

Village of Pittsford
PLANNING AND ZONING BOARD OF APPEALS
Special Meeting – July 10, 2013 at 7:00 PM

PRESENT:

Chairperson:	Remegia Mitchell
Members:	George Wallace Joe Maxey
Attorney:	Jeff Turner
Recording Secretary:	Linda Habeeb
Planning Consultant:	John Steinmetz

Chairperson Mitchell called the meeting to order at 7:00 P.M.

**Pittsford Canalside Properties, LLC, 75 Monroe Avenue ~ Preliminary Site Plan
Present: Chris DiMarzo, Anthony DiMarzo, Peter Vars, BME Engineering, Frank Pavia,
Attorney**

Mr. Vars presented the revised preliminary site plan for review by the Planning Board. He stated that the plan will replace the previous preliminary site plan submitted on February 4, 2013, and associated addendums 1 and 2, which were deemed to complete the preliminary site plan application on February 25, 2013. After public hearings, as well as several workshop meetings, a Development Review Committee (DRC) convened in early May. The DRC identified twelve areas in which the submitted preliminary site plan did not comply with the approved regulating plan and/or the requirements of the R-5 Code. At a subsequent meeting, the DRC reviewed a revised conceptual site plan and conceptual architectural building elevations and provided feedback on the plan modifications.

A summary of the plan modifications and the issues discussed were presented by Mr. Vars as follows:

1. The proposed building at the corner of the project entrance and Monroe Avenue was redesigned to house both the restaurant and four residential units. The building has been reconfigured with a residential wing facing Monroe Avenue and a second restaurant wing extending parallel to the project entrance street. The two street facades have primary functional entrances and sidewalks that connect the building to each respective street, as required by R-5 Code. Grading and landscaping will be carefully designed to ensure the parking lot is effectively screened from view from both Monroe Avenue and the canal. The sidewalk located past the restaurant parking lot entrance will run continuously across the parking lot and connect with the sidewalk along the frontage of the canal.
2. The project entrance road has been redesigned to create a larger pedestrian refuge area in the median and incorporate more extensive landscaping.
3. The revised plan shows higher quality and more usable public space. Plantings of trees are consistent with the intent of the R-5 Code.

4. Significant building mass has been shifted away from Monroe Avenue. In addition, the space between the last building and the adjacent railroad tracks has been increased by shifting the building toward the canal and adjusting the orientation of the building to make it parallel to the canal.
5. The orientation and spacing of the buildings are more varied and relate better to the "Canal Commercial" concept.
6. The third exclusively residential building has been designed with the intent that it possess the scale of a nineteenth-century mill. The concentration of height and mass in this building was intended to recall the variety and hierarchy found within authentic canal commercial complexes. The placement of the two-story clubhouse building in front of the "mill" building reinforces variety and the more random style of development and the appearance that it might have evolved over a long period of time.
7. The project has changed from seven to six residential buildings, and the revised design incorporates architectural elements and features to lessen the appearance of size and mass.
8. The revised plan incorporates four canal-side gazebos similar in style to existing gazebos in Schoen Place.
9. The R-5 Code emphasizes the importance of keeping the canal side of the project available for public use. The placement of the small private outdoor swimming pool adjacent to the canal waterfront at an elevation approximately ten feet above the public canal sidewalk lessens the adverse impact of the pool. The addition of handicap-accessible public restrooms in the clubhouse will enhance the public's use of the entire public canal frontage.

Chairperson Mitchell opened the public hearing at this time, and the following people spoke:

Mike Reynolds, 35 Church Street, stated that there is inadequate parking on the site for the residents and the restaurant. Mr. Vars stated that the special permit establishes the maximum number of parking spaces for the site, to minimize pavement and allow for more greenspace.

Justin Vlietstra, Boughton Avenue, stated that the maximum number of parking spaces established by the special permit does not allow waiver of the Village Code; the parking in the rear is not adequately screened from the canal side; some of the streets are larger than 10 feet, and there are dead-end streets, which are cul-de-sacs.

Mr. Turner stated that the terms of the special permit override the Village Code. Mr. Vars stated that the screening of the internal parking conforms with the R-5 Code. It was also noted that turn-around areas are necessary for emergency vehicles.

Margaret Caraberis, 81 South Main Street, questioned whether the APRB had approved relocating the restaurant. Chairperson Mitchell explained that through the DRC process, members of both boards had made suggestions regarding the project, but that no approvals

were made. She also explained that relocation of the restaurant, away from the interior of the residential area, was considered by some to be an improvement over the original plan because it addressed concerns about pedestrian safety. Mr. Vars stated that this change created a transition between the commercial area along Monroe Avenue and the residential portion of the development.

Janet Reynolds, 35 Church Street, questioned the authority of the DRC to meet without entire boards being in attendance. Chairperson Mitchell explained that the DRC makes recommendations regarding the project, but not decisions. Mr. Turner explained that the DRC functioned as an advisory board and can make recommendations to the Trustees.

Chairperson Mitchell made a motion to close the public hearing at this time. The motion was seconded by Member Wallace.

Vote: Wallace – yes; Maxey – yes; Mitchell - yes. ***Motion carried.*** **The decision was filed in the Office of the Village Clerk on July 10, 2013.**

Chairperson Mitchell stated that Board members had expressed some concerns with the proposed plan, such as with the swimming pool, development of landscaping, and whether the plan provides appealing public spaces and continuous sidewalks. She stated that it appears that this plan is consistent with the intent of the special use permits.

Motion: Chairperson Mitchell made a motion to approve the amended preliminary site plan for 75 Monroe Avenue with the following conditions:

1. Approval of the current application for the amended regulating plan;
2. Final site plan being reviewed for conformity with the R-5 Code;
3. Review of the plan by the Village engineer;
4. Review by other involved agencies;
5. Review of the plan for Fire Code and traffic engineering; and
6. Proper remediation of drainage from the railroad side of property.

Mr. Pavia stated that the amended preliminary site plan and Addendum #4 are consistent and in conformity with the regulating plan, containing reasonable variations to the conceptual design of the regulating plan. He said that concerns have been addressed by the various revisions that have been made over several months and that improvements have grown out of the recommendations of this board and the DRC.

Chairperson Mitchell requested advice of counsel on the role of the Board regarding approving or disapproving a plan that differs from the regulating plan.

Mr. Turner stated that the Board developed a matrix to determine conformity, but at the request of the applicant, it was not voted on. He stated that the preliminary site plan has to be in conformity with the regulating plan. He further stated that the Planning Board is not a policy-making board; it is an enforcing Board.

Member Wallace said that the process is not working the way it is intended to work, and that he therefore cannot second the motion currently on the table. He further stated that no conclusions were made with regard to the matrix, and that the Board cannot revisit this because there are new board members since this was done originally.

Member Maxey stated that he is not comfortable with the conditions placed on the approval. Chairperson Mitchell explained that while some of the conditions requiring additional review will be part of the routine process, this site plan addendum was only received recently and board members will need more time to review it for compliance with the R-5 Code. Mr. DiMarzo stated that he is willing to work with the board to make revisions that will move toward a final plan.

The motion was not acted on.

Motion: Member Wallace made a motion, seconded by Member Maxey, to approve the amended preliminary site plan for 75 Monroe Avenue with the conditions that had been previously enunciated with the exception of the condition that requires the Trustees to approve the amended regulating plan. The conditions previously enunciated are:

1. Final site plan being reviewed for conformity with the R-5 Code;
2. Review of the plan by the Village engineer;
3. Review by other involved agencies;
4. Review of the plan for Fire Code and traffic engineering; and
5. Proper remediation of drainage from the railroad side of property.

Vote: Wallace – yes; Maxey – yes; Mitchell - yes. ***Motion carried.*** The decision was filed in the Office of the Village Clerk on July 10, 2013.

Mr. Turner stated that this decision requires development of findings that the revised plan is consistent with the Regulating Plan.

Findings in support of the decision are annexed hereto.

Adjournment: There being no further business, Chairperson Mitchell adjourned the meeting at 8:30 pm.

Linda Habeeb, Recording Secretary

**Findings of the
Village of Pittsford Planning Board
Regarding the Application of
Pittsford Canalside Properties, LLC
Dated February 5, 2013**

PROCEDURAL HISTORY

On December 19, 2012, the Village of Pittsford Board of Trustees adopted Resolution No. 20 of 2012 which issued Special Permits to Pittsford Canalside Properties, LLC to construct and operate a 167-unit, multiple dwelling building community, 125-seat restaurant, and clubhouse and pool on 7.5 acres of property located at 75 Monroe Avenue in the Village of Pittsford pursuant to Article VA of the Code of the Village of Pittsford. That resolution also adopted a Regulating Plan and Design Guidelines for the Project. A copy of that Resolution is annexed hereto.

Prior to adopting Resolution No. 20 of 2012, the Village Board of Trustees, acting as Lead Agency pursuant to the New York State Environmental Quality Review Act ("SEQRA") issued a negative declaration on August 9, 2012 determining that the Project did not pose a potential, significant adverse environmental impact. The Planning Board was an involved agency in that coordinated the review.

By application dated February 8, 2013, the Applicant submitted to the Village of Pittsford Planning Board for approval, a Preliminary Site Plan to construct the Project.

The Applicant subsequently submitted to the Planning Board Addenda #1 and #2 to the Preliminary Site Plan on February 25, 2013.

The Village of Pittsford Code Enforcement Officer certified the Preliminary Site Plan as complete on February 25, 2013.

The Planning Board received and reviewed a memorandum and Addendum #3, dated March 18, 2013 from the Applicant, which provided a written response to comments provided to the Planning Board by the Village Planning Consultant, dated February 23, 2013.

The Planning Board also received feedback from the Village of Pittsford Architectural Preservation and Review Board ("APRB") regarding the Preliminary Site Plan and its proposed mass and scale of buildings.

A Public Hearing was duly advertised and held by the Planning Board for the Preliminary Site Plan on February 25, 2013, which was continued on March 25, 2013, April 8, 2013 and July 10, 2013. Public comment was incorporated into the record of proceedings before the Planning Board.

At its April 8, 2013 meeting, the Planning Board expressed to the applicant the Planning Board's concerns that the Preliminary Site Plan application together with Addenda #1, #2 and #3 appeared to have major deviations from the Regulating Plan approved for the Project by the Village of Pittsford Board of Trustees.

At the request of both the applicant and the Planning Board, the Village of Pittsford convened a Development Review Committee to review the Project and make recommendations for appropriate changes to be made to the Preliminary Site Plan application and Addenda #1, #2 and #3.

That Development Review Committee consisted of 2 members of the Board of Trustees, 2 members of the Architectural Preservation and Review Board, and 2 members of the Planning Board, as well as the Planning Board Consultant and the Building Inspector.

As a result of recommendations made by the Development Review Committee, the applicant prepared Addendum #4 to its Preliminary Site Plan application.

Addendum #4 contains substantial modifications from the initial application and Addenda #1, #2 and #3, which modifications were recommended and endorsed by the Development Review Committee. A copy of the Development Review Committee memorandum is annexed hereto.

The Planning Board received and reviewed Addendum #4 to the Preliminary Site Plan, dated July 1, 2013, and a letter dated July 10, 2013 from BME Associates, P.C. on behalf of the Applicant, providing additional information and modifications to the Preliminary Site Plan.

At the close of the Public Hearing on July 10, 2013, the Planning Board approved the Pittsford Canalside Properties amended Preliminary Site Plan application and Addendum #4 as the Preliminary Site Plan for the Project with the following conditions:

- (a) The Final Site Plan shall be in conformity with the R-5 code.
- (b) The Preliminary Site Plan will be reviewed by the Village Engineer and any modifications required by the Village Engineer shall be incorporated in the Final Site Plan application and approval.
- (c) The Preliminary Site Plan will be subject to the approval of other involved agencies and any modifications required by these involved agencies shall be incorporated in the Final Site Plan application and approval.

- (d) The approved Preliminary Site Plan will be reviewed by the Fire Marshall for compliance with the Fire Code, and any modifications required by application of the Fire Code shall be incorporated in the Final Site Plan application and approval.
- (e) The Preliminary Site Plan will be reviewed by the Village Traffic Engineer and any modifications required by the Village Traffic Engineer shall be incorporated into the Final Site Plan application and approval.
- (f) The Final Site Plan application and approval shall include proper remediation of the drainage of ground water from Village lands adjacent to the subject parcel on the railroad side of such parcel.

FINDINGS OF FACT

1. As set forth above, Resolution No. 20 of 2012 by the Board of Trustees, granted Pittsford Canalside Properties, LLC a Special Permit for the construction of a 167-unit, multiple dwelling development and restaurant on property known as 75 Monroe Avenue.
2. As set forth above, the above-mentioned resolution by the Board of Trustees adopted a Regulating Plan for the development of the above-mentioned property pursuant to Article VA of the Code of the Village of Pittsford.
3. The above-mentioned resolution vests the Village of Pittsford Planning Board with jurisdiction to determine whether the Preliminary Site Plan for the Project reasonably complies with the Regulating Plan established for the development of the property. See the 16th and 17th whereas paragraphs of the above-mentioned resolution and Pittsford Village Code Sections 210-19.4.A. and 210-19.5.E.

4. Had the Board of Trustees intended literal and strict compliance, as opposed to reasonable compliance with the Regulating Plan, the Board of Trustees would have vested the Building Inspector with Regulating Plan review and compliance authority.

5. During the course of its review of the Preliminary Site Plan, addenda and supporting documentations, the Planning Board established a matrix to determine major and minor deviations from the established Regulating Plan to assist it in determining whether or not such deviations were a reasonable or an unreasonable variance from the Regulating Plan.

6. That matrix had 10 main categories and the Planning Board found there to be a major deviation in 4 of those categories.

7. In granting the Planning Board jurisdiction to determine whether the Preliminary Site Plan conformed to the site's Regulating Plan, the Board of Trustees determined that in the exercise of its Site Plan review authority, the Planning Board was permitted to allow the Preliminary Site Plan to vary to a reasonable extent from such Regulating Plan. See the 2nd whereas paragraph of the above-mentioned resolution and see paragraph 8. of the 13th whereas paragraph of such resolution. See the 19th whereas paragraph of such resolution.

8. The Board of Trustees made clear that the conceptual design contained in the Regulating Plan was to serve only as a guide to be used in achieving a compatible Project. See paragraph 2 of the 13th whereas paragraph of Resolution No. 20.

9. The use of the word "guide" by the Board of Trustees indicates that strict conformity with the adopted Regulating Plan would not be required and that the Site Plan was permitted to vary to a reasonable extent from the Regulating Plan. However, other design elements such as maximum building heights, the maximum percentage of buildings that can be

4 ½ stories, the number of units and the maximum number of parking spaces must be strictly adhered to. The approved Preliminary Site Plan adheres to the design elements required by the Special Use Permits.

10. The Board of Trustees contemplated that the concept design contained in the Regulating Plan would require refinement to ensure that the project was visually compatible with the Village and further contemplated that there would be adjustments to the distribution of bulk, mass and scale of the project as set forth in the Regulating Plan. See paragraph E. of the 15th whereas paragraph of Resolution No. 20.

11. The Planning Board was guided, in their review of the “reasonable variance issue” by the requirements and suggestions of the Fire Marshall, the Village Engineer, the Planning Board’s Professional Consultant, the Architectural Preservation and Review Board, and the Development Review Committee.

12. In determining whether any major deviation of the proposed Preliminary Site Plan from the Regulating Plan was reasonable, again relying on input from the Fire Marshall, the Village Engineer, the Planning Board’s Professional Consultant, the Architectural Preservation and Review Board, and the Development Review Committee, the Planning Board determined that any such major deviation was a reasonable variance from the Regulating Plan if that deviation provided an improvement to the Preliminary Site Plan for the project, enabled the project to meet the needs for fire apparatus access to every structure on the site, and/or promoted the intent of the R-5 Code and the intent of the Trustees as set forth in Resolution No. 20. An improvement to the Preliminary Site Plan could include but not be limited to modifications that:

- (a) Preserve the visual character of the Village.
- (b) Do not alter the essential character of the neighborhood nor be detrimental to the residents thereof.
- (c) Ensure the project blends harmoniously with the Village.
- (d) Foster compatibility with the "canal commercial" style present elsewhere in the Village.
- (e) Create an attractive and distinct gateway into the Village.
- (f) Enhance the public realm.
- (g) Calm traffic along Monroe Avenue.
- (h) Create streets that have streetscape elements and pedestrian character that are similar to existing Village streets.
- (i) Provide public access and amenities along the canal shoreline.

13. The first major category in which the Planning Board had found the Preliminary Site Plan to have a major deviation from the Regulating Plan was in the number of buildings. The Planning Board found the major deviation in the number of buildings to be a reasonable variance from the Regulating Plan based upon the following:

- (a) The building placement and design incorporates architectural elements and features that lessen the appearance of size and mass of each individual building and the collection of buildings taken as a whole. The depth of the buildings on average increased, but the use of cross gable ends on several of the larger buildings removed the existence of low sloping gable elevations on several building ends, helping to reduce the impact of this increased depth.

- (b) The reduction in number of buildings had the effect of reducing the apparent length of the canal elevation view of the project, as well as creating a more naturally occurring spacing pattern between buildings. This spacing is more typical of canal settlements where buildings were constructed over an extended period of time rather than completed simultaneously. The linear mass and scale of the project was reduced by relocating some mass and scale to the far end of the development and by shifting additional mass from the 2nd exclusively residential building to the now proposed 3rd exclusively residential “mill style” building. This serves to relocate the building with the most mass to the lowest point on the site, thereby reducing its visual impact from a number of vantage points.
- (c) The modification of the number of buildings significantly improved the distribution of apparent mass and scale of the project. Changing the number of buildings allowed for the design of the third exclusively residential building to possess the feel and scale of a 19th century mill. This concentration of height and mass recalls a variety in hierarchy within authentic canal commercial complexes as required by the Regulating Plan.
- (d) The placement of the 2-story clubhouse building in front of the “mill” building reinforces variety and a more random style of development and the appearance that the project might have evolved over a long period of time. In addition, placement of the clubhouse lessens the appearance of the mass of the “mill” building behind it, and it creates the most visually compelling

streetscape of the project along the main roadway that runs between these two buildings.

- (e) Plantings and the placement of street trees can now be more consistent with the intent of the R-5 Code.

14. The next category in which the Planning Board had found there to be a major deviation was in the arrangement of buildings on the site. The Planning Board determined that this major deviation was a reasonable variance from the Regulating Plan based upon the following:

- (a) See the findings in the preceding paragraphs.
- (b) The movement of the restaurant location from the center of the site adjacent to the canal to a location on Monroe Avenue also adjacent to the canal results in less restaurant traffic and noise disturbing the residential interior of the site. The presence of the restaurant along Monroe Avenue is also consistent with non-residential uses which neighbor the site to the south and to the east (across the street).
- (c) The orientation and spacing of the buildings is more varied and thus relates better to the "canal commercial" concept, and allows for more usable green space where large canopy trees can be planted or for public seating and amenities between buildings.
- (d) Significant building mass has been shifted away from Monroe Avenue which serves to complement the Village's scale and character.

(e) The space between the last building and the adjacent railroad track has been increased by shifting the buildings towards the canal and adjusting the orientation of the building to make it parallel to the canal. This creates a larger buffer for residents from the railroad and provides a continuous front yard between the last building and the canal.

(f) The revised plan incorporates a streetscape that is consistent with the Regulating Plan, the Village's Complete Streets Policy and the Design Standards of the R-5 Code.

15. The next category in which the Planning Board had found there to be a major deviation was the shape of buildings. It should be noted that the Preliminary Site Plan that was approved by the Planning Board had been revised from the original filing to reflect the comments from the Planning Board and the DRC. These revisions included re-designing the building footprints to create building shapes that are consistent with the Regulating Plan as compared to the initial Preliminary Site Plan. For example, building 1000 on the approved Preliminary Site Plan reflects the tapering or stepping up from east to west that is shown in the Regulating Plan. In addition, the presence and the placement of the perpendicular gable roofs on buildings 2000 and 3000 are consistent with the Regulating Plan. The Planning Board found the remaining deviations in the shape of the buildings to be a reasonable variance from the Regulating Plan for the following reasons:

(a) See the findings as more fully set forth above.

(b) The mixed use residential and restaurant building on Monroe Avenue has been reconfigured with the residential wing facing Monroe Avenue and a

second wing occupied by the restaurant extending parallel to the project entrance street.

- (c) These changes create building facades that are more compatible with the scale, mass and character of the existing historic structures and settlement pattern along Monroe Avenue, as well as providing a street presence on both Monroe Avenue and the site entrance street.

16. The last category in which the Planning Board had found there to be a major deviation was the use of areas between buildings. The Planning Board found this major deviation to be a reasonable variance from the Regulating Plan based upon the following:

- (a) See the findings as more fully set forth above.
- (b) The amount of total impervious surface on the overall site was reduced.
- (c) The nature of the public spaces between the buildings has been altered from a more transient public space that consisted of lawn, landscaping and pedestrian connections to planting areas that will utilize a combination of landscaping and grade changes to create visual interest and potential seating areas.

17. The approved Preliminary Site Plan varies only to a reasonable extent from the Regulating Plan and therefore conforms to the Regulating Plan as required by the R-5 Code.

18. The approved Preliminary Site Plan meets the requirements of the 14th whereas paragraph of the above-mentioned resolution.

19. The approved Preliminary Site Plan substantially conforms to the requirements of the 15th whereas paragraph of the above-mentioned resolution.

20. The approved Preliminary Site Plan meets the requirements of subparagraphs 3, 4 and 5 of the 18th whereas paragraph of the above-mentioned resolution and subparagraphs 1 and 2 of the 18th whereas paragraph will be dealt with in Final Site Plan review.

21. The Special Permit granted for the restaurant use on 75 Monroe Avenue does not require that the restaurant be located at a specific location on the subject premises.

22. In granting the Special Permit for the multi-dwelling development at 75 Monroe Avenue, the Trustees adopted 9 conditions.

(a) Condition 1 will be met as a result of Final Site Plan approval.

(b) Condition 2 has been satisfied as a result of one of the conditions contained in the Preliminary Site Plan review approval.

(c) Condition 3 has been satisfied in Preliminary Site Plan approval.

(d) Condition 4 will be met in Final Site Plan review and in the course of the Building Inspector's review of the project prior to issuance of a C of O.

(e) Condition 5 will be satisfied in Final Site Plan review and the Building Inspector's review prior to the issuance of a C of O.

(f) Condition 6 will be satisfied by the Building Inspector prior to the issuance of a C of O.

(g) Condition 7 will be satisfied by the Fire Marshall prior to Final Site Plan review.

(h) Condition 8 will be satisfied in the Final Site Plan review.

(i) Condition 9 remains in effect.

23. The Building Inspector reviewed the Preliminary Site Plan, Addenda #1 and #2 and certified the application as complete. The 4th Amendment merely amended the original application and addenda so that the approved amended Site Plan remained complete and continued to comply with the requirements of Village Code 210-84. In addition, the Village Engineer reviewed the Site Plan application as amended by Addendum #4 and indicated that he would need no further information until the Final Site Plan review process commenced.

24. Required traffic calming measures for Monroe Avenue will be part of the Final Site Plan review and approval.

25. The Preliminary Site Plan approval was made subject to the review and approval of professional consultants and other involved agencies. Comments received from those consultants and other involved agencies will be incorporated in Final Site Plan review and approval.

26. The multi-family development and restaurant uses proposed for this property are consistent with the applicable policy standards and conditions set forth in Pittsford Village Code 121-5.G.(1)-(15).

27. According to Section 210-19.5.A. of the Village Code, any development within the R-5 District shall be consistent with the goals of the Village Comprehensive Plan. The proposed development at 75 Monroe Avenue achieves the following goals and actions articulated in the Comprehensive Plan:

- (a) Goal 1: "Acknowledge its unique role in Monroe County and work towards inter-municipal cooperation to promote a strong collaborative approach to future development."

Action 1.2.2: "Promote more recreational use of the canal and consider potential docking improvements." – The proposed project includes the construction of a canal side walkway as well as boat docking. These will serve to promote more recreational use of the canal.

(b) Goal 2: "Promote the economic, social and cultural well being of all its citizens."

Action 2.2.2: "Encourage the development of additional senior housing." – The project will offer a lifestyle that is intended to be attractive to aging residents that want to remain in the Village but do not want the responsibility of maintaining a single family home.

Action 2.2.3: "Encourage the development of attractive market rate housing." – The project's location, design and amenities are intended to ensure that the anticipated rent structure remains strong for the foreseeable future. A mix of one, two and three bedroom units is planned. This assortment of rental unit sizes is intended to serve a blend of single individuals, couples and families.

(c) Goal 3: "Promote the preservation of the significant and unique historic resources of the Village while ensuring the delivery of high quality, cost effective, essential services."

Action 3.4.1: "The public realm within the Village (streets, sidewalks, recreation areas, environmentally sensitive areas, waterways and trail systems) should enhance the pedestrian experience." – The proposed project is designed in accordance with the Village's Complete Streets Policy to

ensure that it results in a pleasant pedestrian experience in a manner that is consistent with the Village's character. The project provides an additional link between Village streets and sidewalks to the canal.

- (d) Goal 4: "Preserve and enhance the role of the Village as a successful economic center to serve the business, cultural, social and governmental needs of residents, businesses and visitors." – There are no specific action items that relate to the need for or the economic benefit that a high density residential project and restaurant will provide the Village. However, the presence of the new residents will provide an influx of patronage and spending in local businesses. As a result, the impact of the project on the local economy will be a positive one and will help to ensure that the Village remains a successful economic center.
- (e) Goal 5: "Coordinate growth and development in a way that protects environmental assets and promotes sound land use practices."

Action 5.2.1: "Develop the primary gateways along Main Street, Monroe Avenue, Jefferson Road and State Street at Town and Village boundaries. These gateways would announce to the motorist or pedestrian they have arrived in the Village." – As part of the project, a raised median will be placed on Monroe Avenue. This will serve to calm traffic and enhance the arrival into the Village from the Town.

Action 5.3.1: "Continue to utilize the State Environmental Quality Review Act (SEQRA) for future projects in the Village." – The project has been reviewed

using the SEQR process and the Village Board has determined that there are no significant environmental impacts.

- (f) Goal 6: “Develop and promote a coordinated approach to parking, transportation and infrastructure improvements.”

Action 6.2.1: “Work with the NYSDOT on any future improvements to the transportation network in the Town of Pittsford to determine potential impact on the Village as well as impact on Town roads and neighborhoods. This cooperative effort is imperative to ensure that NYSDOT supports the implementation of traffic calming techniques along Monroe Avenue, State Street, North and South Main Street and Jefferson Road, as well as on residential streets to discourage drive through vehicular traffic.” – NYSDOT has been integral in the review of the design and placement of the proposed entrance and traffic calming features to be completed as part of this project including the addition of a turning lane into Long Meadow Circle, west of the site, and the canal bridge on Monroe Avenue.

This project also includes remediating the environmental contamination that has existed on this site for decades. The removal of contaminated materials and cleaning up the natural and built environments is a major theme of the Village’s Comprehensive Plan.

28. The proposed development appears to conform to the mix of building story sections permitted by the Multi-Dwelling Special Use Permit and the Regulating Plan. However, detailed elevations showing the final grade line at each elevation will be required in Final Site Plan review to insure compliance with the Special Permit Building Height Limitations.

29. The number of parking spaces in connection with the two Special Use Permits granted for 75 Monroe Avenue is in conformity with the Special Permits for such uses.

30. Details of the public realm features for the project adjacent to the canal will be required in Final Site Plan review.

31. Specifications and details for the new water main to be located on Sutherland Street will be required in Final Site Plan review.

32. Specifications and details for the sanitary sewer for the project will be required in Final Site Plan review.

33. The conditions of the Special Permit for the restaurant use located at 75 Monroe Avenue set forth in Resolution No. 20 will be satisfied in Final Site Plan review and approval.

34. The conditions required by subparagraphs a. through f. of paragraph 7. of the 13th whereas paragraph of Resolution No. 20 will be satisfied in Final Site Plan review and approval.

35. Where applicable, and unless otherwise regulated by the Special Permits granted by Resolution No. 20, the requirements of Village Code Section 210-81 will be satisfied in Final Site Plan review and approval.

36. Where applicable, and unless otherwise regulated by the Special Permits granted by Resolution No. 20, the requirements of Village Code Section 210-86 will be satisfied in Final Site Plan review and approval.

37. Compliance with the provisions of the R-5 Code was a condition of the Preliminary Site Plan approval. Attached is a matrix indicating the manner in which R-5 Code

compliance will be dealt with in both Final Site Plan review and approval and in the Architectural Preservation and Review Board's review and approval.

RESOLUTION No. 20 of 2012

DEC 18 2012

At a Special Meeting of the Pittsford Village Board of Trustees held on December 18, 2012, Mayor Corby moved the adoption of the following Resolution; Trustee Boehlert seconded the motion:

WHEREAS, by application dated June 23, 2009, **PITTSFORD CANALSIDE PROPERTIES, LLC** ("Applicant") submitted applications for Special Permits to permit the construction and operation of multiple-dwelling buildings and a restaurant on land owned by Applicant at 75 Monroe Avenue, Pittsford, NY (Tax Account No. 151.170-0003-003) (the "Property") pursuant to Article VA R-5 Residential District (§§ 210-19.1 – 210-19.5) of the Code of the Village of Pittsford (the "Code"); and

WHEREAS, in developing the R-5 Code, the Village Board utilized "form based" design standards because the Board recognized the critical relationship between the Village's distinctive physical character, charm, and historic integrity and residents' quality of life, property values and the health of the community's business economy. Formed based standards and codes are prescriptive, allowing for reasonable and limited deviation, requiring that the physical character of new development must reflect the community's vision of its current and future identity. This type of code requires a detailed description of the vision, addressing both private and public space to ensure new development blends seamlessly with the existing village. Form based standards regulate the physical character of buildings, streets, sidewalks, parks, and parking. Form based standards are place based, building upon the unique characteristics of the community and the region. Form based standards incorporate spatial organizing principles that reflect and reinforce the existing Village hierarchy and the transition from Village center to edge.

Whereas, the Board of Trustees believes that the large size and highly visible location of the project proposed at 75 Monroe Avenue warranted careful study to identify and minimize potential adverse impacts, over the last two years, the Board of Trustees, with assistance from the Architectural Preservation Review Board and the Planning Board has looked in depth at a broad spectrum of issues.;

WHEREAS, the Village has hired multiple consultants to assist the boards in the review of this project including a traffic engineer, an attorney specializing in real estate and municipal zoning, a preservation architect, an environmental engineer, a civil engineer, two planners, an appraisal firm, a SEQR consultant, and a rental residential real estate expert; and the Village has also consulted with the Department of Environmental Conservation, the New York State Department of Transportation, the State Historic Preservation Office, the New York State Canal Corporation and the legal staff of the New York Conference of Mayors and Municipal Officials; and

WHEREAS, pursuant to § 210-19.2 B. (3) (a) of the Code, the Board of Trustees conducted a public hearing on August 11, 2009 which continued on August 9, 2012, September

11, 2012, September 24, 2012, and October 25, 2012, at which time such public hearing was declared closed; and

WHEREAS, pursuant to § 210-19.2 B. (3) (b) of the Code, the Board of Trustees referred the applications for Special Permits to the Planning Board for review; and

WHEREAS, the Planning Board referred the applications for Special Permits to the Architectural Preservation and Review Board; and

WHEREAS, by Memorandum dated March 26, 2012, the Planning Board submitted recommendations to be considered by the Board of Trustees based on the standards listed in § 210-19.2 B. (3) (c) of the Code; and

WHEREAS, as a result of meetings between the Applicant and the Board of Trustees, the Planning Board and the Architectural Preservation and Review Board, and the Applicant having satisfied the Board of Trustees and an expert retained on its behalf that further significant reductions and changes would not allow the Applicant to realize a reasonable return on the project, the Applicant has modified its original proposal by, among other things, reducing the number of apartment units from 185 to a maximum of 167; by reducing the number of restaurant seats from 150 to 125; by changing the architectural style and appearance of the buildings to be constructed to reflect the commercial nature of buildings historically located along the Erie Canal and to produce a scale that is visually compatible with the Village's distinct aesthetic character; and

WHEREAS, the Applicant has submitted a Concept Plan dated March 5, 2012 (the "Concept Plan"), and a conceptual ground level drawing received by the Architectural Preservation and Review Board on December 21, 2011 depicting in a general and conceptual fashion the design, height and configuration of the buildings on the site, showing the arrangement of buildings, streets, sidewalks, landscaped areas, parking areas, canalside amenities and other features of the proposed development ("Ground Level Drawing"), and the Architectural Preservation and Review Board prepared a document based upon the Ground Level Drawing entitled "Quantitative Analysis of Building Heights" ("Quantitative Analysis"), noting that the Ground Level Plan contained the following percentages of building stories: 4 ½ (4) stories – 28%; 3 ½ (3) stories – 37%; 2 ½ (2) stories – 31%; and 1 ½ (1) stories – 5%, all of which are either attached hereto or incorporated herein by reference, and the Board of Trustees has proposed for the maximum building heights within the proposed development as follows: two-story buildings (or the two-story sections of buildings) will be 30 feet; three-story buildings (or the three-story sections of buildings) will be 41 feet; and four-story buildings (or the four-story sections of buildings) will be 52 feet, all as measured from the averaged finished grade on the canal side of the buildings to eave of the building; and the maximum percentage of 4 ½ story sections of buildings in the proposed development shall be 28%;and

WHEREAS, the Board of Trustees of the Village of Pittsford has heretofore completed Parts 2 and 3 of a Long Form Environmental Assessment Form (“EAF”) regarding the proposed development and adopted a resolution dated August 9, 2012 determining that construction and operation of the multiple-dwelling buildings and restaurant proposed by the Applicant would not have a significant adverse environmental impact as described in the New York State Environmental Quality Review Act (“SEQRA”), copies of which EAF and resolution are attached hereto and the findings, terms and conditions of said EAF and resolution are hereby incorporated herein by reference as if more fully set forth below as part of the Board’s findings and determinations; and

WHEREAS, the Board of Trustees recognizes the importance of preserving the integrity of the Village’s historic buildings, streetscapes, landscapes and context, review of compliance with Special Permit standard No. 2 below has required a comprehensive review to identify a design language appropriate to the site and its context; and

^{13th} **WHEREAS**, following due deliberation and consideration of the application and the comments made at the public hearings, the Board of Trustees hereby determines that the Applicant has demonstrated to the satisfaction of Board of Trustees that:

1. Access to the site and the size of the site are adequate for the proposed use. The Board of Trustee’s traffic engineer has suggested that the high speed of eastbound traffic and the short site distance due to the rise of the Monroe Avenue bridge warrant various traffic calming measures to ensure maximum safety at the project entrance. To address the safety issue, the Village’s traffic engineer proposed, among other traffic calming measures set forth in item 7 below, an approximately two hundred fifty-foot long center median immediately west of the canal bridge. This critical traffic calming element has been incorporated into the Applicant’s proposal.
2. The proposed development will be compatible, in terms of scale, massing, orientation, and architectural design, with the visual character of the Village and will not alter the essential character of the neighborhood nor be detrimental to the residents thereof. The Village of Pittsford’s Comprehensive Plan and Local Waterfront Redevelopment Program emphasize the importance of ensuring new development is compatible with the Village’s existing historic character. The assumption that new construction must blend harmoniously with the Village is a primary intent of the R-5 code. Evaluating these criteria requires understanding the physical character and historic significance of the Village.

The Village of Pittsford is a vernacular cultural landscape. A cultural landscape is a geographic area, including both natural and cultural resources, associated with a historic event, activity, or person. The National Park Service recognizes four cultural landscape categories: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes. These categories are helpful in distinguishing the values that make landscapes cultural resources and in determining how they should be treated, managed, and interpreted. Historic vernacular landscapes

illustrate peoples' values and attitudes toward the land and reflect patterns of settlement, use, and development over time.

The Erie Canal prism, waterway, associated lands, bridges, and other features constitute a cultural landscape of national significance. The entire canal system has been deemed eligible for listing in the State and National Registers of Historic Places.

3. An important part of the physical characteristic contributing to the Village's historic character is its modest size and two-story scale. Of the Village's 800 buildings, only church steeples, a few silos, two schools, and six commercial buildings are taller than two stories. Schoen Place, the Village's historic canal commercial district includes several of the Village's largest structures and tallest buildings. The street is a group of four historic building complexes. As in other canal towns, each complex contains a variety of structures varying in height, size, and massing. These include silos, mills, barns, shed and homes. Most buildings in Schoen Place are designed in a regional utilitarian vernacular style that dominated rural western New York construction between 1850 and 1930. Much of Schoen Place's charm and distinctive character are due to the way it evolved randomly over a period of eight decades.

To be architecturally compatible with the "canal commercial" style of Schoen Place, as defined herein, as well as the Village, new construction must relate to the general scale of Schoen Place, must embody the architectural style and variety in mass, scale, and height. The development proposed at 75 Monroe Avenue will be visible from the historic residential section of Monroe Avenue and will frame one of the most highly trafficked and visible Village entrances. The Board of Trustees recognized the importance of this gateway as well as the need to ensure that all new development at this location is a visually compatible introduction to the historic Village of Pittsford. The Board of Trustees endorses the "canal commercial" style proposed by the applicant and reviewed and endorsed by the Architectural Preservation and Review Board and the Planning Board. The "canal commercial" concept proposes to and shall reflect the architectural massing, materials, proportionate size, element proportions, scale and building variety found on Schoen Place in the Village and at other similar scale authentic Erie Canal commercial historic sites constructed between 1850 and 1920, photos of which are annexed hereto as Appendices 1 through 4. This approach is appropriate within the scope of the R-5 requirements because the site is situated between the Erie Canal and the West Shore railroad line and is physically separated from adjacent historic neighborhoods by an office park. The Board of Trustees finds that the conceptual design incorporated in the Regulating Plan established herein shall be deemed an appropriate guide to achieve a project compatible in terms of scale, massing, orientation and architectural design with the visual character of the Village.

The Board of Trustees and residents have expressed concern regarding the impact on the Village of the 167 rental units proposed as part of the project. This issue was investigated by the Village Planning Board and its planning consultant. Neither the Planning Board nor its planning consultant could find any objective or authoritative evidence that the quality of rental housing proposed by the Applicant or a change in

the percentage of home ownership within the Village would have any adverse impact upon the Village.

4. The proposed use will not create a hazard to health, safety, or the general welfare. In that regard, the Applicant has agreed that it will work with Monroe County Water Authority to ensure the installation of a new water main on Sutherland Street, as required in a letter from the Monroe County Water Authority dated August 20, 2009, to the specifications required by the Monroe County Water Authority, as such water main is necessary to ensure adequate water service to the proposed development and the surrounding neighborhood. In addition, as indicated in a report prepared by BME Associates and submitted by the Applicant as part of a Response to Additional Information Requested by the Village of Pittsford for Review of Special Permits for 75 Monroe Avenue updated and revised April 26, 2010, the current Village sanitary sewer system has adequate capacity to service the proposed project.
5. Public access and amenities are provided along the canal shoreline abutting the project, including sidewalks, docks, promenades, benches, and landscaping to ensure that the waterfront is easily accessed by the public.
6. The proposed density does not exceed a maximum of 25 dwelling units per acre.
7. As set forth in the EAF and SEQRA Resolution, and as also discussed in memos reviewed by the Board of Trustees from SRF & Associates dated July 16, 2102 and Stantec Consulting Services, Inc. dated July 20, 2012, the Applicant has demonstrated that the traffic generated by the proposed use will not be detrimental to the surrounding area, and has agreed to pay the cost of the following traffic calming measures as recommended by the Village's traffic consultant, which will help mitigate traffic conditions at and near the project site and will assist in reducing the speed of vehicles travelling eastbound towards the Village over the Monroe Avenue bridge during off-peak hours:
 - a. Raised Landscaped Median on the West Side of the Monroe Avenue Bridge: The Applicant will pay the cost of installing a 250-foot long raised median located approximately 200 feet west of the Monroe Avenue bridge.
 - b. Permits and Traffic Control for Raised Median: The Applicant will supply personnel and safety equipment for traffic maintenance and protection during construction of the raised median. The Village will work with the Applicant to secure NYSDOT construction permits for the installation of the raised median.
 - c. Installation and Maintenance of Landscaping on Raised Median: The Applicant will pay the initial cost of installing landscaping on the raised median, subject to NYSDOT approval and final design

approval by the Board of Trustees, and shall not be responsible for future maintenance.

- d. Re-striping of Monroe Avenue on East Side of Monroe Avenue Bridge: The Village will work with NYSDOT to have NYSDOT assume responsibility for re-striping Monroe Avenue from Woodland Road to the railroad track in accordance with the concept plan submitted by the Applicant at the Village's request. The re-striping will occur at the time NYSDOT would normally provide such maintenance and repair to this area.
 - e. Portable Radar Speed Sign: The Applicant will pay the cost of providing the Village with a Portable Electronic Radar Speed Sign to be deployed at or near the project entrance and elsewhere as the Village and/or the Monroe County Sheriff's Department may determine.
 - f. Additional landscaping, lighting and street furniture on the Monroe Avenue frontage: As the Applicant committed to in a Supplement to its Special Permit applications received by the Village Clerk on August 27, 2010, the Applicant will pay the cost of providing these elements as specified in materials previously submitted to the Village.
8. The sample renderings submitted by the Applicant illustrate a concept incorporating seven (7) buildings which are unique and varied in design with a residential scale and architectural articulation that relates to the Village of Pittsford's canal commercial building traditions. It is the understanding of the Board of Trustees that, except for the maximum height of buildings, as defined in the Regulating Plan hereinafter adopted (although subject to reasonable compliance with the Guidelines set forth in the Regulating Plan), the final design may vary to a reasonable extent in footprint, façade appearance, and mix of building story sections from the concept. The final design shall reflect to the satisfaction of the Architectural Preservation and Review Board (pursuant to the standards for a Certificate of Approval) and Planning Board the following:
- a. Varied roof heights, projecting bays, gables, recesses, and porches used to visually divide larger buildings to produce a scale that is visually compatible with the Village's distinctive aesthetic character, reflecting the canal commercial vernacular found in Schoen Place and other authentic historic Erie Canal commercial districts; and

- b. Avoidance of uniform building designs, heights and number of stories, and the design of individual buildings within groups of buildings to create unique and distinct identities, reflecting the canal commercial vernacular found in Schoen Place and other authentic historic Erie Canal commercial districts.

and

^{14th} Whereas, the Board of Trustees hereby determines that the Concept Plan, the Ground Level Drawing, the Quantitative Analysis, the maximum heights set forth in the tenth WHEREAS paragraph above and the guidelines set forth below shall constitute the Regulating Plan for the Property pursuant to § 210-19.4 (A), showing approximately (except for the maximum heights and the guidelines set forth in the Regulating Plan, and subject to precise definition and compliance with all R-5 requirements as part of Site Plan approval and the issuance of a Certificate of Approval by the Architectural and Preservation Review Board, including the provisions of §210-19.3(B)):

1. The permitted location -- or "footprint" -- of buildings on the property, located within specific building "envelopes;"
2. The orientation of the façade of the buildings;
3. The maximum height and mix of sizes of buildings on the property (but such heights being considered as maximum with no potential higher deviation and measured from the average finished grade of each building on the canal side, excluding changes in grade for garage entrances, to the eave of the building and not pursuant to the definition of "Building, Height of, as set forth in §210-2(B) of the Village Code) and corresponding roof lines, with final roof peaks to be determined consistent with the Regulating Plan adopted hereby by the Architectural Preservation and Review Board in issuing a Certificate of Approval;
4. The maximum "length" of buildings on the property;
5. Provisions mandating the use of areas separating buildings from one another (*e.g.*, driveways, pedestrian pathways, etc.);
6. The façade composition of building faces and the requirements in variation of façade design;
7. Required building entryways;
8. Location of streets, sidewalks, tree lawns and public realm lighting;
9. Location of "public realm" features along the Canal;
10. Location of trees, landscaping, and buffer areas along streets and property edges;

11. Location of parking areas and associated driveways and entrances;
12. Location of active and passive recreation areas on the site; and
13. Location of accessory structures, including storage and trash collection facilities.

and

Whereas, the Board of Trustees hereby adopts the following guidelines for the project as part of the Regulating Plan:

- a. Plantings of what are classified horticulturally as “full-size” deciduous trees that will eventually recreate the continuous line of trees along the canal bank will be required to mitigate the visual size and scale of the proposed development. The size of the initial plantings of these trees shall be determined by the Planning Board as part of site plan approval.
- b. The project’s frontage on Monroe Avenue must be appropriately developed to create a pedestrian oriented streetscape including street lights, street trees, and relocating the sidewalk away from the curb where feasible.
- c. Streets within the development shall have the streetscape elements and pedestrian character similar to existing Village streets. Streets within the development shall also be planted with continuous “full-size” deciduous trees to eventually form a continuous shade canopy over the streets. This element is consistent with other Village streets, and is necessary to mitigate the visual size and scale of the project and to enhance the quality of life for residents of the project. The regulating plan illustrates the maximum amount of surface parking that will be acceptable.
- d. Buildings within the project must be fully engaged with the streets they face, meaning lower units will have street entrances with porches and/or stoops. Other building entrances shall be designed to encourage their use and to engage interior activity with the public space of the street.
 - i. The Board of Trustees has identified the following qualities of the Regulating Plan or concept design as important in contributing to the design’s visual compatibility with the project’s immediate setting as well as with the village itself. The final design shall not be significantly larger, more massive, or taller than the illustration identified as the Regulating Plan. A two-story building will be located between Monroe Avenue, the project driveway and the canal.
 - ii. The design of each building will incorporate gable roofs, raking eaves, and double- hung windows proportioned in accordance with the “canal

commercial” vernacular style. The use of occasional shed, hip, or flat roofs in accordance with the “canal commercial” style is appropriate. Contemporary “boxed” soffits are not appropriate unless there is a cornice return.

- e. A row of residential buildings will be constructed over a one-level underground parking garage. The northernmost building will be primarily two-stories in height, including the end projecting toward Monroe Avenue. The other buildings will be a mixture of two, three, and four stories in height. They will incorporate variation in height, roof cupolas, projecting wings, dormers and other architectural elements to visually convey an architectural scale, massing, and variety similar to that which exists on Schoen Place and other authentic canal village commercial areas. No more than approximately 28 percent of the residential buildings shall be four stories in height. Like Schoen Place, the project should have the appearance of several larger scale buildings set among smaller and lower structures. The concept design will require refinement to ensure the proposed project is visually compatible with the Village. In particular, adjustments will need to be made to the project’s distribution of bulk, mass, and scale. The Village, Schoen Place and canal commercial districts in villages of similar size to Pittsford are comprised primarily of one and two-story structures. (Refer to appendices 1 through 4.) In canal commercial districts, larger taller and longer buildings are usually surrounded by lower barns and sheds giving a sense of hierarchy and a distinctive varied profile to these areas. To be visually compatible with the Village and the canal commercial concept this project will need to incorporate a variety of scale similar to authentic canal commercial districts. Architectural design tools such as cladding of first-floor exterior walls with masonry will need to be used to ensure proposed 3- and 4-story buildings are visually compatible with the Village’s predominant 2-story scale.

16 **Whereas**, the Planning Board’s review of the application for Site Plan approval and the Architectural Preservation and Review Board’s review of the application will ensure that the requirements of Article VA R-5 Residential District (§§ 210-19.1 – 210-19.5) of the Code will be observed; and

WHEREAS, the Board of Trustees hereby determines that, subject to precise definition as part of Site Plan approval and as part of application for a Certificate of Approval by the Architectural Preservation and Review Board, the Regulating Plan is in compliance with the “Building Design Standards” of § 210-19.4 (B), (C), (D), (E), (F), (G), (I), (J), (L), (M) and (N) of the Code, and the Applicant has expressed an intent to seek relief from some of the building material requirements in § 210-19.4 (K) from the Architectural Preservation and Review Board as provided in that section, as to which the Board of Trustees makes no endorsement and leaves to the discretion of the Architectural Preservation and Review Board; and

WHEREAS, the Board of Trustees hereby determines that the following variations of the “Site Design Standards” contained in § 210-19.5 of the Code will not impair the aesthetic

character or quality of the development or be inconsistent with the intent of the R-5 Residential District as stated in § 210-19.1 and hereby grants waivers from the same pursuant to § 201-19.5(L):

1. Six-inch (6") granite curbs will be installed at the project entrance and exit lanes adjacent to Monroe Avenue. Concrete curbing will be installed along all other roadways.
2. Street lighting will utilize fiberglass poles and fixtures matching those presently on North Main Street (as shown on Appendix 5).
3. Crosswalks constructed as elevated speed tables will be required only at the project entrances at Monroe Avenue and as required by the Planning Board.
4. Garage entrance doors leading to underground parking areas from the roadway on the canal side of the project will be permitted on the front façade of buildings as shown on the concept plans submitted to the Village.
5. Turning circles will not be required at the end of dead-end streets. Dead-end streets will be connected through a parking area large enough to accommodate emergency vehicles.

and

WHEREAS, the Board of Trustees determines that the standards for Site Plan Review by the Planning Board and issuance of the Certificate of Approval by the Architectural Preservation and Review Board shall be subject to the foregoing variations of the "Site Design Standards" contained in § 210-19.5 of the Code, but the Planning Board and Architectural Review Board are otherwise not restricted in conducting site plan review and in considering the issuance of a Certificate of Approval, respectively, in accordance with the provisions of the Village of Pittsford Code and of the provisions regulating the R-5 Residential District; and

WHEREAS, the Board of Trustees adopted Resolution 19 of 2012 on November 19, 2012 granting the Applicant the requested special permits subject to various conditions; and

WHEREAS, the Board of Trustees subsequently discovered that it had not referred the special permit applications to the Monroe County Planning Department as required under General Municipal Law §239-m, and thereafter submitted all required information and materials to the Monroe County Planning Department on November 30, 2012, and subsequently received a response from the Monroe County Planning Department on December 14, 2012 which made no recommendation of approval, disapproval, or modification of the proposed project, thereby leaving the matter for local determination, and merely offering comments from various County agencies.

NOW THEREFORE, the Board of Trustees of the Village of Pittsford hereby approves the application of Pittsford Canalside Properties, LLC for a Special Permit for a maximum of 167-

unit multiple dwelling on property known as 75 Monroe Avenue subject to the determinations, findings and variations set forth herein, and subject to the following conditions:

1. This Special Permit is subject to final site plan approval by the Planning Board in accordance with Article XVII and §210-19.5 of the Village Code (except that the landscaping to be installed in the landscaped median on Monroe Avenue shall be subject to approval of the Board of Trustees and shall not be considered by the Planning Board on site plan approval), and the issuance of a Certificate of Approval by the Architectural Preservation and Review Board, in accordance with Article XIV of the Village Code.

2. The Applicant shall respond to all comments received from the Monroe County Planning Department to the satisfaction of the Planning Board as part of site plan approval.

3. The maximum number of parking spaces within the proposed development shall be 337, the location and layout of which is subject to site plan approval by the Planning Board.

4. No certificate of occupancy for any building shall be issued until the traffic calming measures identified in Section 6 of the Board's findings herein, other than the required future striping, shall have been completed.

5. No certificate of occupancy for any building shall be issued until the improved water main identified in Section 3 of the Board's findings herein shall have been installed and connected.

6. No certificate of occupancy for any building shall be issued until the Brownfield Interim Remedial Measure shall have been completed and a Site Management Plan or an Interim Site Management Plan is approved by the New York State Department of Environmental Conservation and notice of such approval shall have been provided to the Village Code Enforcement Officer.

7. During the period prior to construction, the Applicant shall grant to the Pittsford Fire Department the right to conduct safety drills within the existing building on the project site.

8. The Board of Trustees hereby recommends to the Planning Board that it consider as part of its site plan review requiring the Applicant to install protective screens in such sanitary sewer drains as the Planning Board may select, in accordance with the recommendations of the Village Department of Public Works and the Village Engineer.

9. The Special Permit shall expire if the project is not complete and certificates of occupancy issued for each building in the proposed project within three (3) years of the first issuance of a building permit, and the Applicant shall in such event be required to reapply for a new Special Permit; and it is further

RESOLVED, that the Board of Trustees of the Village of Pittsford hereby approves the application of Pittsford Canalside Properties, LLC for a Special Permit for a restaurant having a maximum combined indoor and outdoor seating for 125 persons on property known as 75 Monroe Avenue subject to the determinations, findings and variations set forth herein, and subject to the following conditions:

1. Hours of operation shall be limited as follows:

Monday – Thursday: 7:00 a.m. – 12:00 a.m.

Friday and Saturday: 7:00 a.m. – 2:00 a.m.

Sunday: 8:00 a.m. – 10:00 p.m.

2. Outdoor entertainment or music shall be limited as follows: No outdoor music or entertainment (and no outdoor speakers playing live or recorded entertainment or music) shall be permitted after 10:00 p.m.

3. Outdoor lighting shall be limited as follows: Any building or pole mounted lighting operated for the benefit of the restaurant will be on electronic eyes and timers so as to turn on at dark and turn off one hour after the close of the restaurant. A minimal amount of lighting will remain on as needed for safe passage to and from the building and as required by the New York State Building Code for illumination of public facilities. All lighting will be dark sky compliant and provide illumination only on the restaurant parcel and not spilling onto adjacent parcels.

4. Garbage and recycling will be limited as follows: Garbage and recycling will be collected in an outdoor fully screened enclosure containing either dumpsters or individual totes . Garbage will be collected in the morning hours when the restaurant is not open, but in no event earlier than 6:00 a.m., and will be collected as needed to avoid overfilling the dumpster or totes and to minimize odors.

5. Parking will be limited as follows: A combination of self parking and valet parking services will be available utilizing the available spaces in common with the apartments. It has been estimated that the restaurant will require approximately 70 spaces, and this amount will be included in the maximum number of spaces provided in the Special Permit for the residential development.

6. Odors will be limited as follows: To minimize odors, organic items will be placed in a commercial garbage disposal and oils controlled through a separator tank. Other refuse will be kept within tight fitting containers. The cooking hoods will be filtered and vented high. By the proper sizing of the cooking hoods and associated equipment, cooking aromas will be properly diluted to avoid concentrations of cooking related odors.

7. Due to the fact that the Applicant has not specified any details of the operation of the proposed restaurant, this Special Permit shall be subject to renewal by the Board of Trustees within one (1) year after the date the restaurant opens for business.

8. This Special Permit will be subject to all provisions of Village Code Section 210-74, including specifically Section 210-74(C)(2)(c), such that, in the event the operation of the restaurant use is transferred by any means to an individual or individuals or to an entity other than the Applicant herein, this Special Permit shall expire and the new operator shall be required to obtain a new Special Permit. However, given the potential timing of the site plan and Certificate of Approval processes, rather than have this Special Permit expire pursuant to Section 210-74(C)(2)(a) if the restaurant does not begin operation within one year of the date of this Special Permit approval, it shall expire if the restaurant does not begin operation within one year of the date of issuance of a building permit for the restaurant.

9. This Special Permit is subject to final site plan approval by the Planning Board in accordance with Article XVII and §210-19.5 of the Village Code, and the issuance of a Certificate of Approval by the Architectural Preservation and Review Board, in accordance with Article XIV of the Village Code;

10. The Applicant shall respond to all comments received from the Monroe County Planning Department to the satisfaction of the Planning Board as part of site plan approval.

The foregoing Resolution having been put to a vote, the following votes were recorded:

Mayor Robert Corby	Aye	<u> X </u>	Nay	<u> </u>
Trustee Tim Galli	Aye	<u> X </u>	Nay	<u> </u>
Trustee Paula Sherwood	Aye	<u> </u>	Nay	<u> X </u>
Trustee Trip Pierson	Aye	<u> X </u>	Nay	<u> </u>
Trustee Lorie Boehlert	Aye	<u> X </u>	Nay	<u> </u>

and upon such vote, this Resolution was declared duly adopted.

Appendix I - "Canal Commercial" Architectural/Planning Precedents
Schoen Place, Village of Pittsford

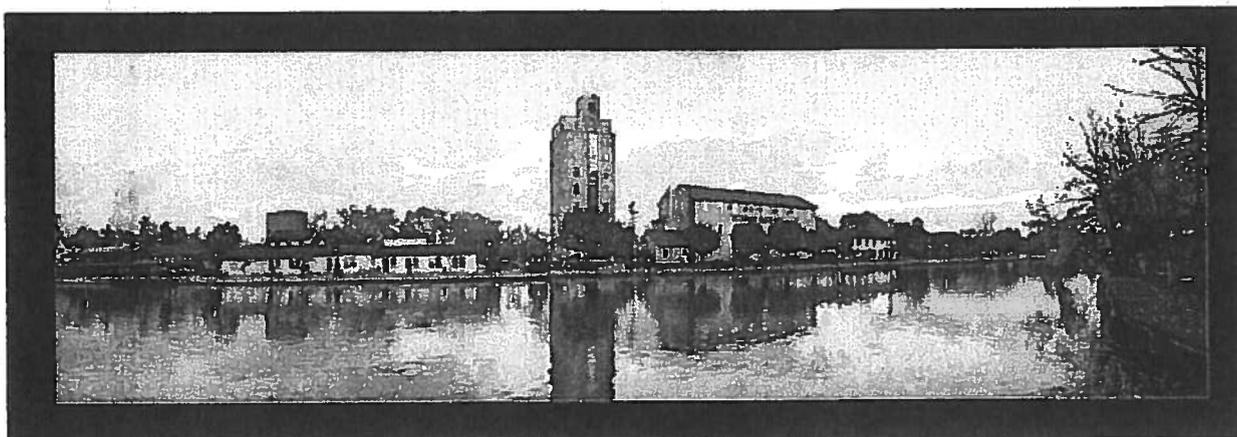


Figure 1 Schoen Place canal waterfront 2012



Figure 2 Hutchison/Zornow Bean Mill Complex



Figure 3 Aerial view of Pittsford Village ca.1960

Appendix I - "Canal Commercial" Architectural/Planning Precedents
Schoen Place, Village of Pittsford

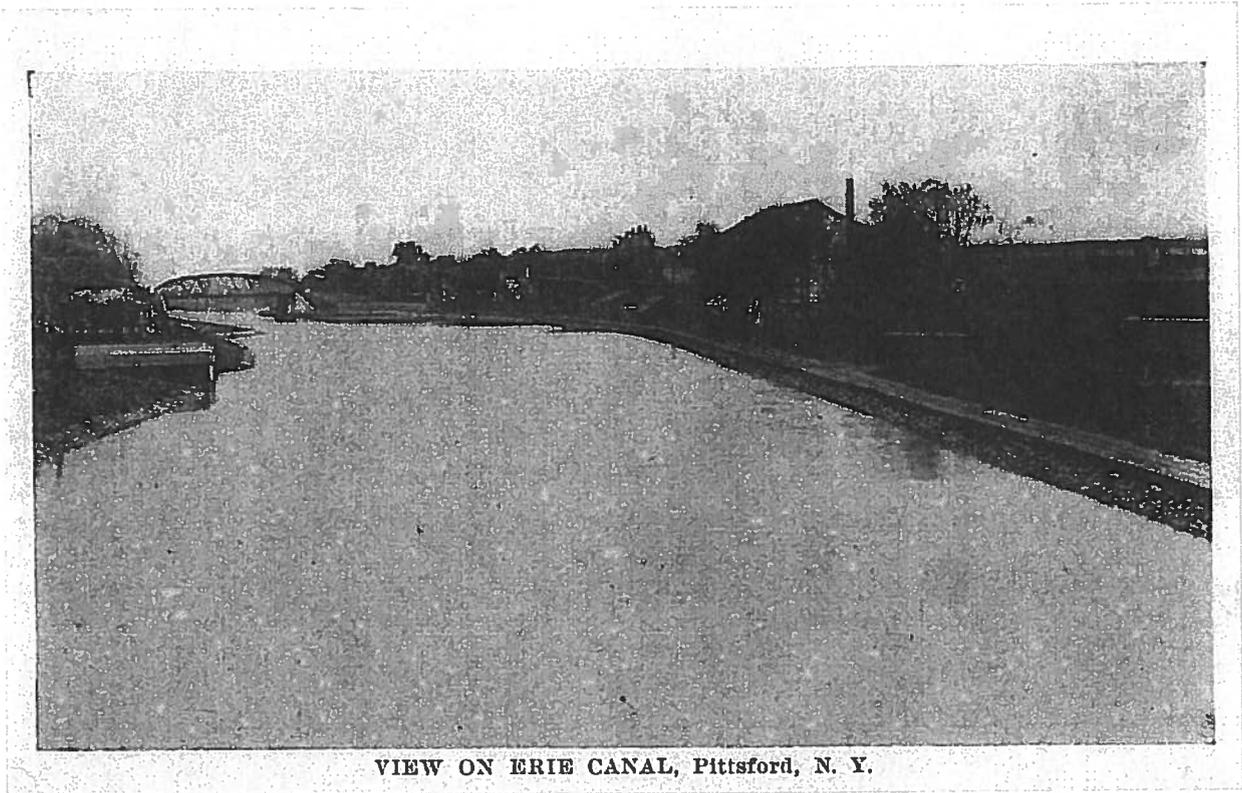


Figure 4 Schoen Place looking west toward North Main Street bridge ca. 1915

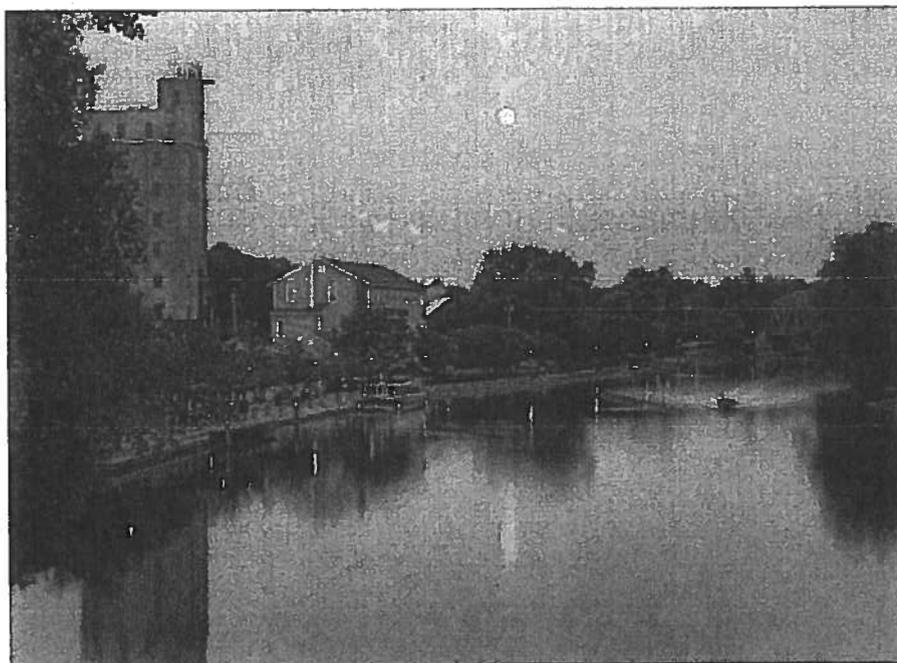


Figure 5 Schoen Place waterfront view looking east from North Main Street Bridge

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

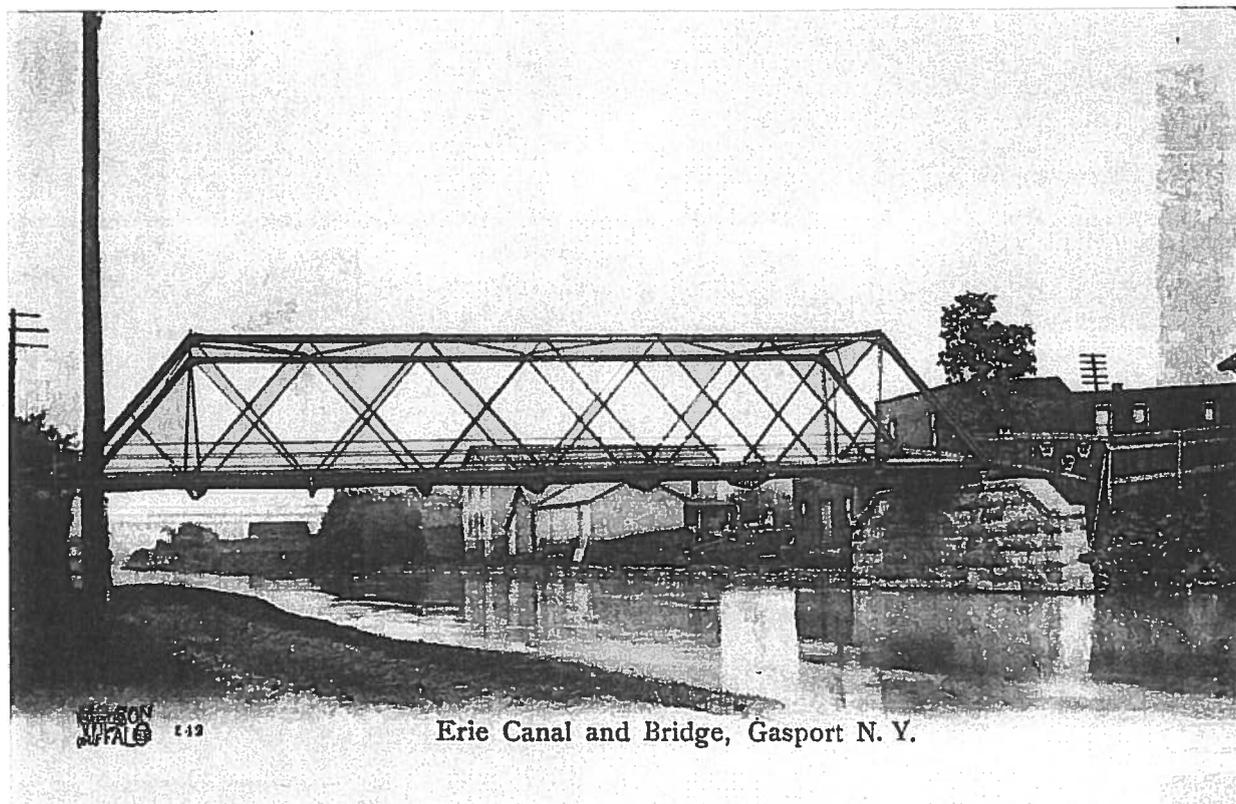


Figure 6 Village of Gasport

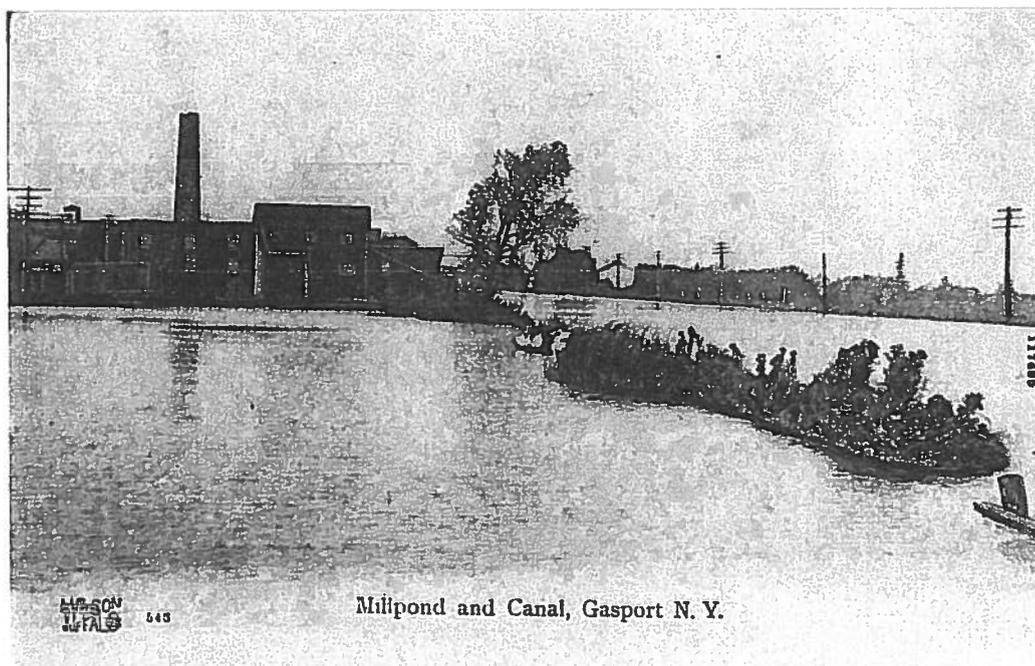


Figure 7 Village of Gasport

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford



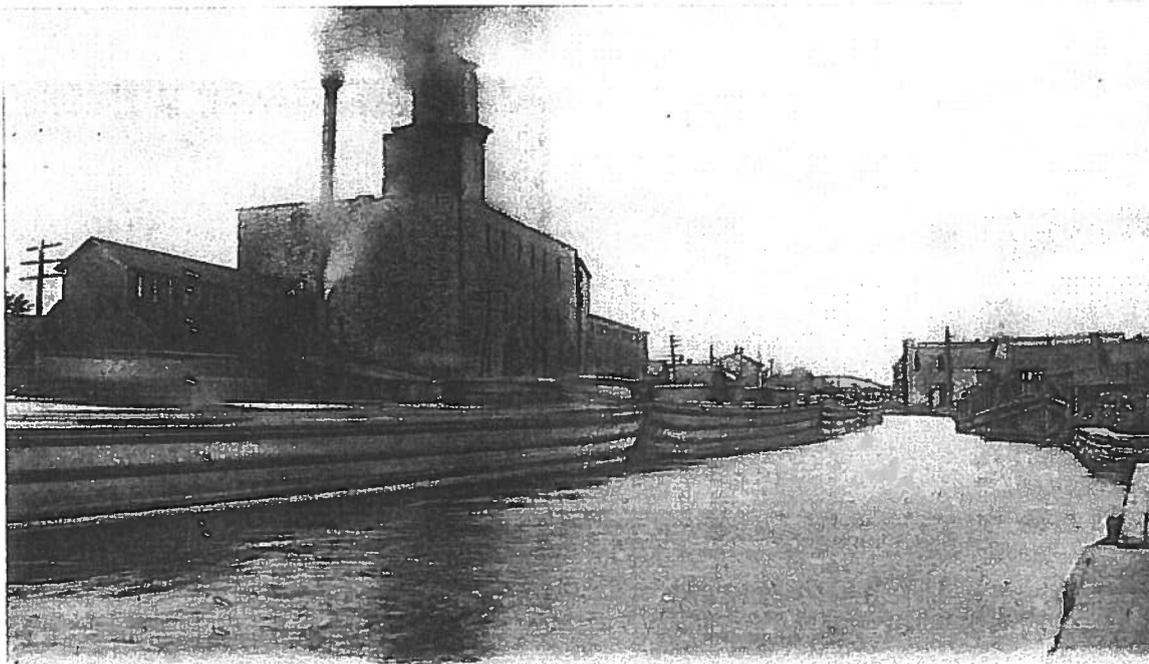
A SECTION - ERIE CANAL, MIDDLEPORT, N. Y.

Figure 8 Village of Middleport



Figure 9 Village of Middleport

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford



Batavia Pres. Co. & Erie Canal, Middleport, N. Y.

