

July 6, 2026

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

Re: Powder Mills Apartments – Special Use Permit Supplemental Information

Dear Board Members:

On behalf of RYCO Management, Fisher Associates is pleased to submit this supplemental information regarding the application for a Special Use Permit for the proposed residential development located at 1151 Pittsford-Victor Road.

Our team has made design changes to the Site Plan and the building architecture in response to constructive feedback from the Town Board, Planning Board, Conservation Board, Town staff, and the general public. In summary, we are pleased to address the following comments.

1. **Building Height & Density:** The Town Code includes a 40' maximum building height restriction. Modifications were made to the building to include a maximum ridge height of 38'-6" from the first floor finished floor - resulting in a building height of 40' when measured from grade. This was accomplished while still retaining the neighborhood character of sloped roof and while still allowing for condensers and mechanical systems to be hidden on the rooftop.

The Town's Mixed-Use Zone regulates development density through building height, a Floor Area Ratio (FAR), and a Lot Coverage Ratio. The revised project now complies with all three of those regulations (Height is 40' vs 40' maximum by code; FAR is 40% vs 50% maximum by code; and Lot Coverage Ratio is 54% vs 75% maximum by code).

2. **Architectural Design & Massing:** At key visible locations, including the project entry at Pittsford-Victor Road and at the building entry at the west end of the building, gambrel roofs were introduced to lower the eave height to the top of the second story and to reduce the scale of the vertical wall height. Dormers were added to maintain natural light into these apartments, and to break up the roof face. At key southeast and southwest corners of the building the brick veneer was extended to the full height of the building, vertical variation in the façade was emphasized.

The main building entrance was simplified with a "lighter" sloped canopy over the vestibule. A section of gambrel roof was included above to the doors to reduce the scale.

Building materials have been called out to include brick veneer, fiber cement clapboard, and asphalt architectural shingles.

The western garage buildings were combined from two, 6-bay buildings to one, 8-bay building. A fenced-in area for trash pick-up was added.

3. Buffer Area: Several modifications have been made to the Site Plan in response to minimizing the impact of the project on adjacent neighbors and respecting the 50' setback/buffer. The proposed redesign meets the Town Code's buffering purpose to "to separate or screen one zoning district or use from another zoning district". It should be noted that the Town's Comprehensive Plan recommends that both the residentially zoned area between the site and Park Road, and the project site itself, both be considered within the same mixed-use character area.

Specific Buffer Area modifications include:

- 9 Proposed parking spaces were removed from the 50' Buffer Area.
 - 13 Existing parking spaces that are currently within 50' Buffer Area were also removed.
 - 3 Existing parking spaces remain at the western edge of the site, adjoining the existing parking on the adjacent property.
 - Approximately 70% of the proposed emergency access and driveway on the north side of the buildings is built on existing paved parking areas. Only a minimal portion of the proposed driveway will be built over existing lawn.
 - The eastern garage building was moved away from the Buffer Area so that the garage's associated driveway can be out of the Buffer Area - and to increase the size and shape of the buffer/open space.
 - The fence along property line was realigned behind the property at 198 Park Road in order to keep it higher on the slope and create a taller buffer.
 - The amenity area surrounding the large, retained Locust Tree was enlarged and better defined.
4. Pocket Parks & Amenity Areas: The current Site Plan improves the location, connectivity and size of open spaces and amenities. Four basic amenity spaces are created.
 - Neighborhood amenity area central to the site in a semi-public location with opportunities for a fire-pit, seating, picnicking, grilling, and lawn games.
 - Passive open space area that has trail access, landscaping and bench seating surrounding the storm water mitigation area (including raingardens, bio-swales, and habitat enhancements).
 - A trailway connection between the residences and the entrance to Powder Mill Park.
 - The "public realm" space created by the new entry "street", sidewalks, porch stoops and entry plaza.
 5. Parking: The total number of on-site parking spaces within the project site is now 47. This provides approximately 1.2 spaces per unit. ITE standards, that the Town's Code references, suggest 1.28 spaces per unit. ITE's Parking Generation Manual (PGM) recognizes that parking demand in urban/mixed-use areas is typically lower than in isolated sites, and it includes context-sensitive rates for suburban centers. While the 1151 Pittsford-Victor Road site is designed to be a standalone development with proportionate parking for the proposed residential units, if the final market demand exceeds that, then a shared parking arrangement with the adjacently controlled property can be considered. The Town Code offers the ability to reduce off-street parking by 10% if conditions are met for shared parking.

