



July 13, 2026

Mr. Kenneth Rainis
Chairman, Perinton Board of Conservation
1350 Turk Hill Rd
Fairport, NY 14450

Re: Proposed 5-Story Multi-Family Development
The Place at WillowBrook
1407 & 1451 A/B/C/D Pittsford Victor Rd
Town of Perinton

Dear Kenneth,

We are writing to address questions received from the Conservation Board in a letter dated 7/8/2026, to clarify details regarding SEQR. This should enable the Conservation Board to make their recommendation to the Planning Board. The following items are presented and discussed in no order:

- Proposed Stormwater Conveyance

WillowBrook Park, as well as many other office projects within the Town of Perinton, were built in an era prior to the implementation of modern stormwater pollution and prevention regulations and practices. As a result, it is in the interest of the Town to try whenever possible to reduce the impact that older projects have on the surrounding waterways. A benefit that this proposed project would provide to the community is the implementation of modern stormwater management facilities that would treat and detain runoff, not only from newly proposed impervious areas, but also providing treatment for areas that previously conveyed rainwater directly into the existing stream.

Included below are sections of the SWPPP (Storm Water Pollution Prevention Plan) and Engineering Report written by Marathon Engineering. These are intended to provide a summary of the changes to existing conditions, proposed stormwater practices, and the expected environmental impacts. Physical and digital copies of the SWPPP and Engineering Report have been provided to the Town Board for their records and review, with full calculations and models.

Going the distance for you.

- **Existing Conditions:** *"The existing site is currently developed with open space, buildings, concrete and asphalt, and 1.12 acres of impervious coverage within the work limit line (4.7± acres). The existing stormwater for the project area discharges directly to a tributary to Irondequoit Creek without treatment." ... "The proposed development will increase the impervious area within the work limit line from 1.12 acres to 1.98 acres."* – Preliminary/Final Engineering Report 06/12/2026
- **Applied Practices:** All proposed impervious areas are directed to a pollution prevention practice to attenuate runoff rates which reduce downstream erosion and filter sediment and other pollutants from runoff prior to discharge. The project proposes the use of two Bio-Infiltration areas which provide both storage in large events and filtration. There is also the proposed use of a stormwater quality unit. Details for the design and placement of these practices are provided in the Plan Set and SWPPP.
- **Pre/Post Stormwater Rates:** The table below shows the modeled flows in major storm events. Post construction, there will be a reduced volume of runoff delivered to the stream in major events reducing the risk of erosion. – SWPPP dated 07/12/2026

Stormwater Flows Summary			
<i>Event</i>	<i>Existing</i>	<i>Proposed w/ BMP</i>	
	Peak (cfs)	Peak (cfs)	Peak Reduction
10-Year (Qp)	0.24	0.02	92%
100-Year (Qf)	4.86	4.64	5%

- Building Height

Max height for buildings is 40 feet, with the Planning Board empowered to waive and modify restrictions should they find that a rationale for relief can be provided, and that the Board agrees that the project will have a positive impact on the community regarding Town planning (§304.a.6.7).

It should be noted that in 2025, the Planning Board reviewed this project during the change of zoning and at that time a building height of 55 feet was considered and conceptually approved.

Today, the current plans and Engineering Report list the max height of the building as 67 feet. This is 12 feet higher than what was presented to the Board last year. The change in elevation between the previous and current submission is as follows:

- Building height is calculated per Perinton Town Code (§208-8) and is as follows:

The vertical distance measured from the elevation of the average finished grade to the highest point of the roof. The average finished grade is determined by drawing a rectangle around the footprint of the structure, identifying the midpoints of each side, and finding the average elevation of the four midpoints.

The previous proposal had not been fully designed; the grading and height of the building was approximated at the front entrance to the top. The height of the building, if measured at the grade of the existing private drive, would be consistent with the previously-presented building.

- The building has been shifted further northward to facilitate the inclusion of the secondary access road and vehicular routing with focus on amenities and recreation activities with Building 200.
- With regard to the impact of the additional building height on the local viewshed:
 - An existing building within the park is higher in overall elevation due to existing grade as shown on the project cross section. This existing building currently cannot be seen from the surrounding residential neighborhoods due to the change in elevation and the vegetation that blocks sightlines to the park from public spaces. The proposed building will also be shielded from sight by these same features and will not impact the visual aesthetic of surrounding homes.
 - If the project was required to reduce the height of the building to 40 feet, this could only be accomplished by either increasing the footprint of disturbed land and the amount of impervious area, or by reducing the number of units making the project non-viable. This would increase the volume of new stormwater runoff generated by the project and result in an increase in the required sizes of stormwater infrastructure, and the lessening of open space on the property overall.

- Traffic Analysis

The addition of residences is always anticipated to add vehicle trips to and from the project. A Trip Generation Study was performed on behalf of this project by Passero Associates. In that analysis the project was compared to the previously-approved Site Plans which featured a 30,000 SF office building (this previous project was approved but never constructed). Compared to the previous project, there is an expected increase in 75 trips at the peak hour.

Under New York State Department of Transportation's regulations, any additional peak hour trips under 100 are insignificant to the function of a roadway or intersection and does NOT prompt the need for a traffic study. No improvements to the existing signalized intersection are required because of this project.

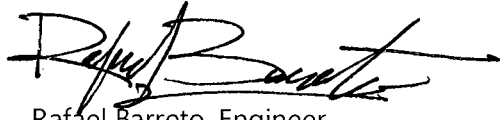
The proposed secondary access does provide several positives for day-to-day operation of the building.

- While secondary access does not lower the overall number of trips expected, it does alter the expected distribution of trips and would lower the number of trips entering/exiting the existing intersection.
- The Pittsford Central School District has reviewed this proposal and commented that access would improve safety for pickup/drop off routes that would service the apartments.
- The existing office park currently only has a single ingress/egress point. Therefore, the ease of access for larger vehicles provided by secondary access would also extend to emergency vehicles ability to service not only the proposed building but the remainder of the park.

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07/13/2026

We look forward to discussing this project further as we continue forward with the Planning Board.
Please do not hesitate to contact our office with any questions or to discuss any issues.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Rafael Barreto', with a long horizontal stroke extending to the right.

Rafael Barreto, Engineer

MARATHON ENGINEERING

cc: