remainder is located within the Town of Brighton. It is anticipated that the project will be built in three phases, as shown on Figure 2.

The purpose of this report is to outline the proposed stormwater management criteria to be utilized for development. The following sections document the proposed mitigation for the increase in stormwater peak flow caused by the additional impervious surfaces on this previously developed site. Stormwater quality and quantity will be addressed in accordance with applicable New York State Pollutant Discharge Elimination System (SPDES) requirements.

1.2 PRIOR REPORT AND FINDINGS

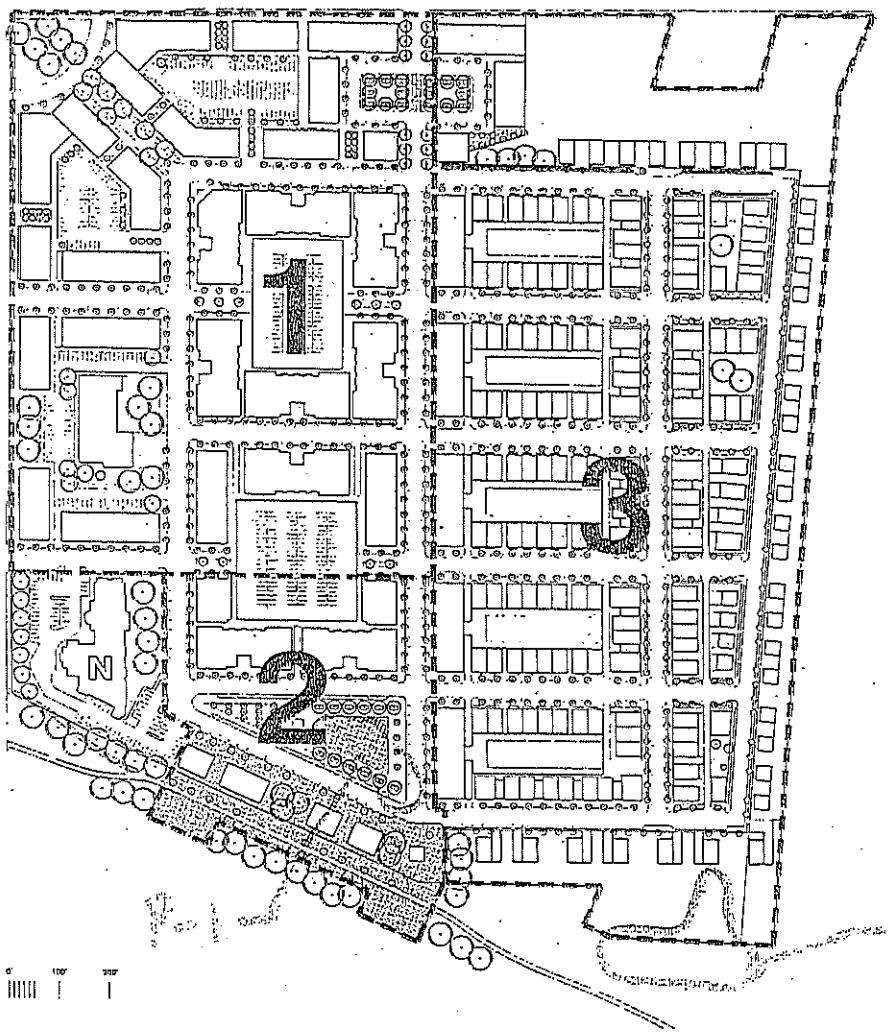
Stormwater Management Report for CityGate prepared by Bergmann associates dated July 28, 2008 described the current conditions for the project site and presented analyses for the current and proposed conditions as they were envisioned at that time.

Subsequently, the design for Stormwater Management for this site has evolved. Bergmann associates had designed one large stormwater management facility with two separate outflow locations; we are now recommending two separate facilities. All analysis of and references to current conditions are taken from the Bergmann report referenced. All analysis and references to the proposed conditions are from work and calculations performed by Marathon Engineering in April and May of 2010.



LOCATION MAP
FIGURE 1

FIGURE 2



PHASE 1

PHASE 2

PHASE 3

PHASING PLAN

1.3 SOIL CLASSIFICATION

The following soils information was taken from "Stormwater Management Report for CityGate" prepared by Bergmann associates dated July 28, 2008.

According to the Monroe County Soils Survey, Natural Resources Conservation Service website (NRCS), there are seven mapped soil units identified on the project property (see Appendix 1). Hilton Loam is the dominant soil type and is located on approximately 35 percent of the project area. This soil type slopes at approximately 3 to 8 percent. These soils have a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

The complete list of soils found on the project site is identified in the table below (Table 1).