Parking demand could fluctuate over the course of the Town's mixed-use development area. The concept of not overbuilding parking is consistent with the intent of the Mixed-Use Zone and the Comprehensive Plan.

Sidewalk and striping modifications were added to improve pedestrian connectivity between the proposed housing, offices and potential shared parking.

6. Traffic: The traffic assessment submitted with the Special Use Permit Application accounts for existing traffic flows only. The assessment notes that historical increases in volumes for this section of Pittsford-Victor Road shows very little growth.

Regardless of future or planned real estate development in the corridor, the traffic assessment submitted was a trip generation comparison of our site's existing use, compared to our site's proposed use. The assessment shows a difference between the existing office use and the apartment use to be a net decrease in traffic during weekday AM and PM peak hours from an existing maximum of 37 vehicles per hour to a proposed maximum of 21 vehicles per hour. A marginal daily increase of less than 60 trips is spread more evenly over the 24 hour day. It was concluded that the proposed apartments would have no impact on traffic flow and operations - whether it is being compared to an existing condition, or to a future condition.

7. Snow Removal: Snow storage areas have been identified on the Site Plan. The Landscape Plan will be designed to accommodate snow placement in these areas.

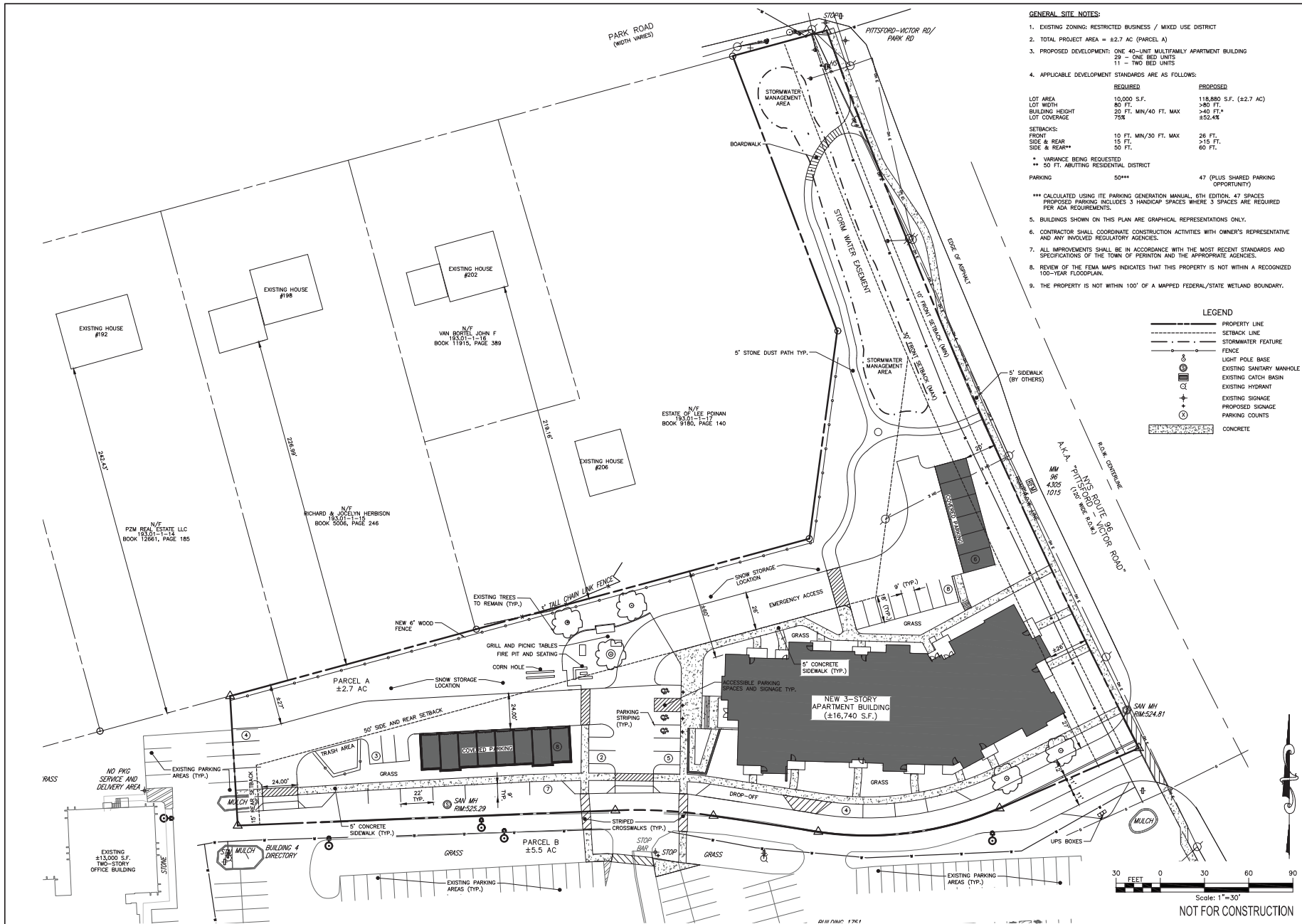
We look forward to presenting the details of our changes and answering your questions at your July 20, 2026 Town Board Meeting. Please reach out at any time to discuss the project, offer comments, ask questions, or request additional information. Thank you in advance for your consideration.

