



September 11, 2026

Lori Stid
Town of Perinton
1350 Turk Hill Rd
Fairport, NY 14450

Re: Response to DPW Comments
The Place at WillowBrook
Prelim/Final Site Plan Approval
Town of Perinton, Monroe County

Dear Lori,

On behalf of our client, The Place at WillowBrook, we are submitting this letter addressing each comment received from the Town of Perinton Department of Public Works.

DPW COMMENTS – 07/10/2026

ENGINEERING

1. *This project is considered an unlisted SEQR action. The DPW has reviewed the EAF provided with the application and has no concerns.*

Acknowledged.

2. *The westerly portion of this project is located within a Pedestrian Zone as noted in Town Code§ 208-28B (Park PED Zone #16). As such, the project will be required to make a contribution in the amount of \$12,676.00 to the Town sidewalk fund (NYS Route 96 frontage: 507.04' x \$25/LF = \$12,676.00).*

Acknowledged.

3. *This project will require a letter of credit that includes the value of sanitary sewer construction, erosion and sediment control, stormwater management facilities, dumpster enclosures, signage, pavement markings, lighting and landscaping. Provide an estimate to the Town Engineer for review.*

Acknowledged.

**for full comment text see original letter*

Going the distance for you.

4. *The sewer main serving WillowBrook has a low point near a manhole at the intersection of Route 96 that results in solids accumulating within the pipe immediately upstream and downstream of the manhole. The Town Sewer Department has managed this concern through a regular flushing and cleaning program. With the proposed development adding over 15,000 gallons per minute effluent into this existing problem area, resulting in a greater potential for backups and a more difficult, frequent flushing and cleaning effort. DPW would like to discuss with the applicant the installation of a sanitary sewer bypass for WillowBrook that would eliminate this issue and provide the opportunity to connect the future development parcel in the future. Contact the Town Engineer to discuss.*

Acknowledged.

5. *In the engineering report Appendix 1 Sanitary Sewer Data, maximum feasible flow should be computed for the proposed 6" SDR-35 lateral not an 8" at 0.4%. (For comparison to the 8" sewer main, contribution from all of WillowBrook would need to be computed and compared to the incremental increase from the proposed apartment).*

The report has been revised; 6" SDR-35 at 1.4% has adequate capacity for the calculated flows.

6. *The DPW requests the following be addressed prior to submitting final plans for signature:*
- a. *On Dwg V 1.0, there are labels for two (2) storm easements that make a reference to "Ref. #8" that is not shown on the plans. Also, the existing sanitary sewer depths and invert elevations shown on this drawing do not match the record drawings or what was measured by the DPW staff in the field. Please confirm the correct elevations.*

A list of map references have been added to sheet V1.0. Sanitary sewer elevations have been field verified and shown on the plan.

- b. *On Dwg V 1.1, revise clear and grub note to state " ... to be removed" instead of " ... to remain".*

This has been revised as required.

- c. *On Dwg C1.0, lot area calculation should be SF not AC. Also, max building height should be tied to the planning board waiver requirement note with an asterisk. Show/label Woodcliff Drive and WillowBrook Drive on the plan.*

This has been revised as requested.

- d. *On Dwg. C2.0, stone cobbles are shown between the proposed concrete sidewalk and the proposed surface level parking spaces for the apartment. This area will be either a retaining wall or exposed parking garage face. Please clarify.*

Cobble ground cover is on top of the garage deck. Surface styles and notes will be further revised to clarify materials on sheet C2.0.

- e. *On Dwg C2.0, please confirm whether ADA spaces will be provided adjacent to the proposed apartment building, or if they are only available in the parking garage and rear of building 200.*

ADA spaces are proposed inside the garage of the proposed building and at the new entrance of Building 200. Two additional spaces have been added at surface parking for the residential building.

- f. *On Dwg C2.0, please show/label the areas that will be used for snow storage.*

Labels have been added on sheets C2.0 and C2.1.

- g. *For the signature block used on the plans, please revise the signature for the "Town Attorney" to say "Planning Board Attorney".*

This has been revised as required.

- h. *On Dwg C3.0, please add a note to state that all storm sewer pipe and structures constructed with this project shall remain private.*

A note has been added on sheet C3.0.

- i. *On Dwg C3.0, show connection of upper parking area/parking garage to main storm sewer system.*

Connection to the interior storm sewer is shown on sheet C3.0. Note included instructions for coordination with MEP drawings.

- j. *On Dwg C3.0, OCS-1.0 is shown as 3' square, however the detail calls out 2' square. Please confirm.*

The detail on C7.1 has been revised to reflect correct structure size.

- k. *On Dwg C3.1, provide timber rail across the bridge.*

The timber guide rail has been added and noted on sheet C1.0. Detail noted on sheet C7.0.

- l. *On Dwg C3.1, consider relocating Bio Retention 2 down the slope to allow both the upland drainage basin and future development area near Route 96 to be treated and attenuated.*

Relocating the area into steeper slopes would require the use of fill and compaction which may compromise the infiltrating properties of the natural soil. The project proposes the use of smaller practices allowed in re-development to provide treatment and detention to the future development area. Said practice is proposed assuming a conservative amount of impervious area and runoff as well as a conservative infiltration rate.

- m. On Dwg. C4.0 & C4.1, confirm location of topsoil stockpile and show surrounded with silt fence per NYSDEC standards. Provide a construction sequence that clearly identifies how the proposed roadway fill will be stabilized prior to being paved to ensure no sediment washouts occur into the stream. Show rolled erosion fabric on the new roadway slopes as well as silt fence.*

This has been added on sheet C4.1

- n. On Dwg. C6.0, confirm whether gutters adjacent to proposed crosswalk need to be replaced to meet ADA and provide detectable warning fields.*

A note detailing alteration to gutters at crosswalk has been added, as well as the addition of detectable warning fields.

- o. On Dwg C6.0, light poles are proposed with a 19' mounting height, while the Town standard is 16' max. If existing WillowBrook Office Park lights are 19', Planning Board may consider waiving the 16' maximum height requirement.*

The height of the existing poles has been confirmed to be 19'. Proposed light poles have been revised to 16' and the lighting contours updated.

- p. On Dwg. C6.1, confirm lights are not required at the sag curve over the culvert crossing, as the headlight sight distance will be reduced with the proposed 100' vertical curve. Also, the tree planting table should show total amount of each plant identified on the plans.*

Referencing the AASHTO 2018 Highway Design Manual, a 100' sag vertical curve with the proposed difference in grades and a design speed of 10mph meets the stopping sight distance requirements and the headlight distance requirements as a result. Signs indicating speed limit will be added to the plans.

- q. On Dwg. C7.0, the retaining wall detail shows a 12'6" tall retaining wall, however the plans call for 6' maximum height. Please clarify.*

The detail has been revised to refer to the plans for wall height. A note has been added instructing contractors that a stamped shop drawing must be provided prior to final approval of plans.

- r. *On Dwg. C7.1, eliminate the reference to fernco couplings in detail# 1, as gasketed fittings are required.*

The note on Sheet C7.1, detail #1 has been revised to conform to Town of Perinton construction standards.

- s. *On Dwg. C7.1, provide profiles of bioretention areas that show the full pond from inlet pipe to outfall connection, label water surface elevation for 1, 10 and 100 Yr storm events, emergency spillway elevation, etc. Label details "Bio Retention #1 and #2" to correspond with SWPPP. Provide a construction sequence that protects bioretention areas until upland areas are stabilized and requires deep tilling the bottom surface once cut to grade to restore infiltration properties.*

The sequence has been added to notes sheet. Profiles and storm elevations will be labeled as soon as the infiltration testing is completed.

- t. *On Dwg. C7.1, use Town sanitary sewer detail D31 to show proposed lateral and cleanout with all gasketed fittings (glued joints are not permitted).*

This has been added to sheet C7.1 as detail #13.

- u. *On Dwg. C8.0, confirm what material will be used in the triangle shape between inbound and outbound lanes for the new driveway. Eliminate the proposed "Right Turn Only" sign and install between the inbound and outbound lanes "No Left Turn" (R3-2) and "One Way" (R6-1) signage. Correct note to indicate NYSDOT needs to be contacted regarding survey monument disturbance.*

The median will be concrete with a mountable curb; the layout has been revised to reflect this.

7. *Provide DPW with earthwork calculations to show how the site will balance. Provide compaction schedule on the plans where fill exceeds 2' above existing ground. Testing should be performed at centerline and 5' on either side of centerline at 100' intervals.*

Garage excavation is planned to be trucked off site and is approximately 13,600 cy. The remainder of the site requires approximately 4,000 cy of earthwork and roughly balances compaction. A note regarding testing has been added to the note sheet.

8. *Entry sign shown on C6.0 and C7.3 will need separate planning board approval.*

Separate approval requirements have been noted on sheet C6.0 and C7.3.

9. *DPW would like to discuss with the applicant reducing the downstream runoff rate from the overall site by enhancing the existing stormwater management facility (i.e. replacing the existing dilapidated outlet control structure with one that has a functional low flow orifice and grate).*

The existing structure is proposed to be replaced with a new concrete structure (noted on sheet C6.0) that incorporates a stepped weir. The detail for the proposed outlet control structure is on sheet C7.2. This configuration contains the 1-, 2- and 5-year storms within the existing facility (as modeled) with attenuation for the 1–10-year storm events of roughly 20-25%. Hydrograph modeling of these events is attached to this letter for your review.

10. *The project is proposing to install a 72" corrugated metal culvert to cross a tributary to Irondequoit Creek (class C stream). This will require US Army Corp of Engineers approval prior to obtaining Town signatures on the plans.*

Acknowledged. See revised plans indicating pre-stressed concrete plank as coordinated with the wetland consultants and Army Corps of Engineers application.

11. *DPW offers the following comments on the SWPPP:*

- a. *On page 4 of 21, identify where on the project soil restoration via deep till and compost amendment is proposed. Add note to the plans confirming where this will be required.*

Soils will be restored per HSG A&B specifications on the note sheet. The SWPPP has been revised to reflect aerate and topsoil requirement.

- b. *Analysis should show how the existing site contributes to the analysis point for a more accurate pre/post comparison. Also, drainage area EX-1 does not appear to be generating runoff at lower-level storms despite having 25% impervious surface.*

EX-1 has been split to the developed parking area (EX-1) and remainder of the site (EX-2).

- c. *Proposed drainage area 7S does not appear to be generating any runoff during lower-level storms even with 25% impervious. Also, drainage area for 7S does not appear to be routed to Reach 11 R. Please confirm.*

Drainage areas 7S and 8S have been re-organized to better represent anticipated conditions; the non-impervious area that is not directed to a practice is separated from impervious area.

- d. *On Pre-Development drainage map, correct conflicting flow path linework in EX-1.*

This has been revised as required.

- e. *Total acreage for Reach 11R does not appear to be correct (3.22 ac shown vs 4.13ac per Existing site drainage). Please confirm.*

Modeled routing has been revised. 7S is accurately represented.

- f. *Proposed drainage area 7S shows the use of a drywell. However, the utility plans show this drainage area being routed to a water quality unit with no peak flow attenuation.*

The drywell has been added to the utility plans downstream of the water quality unit and Bio-Retention 2. The model has been updated to reflect this and a detail for the drywell has been added to sheet C7.1.

- g. *Proposed Bioretention Areas 1 and 2 as modeled in HydroCad do not match the details shown on the plans. Please correct and provide DPW with revised output for review.*

This has been revised as required.

- h. *The 3 in/hr infiltration rate for the proposed bioretention areas must be verified with infiltration test at the design elevations. WQ calculations reference Appendix D for testing information, but this information was not included. If testing has not been performed yet, please coordinate with DPW to witness infiltration test.*

Testing has been completed and is included in Appendix N.