Table 1

Monroe County Soils Summary

Unit	Name	Hydrologic Soil Group	Acres in AOI	Percent of AOI
GaA	Galen very fine sandy loam, 0 – 2% slopes	B	0.7	1.1%
HlB	Hilton Loam, 3 – 8% slopes	B	35.1	54.8%
Mb	Made land	D	0.1	0.1%
Ng	Niagara silt loam	C	21.2	33.1%
OnB	Ontario Loam, 3 – 8% slopes	B	1.1	1.8%
OnC	Ontario Loam, 8 – 15% slopes	B	3.4	5.3%
SeB	Schoharie silt loam, 2 – 6% slopes	C	2.4	3.8%

From Appendix D of Bergmann associates Stormwater Management Report dated 7/28/08

2.0 HYDROLOGY

2.1 METHODOLOGY

The hydrologic analysis consists of identifying the existing drainage basins as well as the points at which this drainage exits the site. Rates of run-offs for each storm recurrence interval (existing and proposed) were developed in order to establish the basis for proposed maximum rates after development. It should be noted that these maximum rates will be further reduced for the eastern portion of the project area in accordance with the Town of Brighton development regulations. Calculations were performed in accordance with USDA Soil Conservation Services Technical Release 55: Urban Hydrology for Small Watersheds. Hydrographs were developed utilizing the HydroCAD software by HydroCAD Software Solutions LLC (Version 8.0 by Bergmann associates, Version 8.50 by Marathon Engineering).

The information required to calculate rates of run-off are outlined below:

- Drainage area – all contributing area in acres to a specific drainage point
- Curve Number – a number developed by Soil Conservation Services Technical Release 55. This curve number takes into account the soils characteristics as well as the amount of impervious areas.
- Time of Concentration – the time in hours for a drop of water to travel from the most remote area within the drainage area to the exit point.

2.2 EXISTING CONDITIONS

The following existing conditions information was taken from "Stormwater Management Report for CityGate" prepared by Bergmann associates dated July 28, 2008. This section has been modified slightly to account for changes to the drainage basin areas for each drainage point.

The overall drainage area for this project totals +/-65 acres. This includes a small portion of off-site drainage area along the south side of the property line along the canal bank. The parcel to be developed consists of wood, underbrush, grass areas, multiple vacant and occupied buildings and their associated parking facilities.

As described in Table II, the site consists of four drainage areas which ultimately drain to two separate locations. The largest area is located on the west side of the site and is assumed to drain to three storm sewer networks, which discharge to a swale located at the southwest corner of the site. This swale is then piped under the canalway trail and into the canal. This

area consists mostly of existing development made up of buildings, asphalt, gravel, and some grassed areas.

The remaining three drainage areas drain towards the east property line. These three areas consist of mostly grass and woodlands, as well as a large gravel/asphalt stockpile area, some existing buildings and parking lots. All three areas ultimately drain to the NYSDOT pond located at the I-390 Interchange. Area DA-2 drains through the storm system located on the off-site development east of the property; area DA-3 drains via overland flow and a swale; and area DA-4 drains via wetlands. Since these three areas all have the same destination, the discharges were combined for analysis purposes.

Table II summarizes the hydrologic characteristics of the existing drainage areas.

Table II
Existing Conditions Summary

Drainage Area	Description	Size (ac)	Composite CN	Tc (min)
DA-1	The western portion of the property; consists of mainly existing development made up of building, asphalt, gravel, and some grassed areas.	29.38	89	20.6
DA-2	The northeastern corner of the site; this area consists of mainly woodlands and grass, with some building and pavement areas.	20.74	84	14.4
DA-3	The eastern center of the site; this area consists of mainly gravel/asphalt, with some grass area and some building and pavement area.	4.85	97	4.7
DA-4	The southeastern corner of the site; this area consists of mainly gravel/asphalt with some grass area.	9.53	88	10.6

Hydrographs were developed for the drainage areas for each stormwater recurrence interval required to be analyzed. A summary of the data is outlined in Table III. See Appendix 2 for complete hydrographs.

Table III
Summary of Existing Run-off

Recurrence Interval	Run-off (cfs) DA-1	Run-off (cfs) DA-2 + DA-3 + DA-4
1 yr	32.82	34.32
2 yrs	46.49	50.07
5 yrs	63.34	69.77
10 yrs	77.55	86.55
25 yrs	91.82	103.49
100 yrs	117.52	134.17

2.3 PROPOSED CONDITIONS

The overall drainage area for proposed conditions consists of +/-65 acres and will drain to two separate stormwater management facilities. Pond 1, located in the City of Rochester, will provide stormwater management for the western portion of the project and will be constructed during Phase 1. Pond 2, located in the Town of Brighton, will provide stormwater management for the eastern portion of the project and will be constructed during Phase 3.

Appendix 3 contains a sketch plan for each proposed pond. The outlet from Pond 1 discharges into the canal. A portion of Pond 2 is located on lands of the NYS Canal Corporation. Permission and/or land acquisition from the Canal Corporation will be required for each pond.

The stormwater management facilities for this project will be designed in accordance with applicable NYSDEC stormwater requirements. These facilities will utilize an Extended Detention Shallow Wetland design (W-2) meeting the applicable standards of the New York State Stormwater Management Design Manual.

The proposed design for Pond 2 located on the eastern portion of the site reflects a deliberate effort to preserve as many trees as possible and be sufficiently sized to meet all Town of

Brighton quantity control requirements, which are beyond the NYSDEC requirements (e.g. the post 100-year rates must be below the pre 25-year rates and the post 25-year rates must be below the pre 10-year rates).

The limitations of the site constrain the design options. Storm water quality (WQv) requirements will be addressed both in the SWMF and through Bio-swales, rain gardens, and other "green" design features which will be incorporated into the final design of this area. Correspondingly, the final site design for the Drainage Basin 2 area will have to incorporate additional measures for stormwater quality, specifically low-flow conditions. These may include piping to divert low flow volumes to Pond 1, which was designed with additional capacity for this purpose.

Pond P-1, on the western portion of the site, provides 4.08 acre-feet versus the 1.63 acre-feet required for WQv. Pond P-2, on the eastern portion of the site, provides 0.38 acre-feet in the permanent pool, versus the 1.40 acre-feet required for WQv. The remainder of the WQv will be treated using bio-swales, rain gardens, et al. or the volume will be conveyed to Pond P-1 where there is excess capacity. [The required volumes were calculated using a P value of 1.0 for the 90% rainfall event for the whole site to conform to the Town of Brighton's Irondequoit Creek Watershed Collaborative (ICWC) requirements.]

For analysis purposes, the outflow from Pond 1 was compared to the runoff from the existing DA-1 and the outflow from Pond 2 was compared to combined total of existing DA 2, DA-3, and DA-4. This was to ensure that, along with the required attenuation of peak flows for the overall basin, the existing stormwater splits for proposed conditions did not exceed the existing splits. As stated earlier, existing areas DA-2, DA-3, and DA-4 ultimately drain to the same location, the NYSDOT pond located at the I-390 interchange.

The outflow from Pond 2 flows to the same NYSDOT pond located at the I-390 interchange, generally following the existing path of DA-4, flowing through large deep swales and a wetland area. In addition, the flow goes through a 15" culvert under a paved path at one point, as well as going through a 36" corrugated steel pipe just prior to discharging into the NYSDOT pond.

The swales and the wetland area are evidently providing natural detention as the existing 15" corrugated metal pipe (CMP) cannot convey the existing flow. For example, the outflow from DA-4 for an existing conditions 10-yr storm event is 32.75 cfs, while the capacity of a 15" CMP is less than 7.0 cfs.

As part of Phase 2 development, the existing 15" culvert should be replaced with a larger size pipe, or a second culvert should be installed at a higher elevation to convey water during high flow situations.

Hydrographs were developed for each proposed drainage basin for each stormwater recurrence interval required to be analyzed. Table IV summarizes the proposed conditions for each drainage basin. Tables V and VI summarize the Existing and Proposed Peak Discharges for Pond 1 and Pond 2 respectively. See Appendix 4 for complete hydrographs.

Table IV
Proposed Conditions Summary

Drainage Area	Description	Size (ac)	Composite CN	Tc (min)
DB-1	Western portion of the site.	32.08	91	10.0
DB-2	Eastern portion of the site	30.80	89	10.0

Table V
Existing and Proposed Peak Discharges for Pond 1

Recurrence Interval	DA-1 (existing) (cfs)	DB-1 (proposed) (cfs)	Pond 1 Outflow (cfs)
1 yr	32.82	56.24	9.20
2 yrs	46.49	77.08	16.41
5 yrs	63.34	102.32	27.09
10 yrs	77.55	123.39	36.67
25 yrs	91.82	144.42	46.55
100 yrs	117.52	182.11	65.13

Table VI
Existing and Proposed Peak Discharges for Pond 2

Recurrence Interval	DA-2 + DA-3 + DA-4 (existing) (cfs)	DB-2 (proposed) (cfs)	Pond 2 Outflow (cfs)
1 yr	34.32	47.95	24.11
2 yrs	50.07	67.50	35.28
5 yrs	69.77	91.50	48.53
10 yrs	86.55	111.68	59.36
25 yrs	103.49	131.91	70.56
100 yrs	134.17	168.29	90.57

3.0 STORMWATER MGMT & SPDES PHASE II REQMNTS

The amount of stormwater runoff generated under proposed conditions is increased due to the newly added impervious surfaces. To manage the increased runoff, two detention/retention ponds are proposed.

As required by SPDES requirements, and the NYS DEC, the on-site Stormwater Management Practice (SMP) must be designed to meet pollutant removal goals, reduce channel erosion, prevent overbank flooding, and help control extreme floods. To achieve these goals, the design will incorporate many of the pond features shown in the NYSDEC Stormwater Design Manual. This design incorporates the ability to keep the ponds aesthetically pleasing and functionally sound.

3.1 WATER QUALITY VOLUME

The Water Quality Volume (WQv) requirement is provided to improve the quality of stormwater leaving the site. To meet the Water Quality volume requirement, 90% of the average annual stormwater runoff volume must be captured and treated. The Water Quality Volume portion of the design standards permit the WQv to be provided by retention. For this reason, two ponds

were designed to detain stormwater runoff. Details are discussed in Section 2.3 Proposed Conditions.

3.2 CHANNEL PROTECTION VOLUME

The purpose of the Channel Protection Volume (CPv) requirement stated in the NYS Stormwater Design Manual is to reduce flow out of a storage facility to protect the outlet channel or stream from erosion. The Channel Protection Volume (CPv) requirement is met by providing 24 hour extended detention for a post developed 1-year, 24-hour storm event.

A low flow orifice will be included in the outlet control structure to provide adequate CPv.

3.3 OVERBANK FLOOD

Overbank Flood Protection is provided by controlling the peak discharge from a 10-year storm event to not more than 10-year pre-development rates. This requirement is satisfied. Refer to Tables V and VI for details for each pond.

As noted earlier, the requirement for Pond 2 was increased to meet the Town of Brighton's design requirement that the post 100-year rates must be below the pre 25-year rates and the post 25-year rates must be below the pre 10-year rates.

3.4 EXTREME STORM

Extreme Storm protection is provided by controlling the peak discharge from a 100-year storm event to not more than 100-year pre-development rates. This requirement is satisfied. Refer to Tables V and VI for details for each pond.

As noted earlier, the requirement for Pond 2 was increased to meet the Town of Brighton's design requirement that the post 100-year rates must be below the pre 25-year rates and the post 25-year rates must be below the pre 10-year rates.

4.0 SUMMARY OF FINDINGS

4.1 SUMMARY OF RESULTS

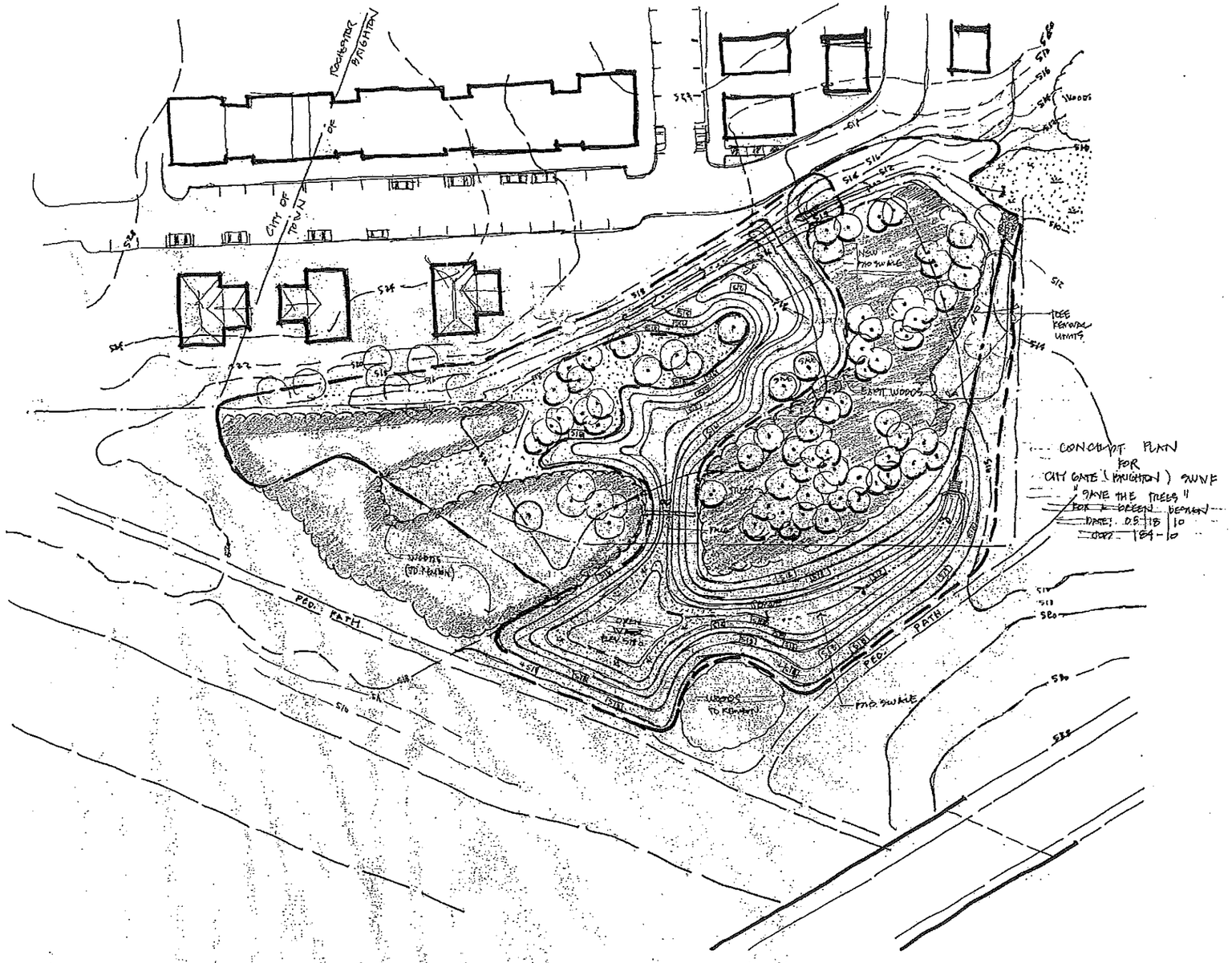
As indicated in Tables V and VI, the rate of runoff increases for each storm interval under proposed conditions due to the addition of impervious areas. The resultant outflow from each Pond is less than the existing conditions. In addition, the resultant outflows reduce the proposed 100-year and 25-year storm outflows to below levels for the 25-year and 10-year existing rates respectively.

4.2 CONCLUSION

The stormwater management facilities have been designed to provide stormwater quality and quantity measures to mitigate the proposed development. The facilities have been designed to meet the NYSDEC Stormwater Management Requirements as well as requirements of the individual municipalities within which the improvements are situated. During the design of each section of this project, a Stormwater Pollution Prevention Plan will be developed and filed with the NYSDEC. This plan will outline installation procedures, erosion control items, responsibility, and timing to ensure compliance with all applicable regulations.

RIVER MOD
R.R.W.D
OPERATIONS CENTER
PROPOSED HOTEL SITE
FUTURE BLDG
TOWN OF BRIGHTON
CITY OF ROCHESTER
OPEN WATER
PARKING
TOPOFBANK ELEV. 521
FED. PATH
ERIE CANAL (Rte 2)
POND OUTLET

P-1


ROCHESTER
BRIGHTON
CITY OF
TROY
EXIST. WOODS
WOODS
TO REMAIN
PED. PATH
PED. SWALE
TREE REMOVAL LIMITS
CONCEPT PLAN
FOR
CITY GATE (BRIGHTON) 2NVE
" SAVE THE TREES "
FOR A GREEN DESIGN
DATE: 05-15-10
SCALE: 1"=10'

P-2

Department of **Environmental Services**
Monroe County, New York

Maggie Brooks
County Executive

Michael J. Garland, P.E.
Director

June 16, 2010

Terrence G. Slaybaugh
Senior Vice President
Anthony J. Costello and Son Development Company
1 Airport Way, Suite 300
Rochester, New York 14624

Re: Rochester Pure Waters District
Sewerage Capacity for City Gate Development

Dear Mr. Slaybaugh: Terry

As we've discussed, the Rochester Pure Waters District can currently accept the projected wastewater loading of 235,000 gallons per day of average daily flow from full build-out of the proposed City Gate development project. We expect existing District infrastructure, including the Iola Trunk Sewer and Elmwood Avenue Pump Station, will also accommodate peak wet weather flows.

This opinion is based on our recent evaluation of the existing service area. It's possible that future improvements to District facilities may be required depending on your final design proposal and other potential development. We kindly ask that you continue to provide us with updated information as it becomes available.

We look forward to working with you on this important project. If you have any questions or comments regarding this information, please call me at 753-7538 or Kevin Quinn in our Office of Development Review at 753-7652.

Sincerely,

Jason R. Kennedy, P.E.
Chief of Engineering & Facilities Management

c: K. Finnerty, Assistant County Executive
M. Garland, Director
T. Posella, Chief of Technical Operations
B. Putt, Sewer Collection Manager
K. Quinn, Senior Engineer - Pure Waters

Terrence G. Slaybaugh

From: JKennedy@monroecounty.gov
Sent: Tuesday, June 08, 2010 1:18 PM
To: Terrence G. Slaybaugh
Cc: MGarland@monroecounty.gov; TPosella@monroecounty.gov; BPutt@monroecounty.gov; KQuinn@monroecounty.gov; KFinnerty@monroecounty.gov
Subject: Fw: IolaTrunkSewer/Elmwood PS - Reserve Capacity - City Gate

Terry,

Attached below are findings from our most recent evaluation. In short, yes, it appears we can accommodate the projected hydraulic loading of 235,000 gallons per day (gpd) of average daily flow (adf) from full buildout of CityGate in both our Iola Trunk Sewer and Elmwood Avenue Pump Station. Assuming some conservative peaking factors, it appears we can also accommodate peak wet weather flow rates. Some improvements to the station (bigger pumps) may be necessary to address the most severe wet weather loading scenarios. But its premature to say for sure at this point.

This opinion is based on our understanding of the system; current contributing flow/development in the area; limited flow monitoring data; and best design practices. In other words, its good for planning purposes (read "disclaimer"). However, we'll want to revisit it as you get more details throughout the design process.

Please let us now if you need anything else at this point.

Regards,
JK.

Jason R. Kennedy, P.E.
Chief of Engineering and Facilities Management
Monroe County Department of Environmental Services
50 West Main Street, Suite 7100
Rochester, New York 14614-1228
E-Mail: jkennedy@monroecounty.gov
Phone: 585 753-7538 Mobile: 303-5506 Fax: 324-1226

— Forwarded by Jason Kennedy/DES/Monroe on 06/08/10 01:01 PM —

Kevin Quinn/DES/Monroe

06/08/10 09:35 AM

To Jason Kennedy/DES/Monroe@Monroe

cc Tom Posella/DES/Monroe@Monroe, Bill Putt/DES/Monroe@Monroe, Robert Tyndall/DES/Monroe@Monroe, John Palermo/DES/Monroe@Monroe, Glenn Kaiser/DES/Monroe@Monroe

Subject IolaTrunkSewer/Elmwood PS - Reserve Capacity - City Gate

Based on flow metering upstream of the Elmwood Pump Station over the past week, there is adequate reserve capacity in the Iola Trunk Sewer during dry weather conditions to accommodate additional flow from City Gate. In the past week, there was one day with significant rainfall that was monitored. This was on Sunday, 6/6/2010, where flow in the Iola Trunk Sewer peaked approximately three times (3x) the dry weather flow and the level in the trunk sewer upstream of Elmwood Avenue was measured at 12.8" in the 20" PVC pipe. In wet weather conditions, the additional flow from the City Gate project will cause flow levels in the Trunk Sewer to reach and exceed at least three-quarters full-pipe capacity in the limited stretches in the Iola Trunk Sewer.

In addition to the Trunk Sewer, the Elmwood Ave PS has the ability to handle the additional flow in dry weather conditions from City Gate. In dry weather the lead pump currently operates at a rate of 600 to 800 gpm. The lead pump at 100% is able to pump at approximately 1400gpm and both lead and lag pumps at 100% can discharge at about 1900gpm. With the estimated additional flow from City Gate, the influent rate into the pump station should remain below the 1400 gpm in dry weather. However, during extreme rain events, the PS may surcharge into the Iola Trunk Sewer. Additional flow from City Gate may exacerbate this situation. During

ıe rain event on 6/6/2010, both pumps at Elmwood were operating at 100% (1900gpm) for about an hour to keep up w/ the influent ɔw. During that time the level in the wet well did rise 1.0' higher than the typical level, but stayed below the high water alarm level. t is estimated that the peak flow with the additional flow from City Gate will exceed the 1900gpm+/- maximum pumping capacity of lmwood Ave Pump Station.

he following is a very brief summary of the flow monitoring over the past week as well at the Iola Trunk Sewer pipe capacity and lmwood PS operating levels.

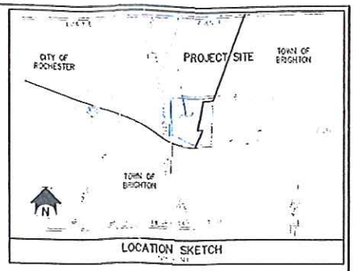
	IOLA TRUNK SEWER			
	DRY Weather Flow (5/29-31/2010, 6/2-4/2010)		WET Weather Flow (6/6/2010 1.41" Rain)	
	Average Flow	Peak Flow	Average Flow	Peak Flow
J"PVC (18.5"I.D.) Iola Trunk Sewer - Flow Meter ata	0.145MGD	280 gpm	0.347MGD	709gpm
rojected City Gate Flow (3.0 Peaking Factor)	0.235MGD	490 gpm	0.235MGD	490gpm
otal Projected Flow in Iola Trunk Sewer	0.380MGD	749 gpm	0.582MGD	1199gpm
imited Cap in IOLA TRUNK SEWER	2.345MGD	1629gpm	2.345MGD	1629gpm
; Iola Ful-Pipe Iola Trunk Consumed w/ City Gate	16%	45%	25%	74%

	ELMWOOD PUMP STATION			
	DRY Weather Flow (5/29-31/2010, 6/2-4/2010)		WET Weather Flow (6/6/2010 1.41" Rain)	
	Average Flow	Peak Flow	Average Flow	Peak Flow
lmwood PS Cumulative Metered Influent	0.471MGD	712gpm	1.121MGD	1900-2400 gpm
rojected City Gate Flow (3.0 Peaking Factor)	0.235MGD	490gpm	0.235MGD	490gpm
otal Projected Flow in PS	0.706MGD	1201gpm	1.356MGD	2390-2890 gpm
urrent Elmwood PS Operating Levels	0.560MGD	1400gpm	0.560MGD	1900gpm
; Pumping Capacity w/ Projected City Gate Flow		86%		125%-152%

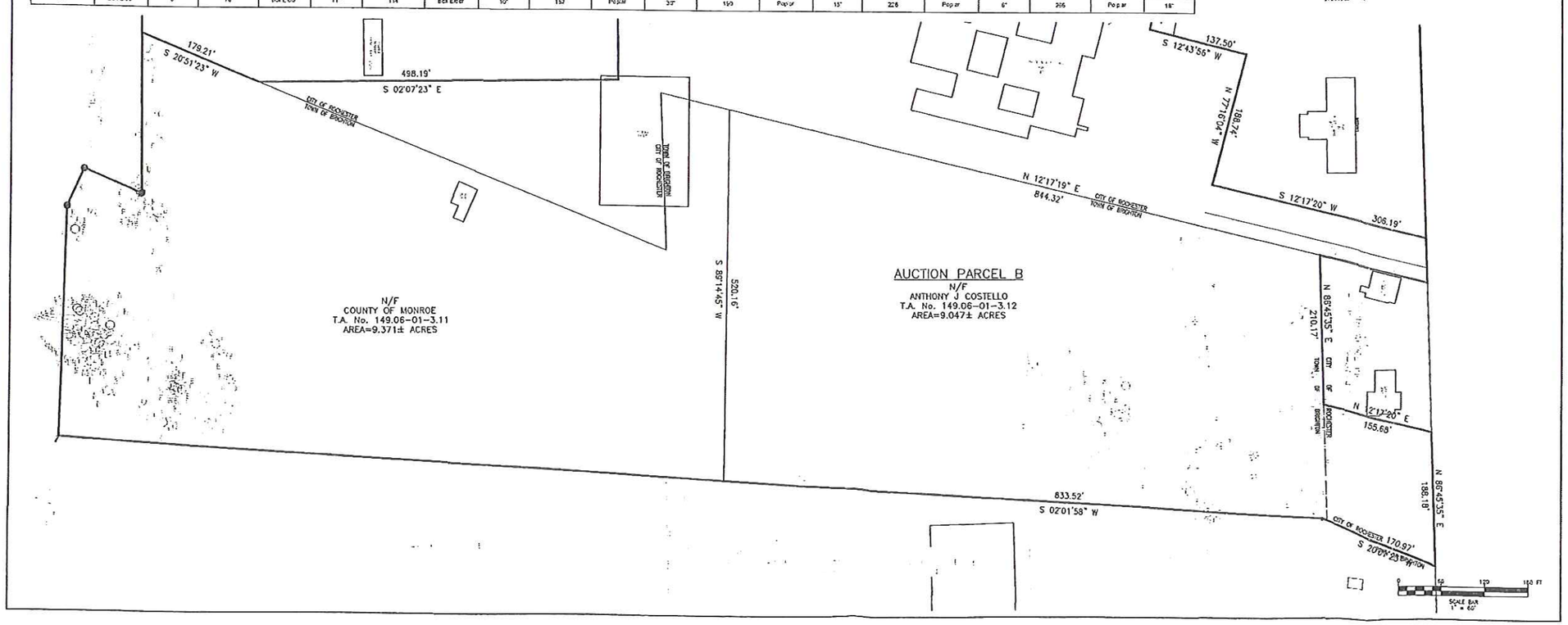
evin Quinn
ICPW - Office of Development Review
h# (585) 753-7652
ax# (585) 324-4257

CITY GATE - TREE INVENTORY

TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.	TREE ID No.	SPECIES	D.B.H.
1	Box Elder	10"	39	Box Elder	6"	77	Box Elder	10"	115	Boxelder	8"	153	Poplar	15"	191	Poplar	12"	229	Poplar	8"
2	Box Elder	18"	40	Box Elder	6"	78	Box Elder	8"	116	Boxelder	8"	154	Poplar	10"	192	Poplar	10"	230	Poplar	15"
3	Box Elder	10"	41	Box Elder	6"	79	Box Elder	6"	117	Poplar	18"	155	Poplar	30"	193	Poplar	12"	231	Poplar	8"
4	Box Elder	8"	42	Box Elder	5"	80	Box Elder	6"	118	Poplar	15"	156	Poplar	10"	194	Poplar	10"	232	Poplar	8"
5	Box Elder	6"	43	Box Elder	6"	81	Box Elder	6"	119	Poplar	8"	157	Poplar	8"	195	Poplar	10"	233	Poplar	15"
6	Box Elder	10"	44	Box Elder	8"	82	Box Elder	6"	120	Poplar	8"	158	Poplar	30"	196	Poplar	8"	234	Poplar	15"
7	Box Elder	10"	45	Box Elder	12"	83	Box Elder	6"	121	Poplar	8"	159	Poplar	8"	197	Poplar	10"	235	Poplar	15"
8	Box Elder	10"	46	Box Elder	12"	84	Box Elder	8"	122	Poplar	20"	160	Poplar	8"	198	Poplar	10"	236	Poplar	10"
9	Box Elder	8"	47	Box Elder	10"	85	Box Elder	6"	123	Poplar	12"	161	Poplar	8"	199	Poplar	20"	237	Poplar	12"
10	Box Elder	8"	48	Box Elder	6"	86	Box Elder	6"	124	Poplar	6"	162	Poplar	12"	200	Poplar	15"	238	Poplar	12"
11	Box Elder	12"	49	Box Elder	10"	87	Box Elder	6"	125	Poplar	10"	163	Poplar	12"	201	Poplar	6"	239	Poplar	18"
12	Box Elder	8"	50	Box Elder	6"	88	Box Elder	6"	126	Poplar	10"	164	Poplar	30"	202	Poplar	8"	240	Poplar	10"
13	Box Elder	6"	51	Box Elder	6"	89	Box Elder	8"	127	Poplar	12"	165	Poplar	24"	203	Poplar	6"	241	Poplar	10"
14	Box Elder	8"	52	Box Elder	8"	90	Box Elder	6"	128	Poplar	12"	166	Poplar	15"	204	Poplar	12"	242	Poplar	15"
15	Box Elder	6"	53	Box Elder	10"	91	Box Elder	10"	129	Poplar	10"	167	Poplar	30"	205	Poplar	12"	243	Poplar	10"
16	Box Elder	6"	54	Box Elder	10"	92	Box Elder	8"	130	Poplar	15"	168	Poplar	24"	206	Poplar	12"	244	Poplar	12"
17	Boxelder	5"	55	Boxelder	8"	93	Boxelder	8"	131	Poplar	20"	169	Poplar	36"	207	Poplar	10"	245	Poplar	10"
18	Box Elder	5"	56	Box Elder	10"	94	Box Elder	8"	132	Poplar	15"	170	Poplar	12"	208	Poplar	18"	246	Poplar	12"
19	Box Elder	6"	57	Box Elder	5"	95	Box Elder	8"	133	Poplar	12"	171	Poplar	6"	209	Poplar	6"	247	Poplar	12"
20	Box Elder	6"	58	Box Elder	10"	96	Box Elder	10"	134	Poplar	18"	172	Poplar	12"	210	Poplar	6"	248	Poplar	18"
21	Box Elder	5"	59	Box Elder	6"	97	Box Elder	10"	135	Poplar	10"	173	Poplar	10"	211	Poplar	6"	249	Poplar	15"
22	Box Elder	5"	60	Box Elder	6"	98	Box Elder	6"	136	Poplar	8"	174	Poplar	12"	212	Poplar	15"	250	Poplar	10"
23	Box Elder	8"	61	Box Elder	5"	99	Box Elder	8"	137	Poplar	10"	175	Poplar	8"	213	Poplar	6"	251	Poplar	10"
24	Box Elder	6"	62	Box Elder	8"	100	Box Elder	8"	138	Poplar	8"	176	Poplar	30"	214	Poplar	12"	252	Poplar	30"
25	Box Elder	6"	63	Box Elder	8"	101	Box Elder	6"	139	Poplar	12"	177	Poplar	24"	215	Poplar	18"	253	Poplar	10"
26	Box Elder	6"	64	Box Elder	8"	102	Box Elder	6"	140	Poplar	12"	178	Poplar	8"	216	Poplar	12"	254	Poplar	10"
27	Box Elder	6"	65	Box Elder	8"	103	Box Elder	6"	141	Poplar	12"	179	Poplar	10"	217	Poplar	18"	255	Poplar	12"
28	Box Elder	6"	66	Box Elder	8"	104	Box Elder	6"	142	Poplar	12"	180	Poplar	14"	218	Poplar	6"	256	Poplar	28"
29	Box Elder	6"	67	Box Elder	6"	105	Box Elder	18"	143	Poplar	12"	181	Poplar	6"	219	Poplar	12"	257	Poplar	15"
30	Box Elder	5"	68	Box Elder	12"	106	Box Elder	10"	144	Poplar	12"	182	Poplar	15"	220	Poplar	18"	258	Poplar	6"
31	Box Elder	6"	69	Box Elder	12"	107	Box Elder	10"	145	Poplar	15"	183	Poplar	12"	221	Poplar	10"	259	Poplar	24"
32	Box Elder	6"	70	Box Elder	6"	108	Box Elder	10"	146	Poplar	28"	184	Poplar	8"	222	Poplar	8"	260	Poplar	10"
33	Box Elder	10"	71	Box Elder	15"	109	Box Elder	15"	147	Poplar	24"	185	Poplar	6"	223	Poplar	10"	261	Poplar	12"
34	Box Elder	10"	72	Box Elder	6"	110	Box Elder	15"	148	Poplar	10"	186	Poplar	20"	224	Poplar	12"	262	Poplar	15"
35	Box Elder	8"	73	Box Elder	10"	111	Box Elder	15"	149	Poplar	30"	187	Poplar	15"	225	Poplar	6"	263	Poplar	20"
36	Box Elder	6"	74	Box Elder	10"	112	Box Elder	10"	150	Poplar	20"	188	Poplar	6"	226	Poplar	18"	264	Poplar	12"
37	Box Elder	6"	75	Box Elder	8"	113	Box Elder	10"	151	Poplar	8"	189	Poplar	12"	227	Poplar	8"	265	Poplar	18"
38	Box Elder	6"	76	Box Elder	11"	114	Box Elder	10"	152	Poplar	30"	190	Poplar	15"	228	Poplar	6"	266	Poplar	18"



LOCATION SKETCH



citygate
Anthony J. Costello & Sons Development, Spencer, LLC

E. Henrietta Road &
Westfall Road
City of Rochester
County of Monroe
State of New York

Anthony J. Costello & Sons Development

Bergmann associates

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Rochester, New York 14614
585.232.5135 / 585.232.4652 fax

Engineers / Architects / Planners / Surveyors

REVISIONS

NO.	DATE	DESCRIPTION	REV	CHD

NOTE:
Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145, Section 7209

EXISTING TREE SURVEY

Project Manager	B. Nims
Designed by	B. Nims
Drawn by	C. Drexel
Checked by	B. Sellers
Date	6" = 60'
Project Number	7354.02
File Name	M:\JOBS\7354.02 Anthony J. Costello & Sons\Survey\7354_TreeSurvey.dwg

TS01

1 of 1