Sincerely,
Fisher Associates



Don Naetzker, AICP, RLA
Fisher Associates

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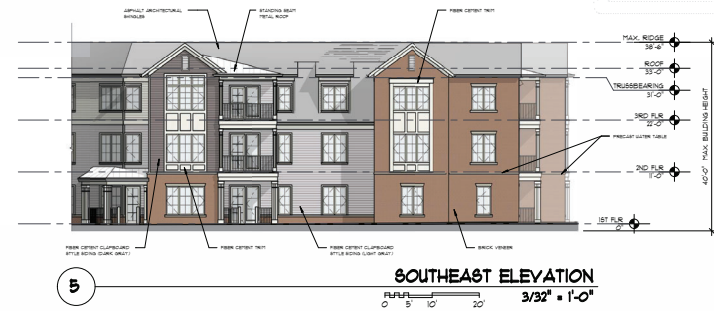
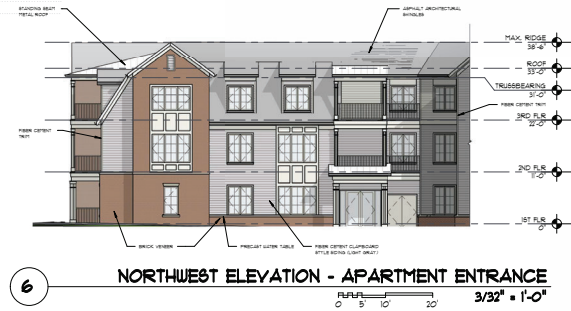
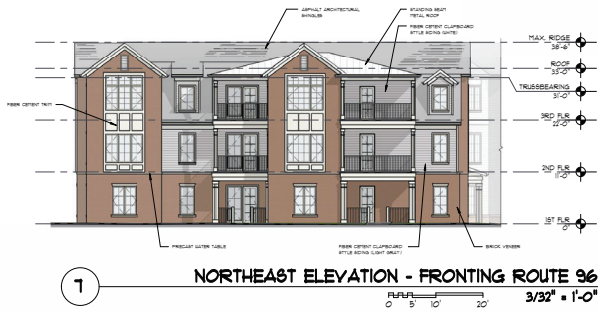