- i. *Water Quality volume calculations assume 0.5 in/hr infiltration rate, however analysis for peak flow attenuation of the same practice shows 3 in/hr. DPW would like to further discuss how the proposed bioretention areas are modeled.*

For infiltration bioretention practices the 'k' value is set at 1 ft/day per the design manual. Actual field testing indicates a range of 5-12" in/hr stabilized between the two practices. The hydrocad modeling has been revised to show a conservative value of 1"/hour to ensure that the practices as sized will attenuate the peak flows of the design storms.

- j. *On Post-Development drainage map, remove label for drainage area "7S" from near the underground parking garage area, as this is part of drainage area "6S".*

The "7S" label has been removed from the specified area.

PLANNING

1. *During 2025, the proposed project received a rezoning to Restricted Business, which allows for Mixed Use District uses, and a Special Use Permit for development of a mixed-use property on more than an acre of land.*

Acknowledged.

2. *The proposed project area has been identified in the most recent Comprehensive Plan Update as suitable for a Mixed-Use District land use. The area is the site of 1980s-era office park units that have suffered occupancy decline due to market demand and the popularity of work-from-home initiatives. Redevelopment of existing sites is beneficial to the environment because it reduces sprawl by enhancing currently underutilized sites with new uses that meet current market demand, thereby reducing the need to develop new land elsewhere to meet that same market demand.*

Acknowledged.

3. *The proposed project meets the following goals of the current Comprehensive Plan: 1) Encourage a greater mix of uses, such as commercial and residential development, in areas depicted in the Future Land Use Plan. 2) Market available underutilized buildings and sites for redevelopment, such as office parks along the I-490 and Route 96 corridor. 3) Allow for a mix of housing types, models, and densities. 4) Support the expansion of housing options and developments for seniors.*

Acknowledged.

4. *The proposed project would be in general harmony with the surrounding community's architectural scale and character. The architecture is faithful to the contemporary suburban office park architecture for which Perinton is known, while aligning with modern suburban multi-unit architecture also seen in the Woodcliff Hotel.*

Acknowledged.

5. *The site borders a major commercial area to the south; four-lane state road with a left turn lanes to the north; four-lane federal interstate highway to the southwest and office buildings and Town-designated open space to the east.*

Acknowledged.

6. *The Planning Board may waive the height requirement under § 208-43C(10) of the Town Code. The Town supports a proposed building height exceeding the Town Code standard of 40'. Special circumstances involving site topography would allow for minimal sight impacts for a structure greater than 40' (e.g., the property is bounded by I-490 on the south and Route 96 on the north, which provides a significant topographical buffer to adjacent properties). Line of sight graphic*

representations presented by the Applicant support the premise that view impacts of a structure greater than 40' are insignificant. The top of the proposed residential building is well below the top of other buildings within the office park and will not have any aesthetic impact on surrounding residential properties. Reduction in height of the proposed building to the 40' code standard would result in approximately 30% greater site disturbance to accommodate the same number of units, which would result in additional storm runoff volume and water quality concerns requiring mitigation, as well as further reduction in greenspace.

Acknowledged.

7. *The proposed project would create an additional 95 units of multi-family housing conveniently located near goods, services, and transportation options which will help alleviate housing demand. The Town's owner-occupied units are estimated to be 100 percent occupied and rental units are estimated to be 97.5 percent occupied.*

Acknowledged.

8. *The proposed project meets the ITE Parking Generation Manual (6th edition) for parking spaces as required by the Town Code.*

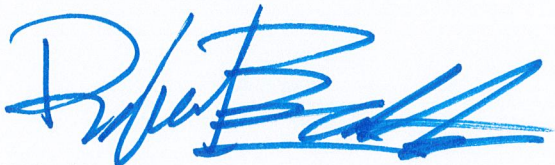
Acknowledged.

9. *Consideration should be given to creating a pedestrian connection to the Town of Victor commercial area southeast of the property, allowing residents to access commercial uses without the use of an automobile.*

Acknowledged.

Please do not hesitate to contact our office with any questions.

Respectfully submitted,



Rafael Barreto
MARATHON ENGINEERING