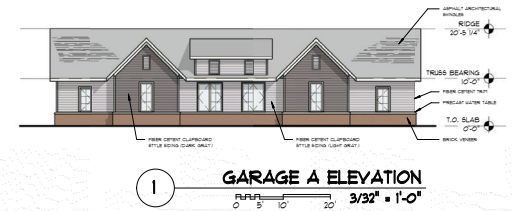
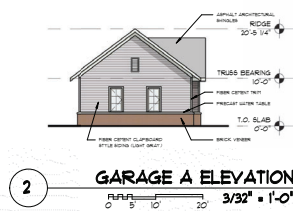
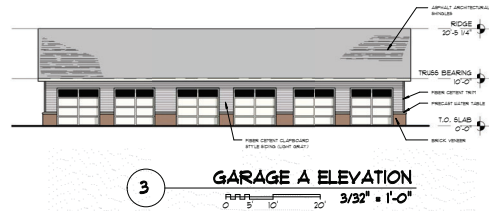
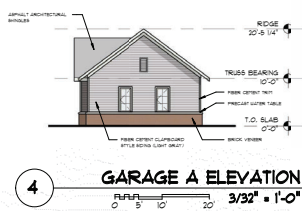
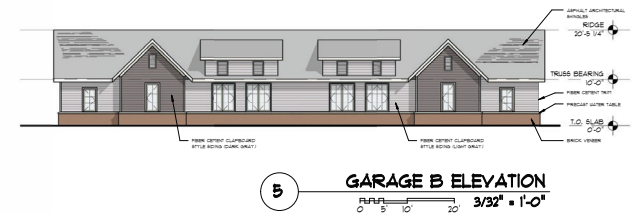
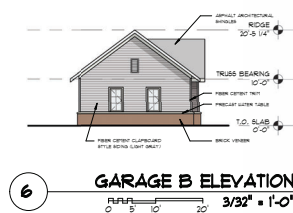
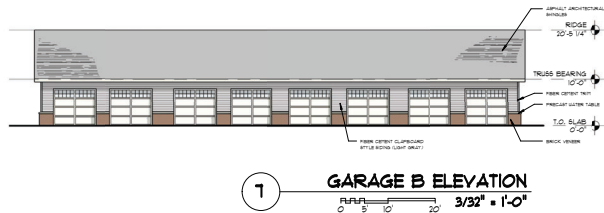
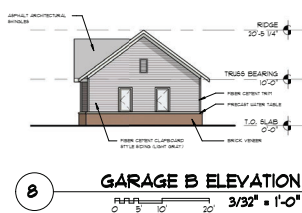
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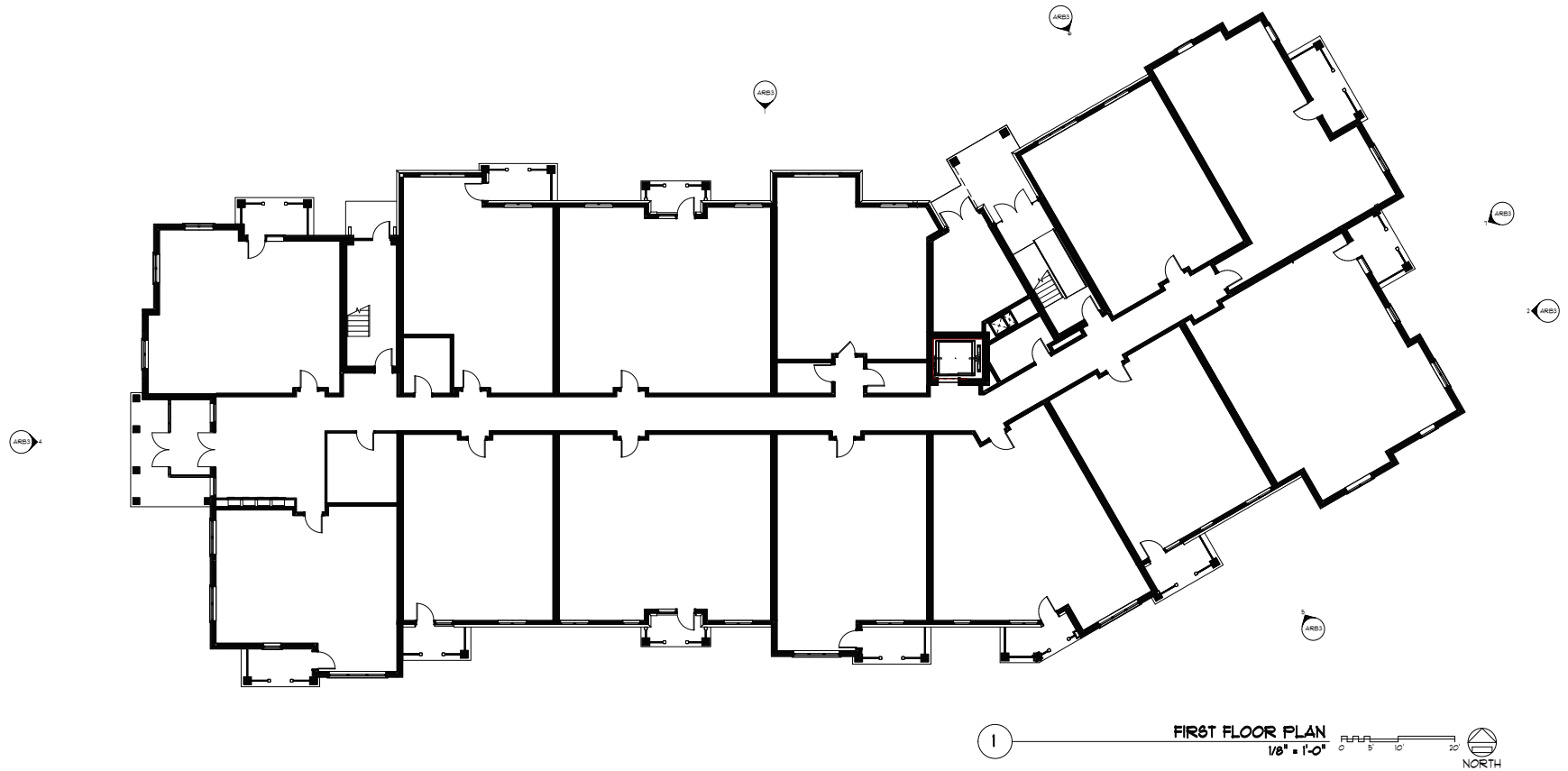




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DATE/TIME: 7/7/2020 11:45:00 AM
USER: William Houtlander



CONCEPTUAL LANDSCAPE PLAN

- Existing Trees to be Preserved
- Proposed Canopy Trees
(ie. Oak, Maple & Beech)
- Proposed Coniferous Trees
(ie. Spruce, Hemlock & Pine)
- Proposed Flowering Trees
(ie. Crab Apple, Redbud & Cherry)
- Proposed Shrubs
(ie. Rhododendron, Holly, Viburnum & Burning Bush)
- Stormwater Mitigation Area Planted with wetland Species
(ie. Red-STEMMED Dogwood, Red maple, Grasses & Emergents)

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORMWATER FEATURE
- FENCE
- LIGHT POLE BASE
- EXISTING SANITARY MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING SIGNAGE
- PROPOSED SIGNAGE
- PARKING COUNTS
- CONCRETE

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CONCEPT SITE PLAN	DESCRIPTION: PER TB & PB INPUT	REV: 1
DRAWING NO. C100	SHEET 1 OF 3	