Figure 10 Village of Middleport

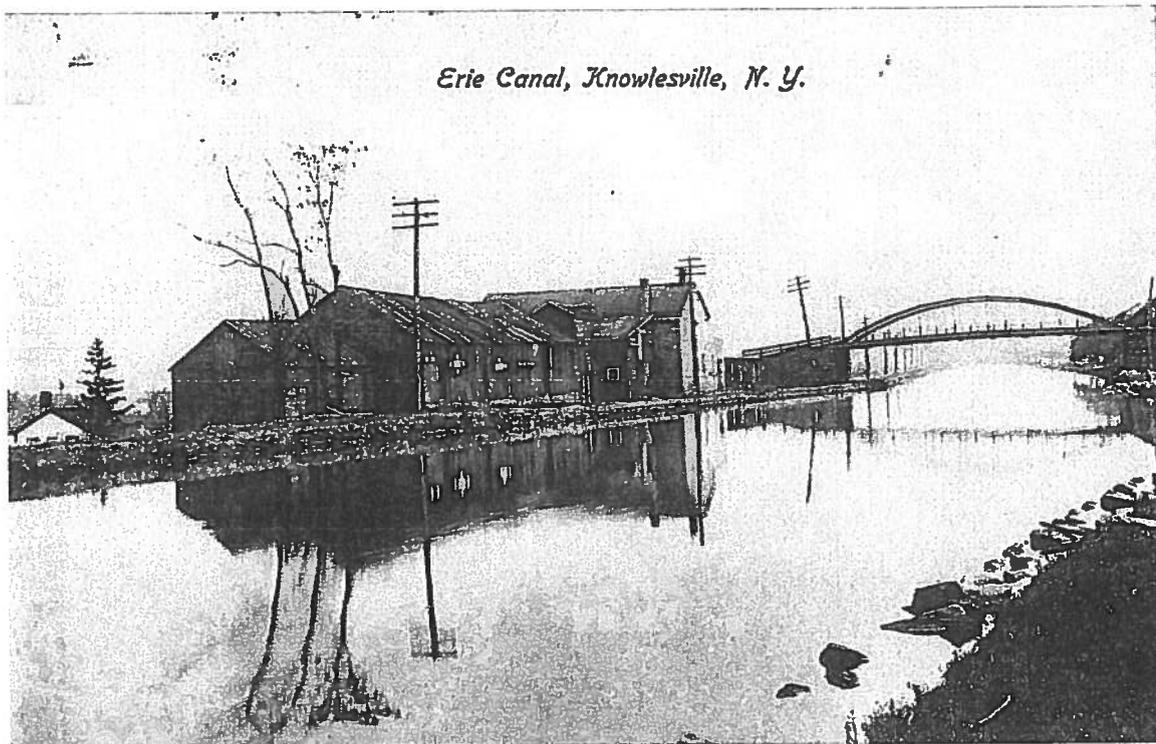


Figure 11 Hamlet of Knowlesville

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

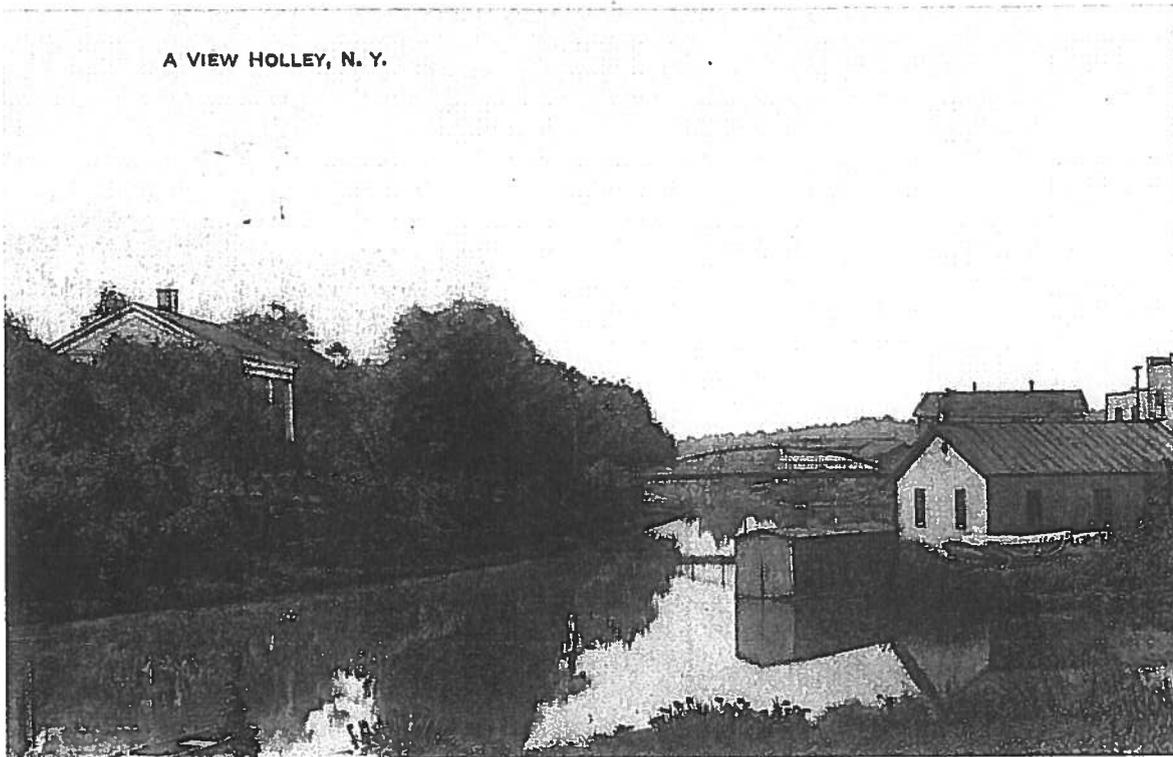


Figure 12 Village of Holley

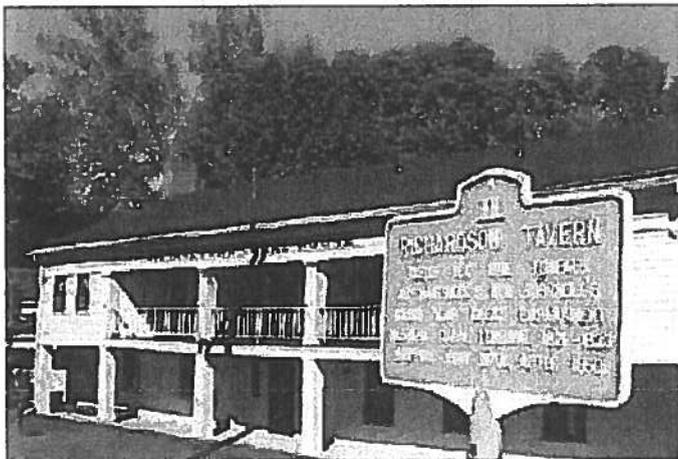


Figure 13 Hamlet of Bushnell's Basin Richardson's Inn

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford



Figure 14 Mill in Macedon

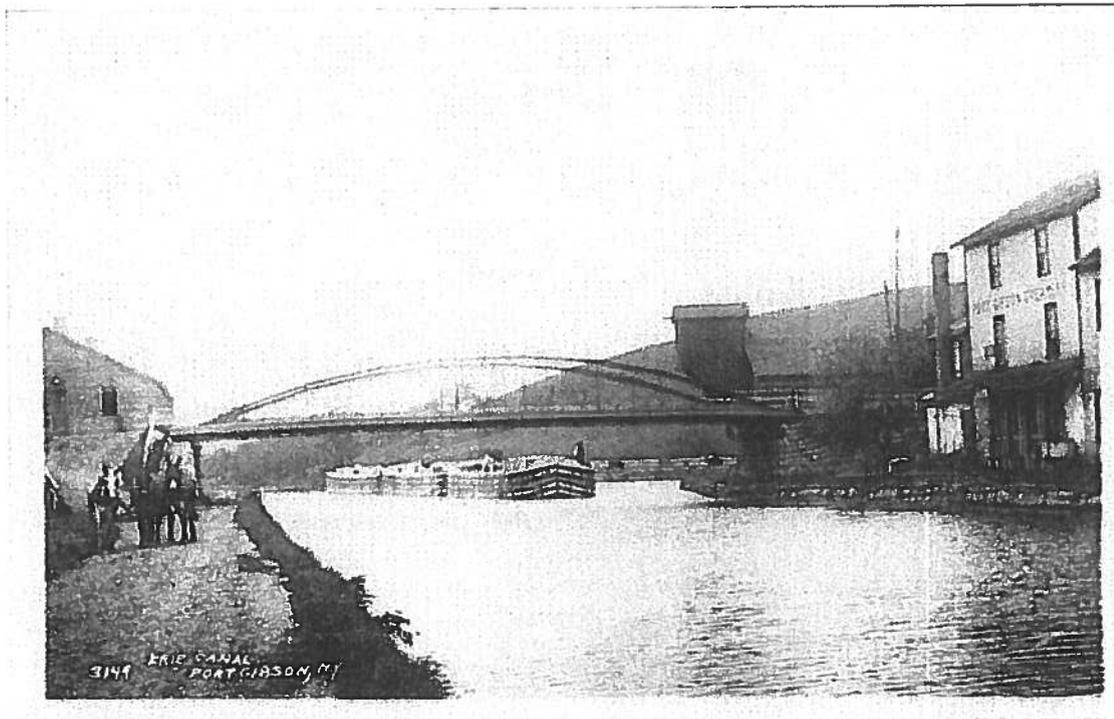


Figure 15 Port Gibson

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

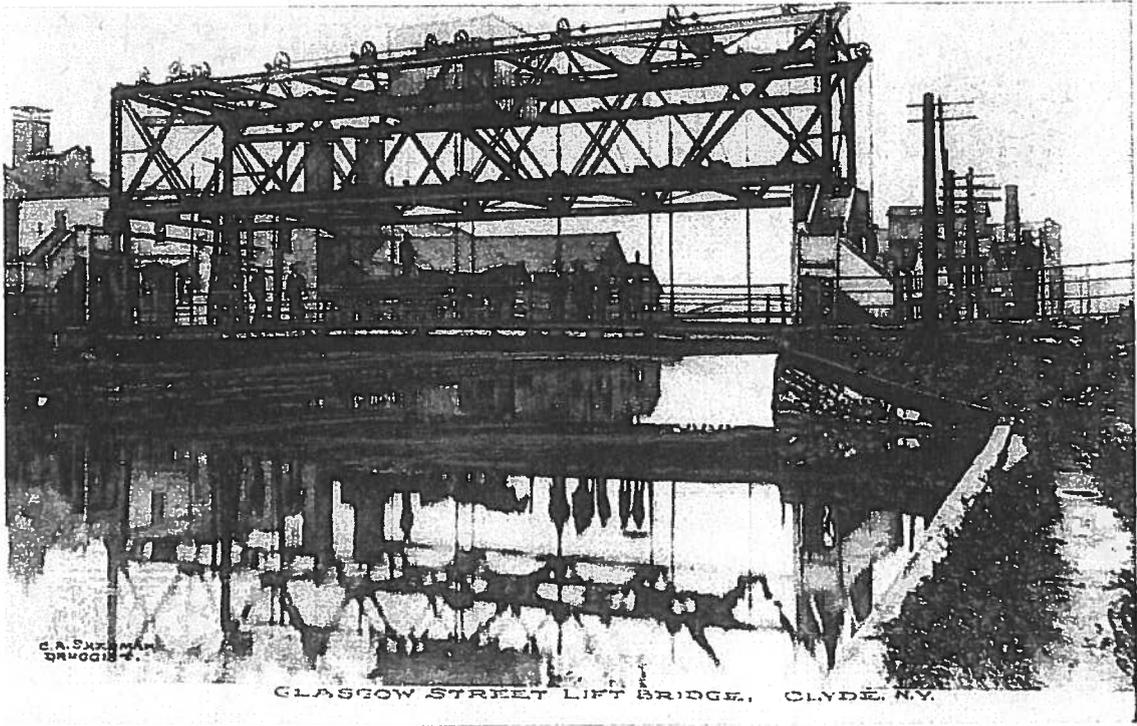


Figure 16 Village of Clyde



Figure 17 Hamlet of Montezuma

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

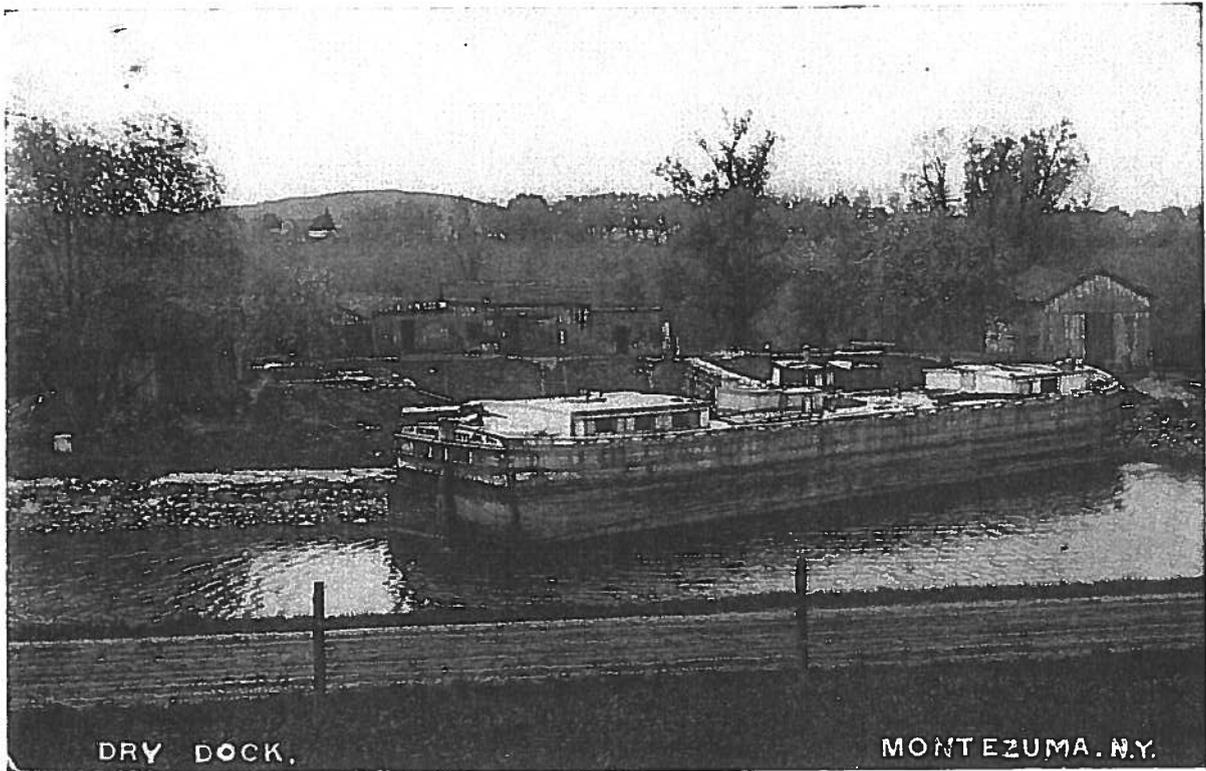


Figure 18 Hamlet of Montezuma

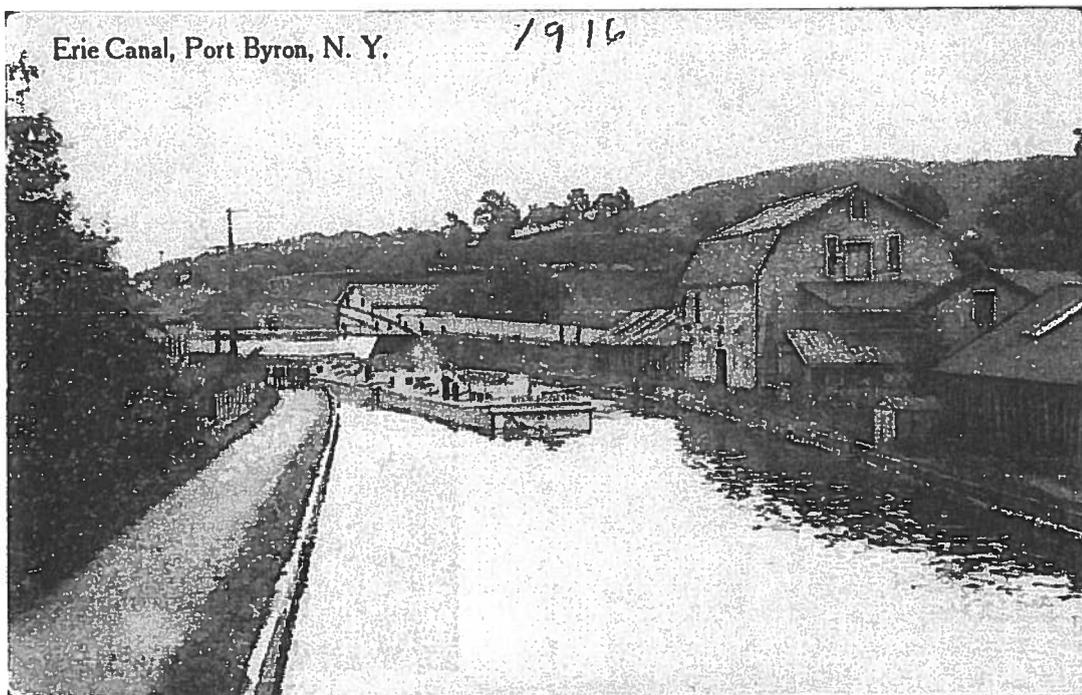


Figure 19 Village of Port Byron

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford



Figure 20 Village of Port Byron

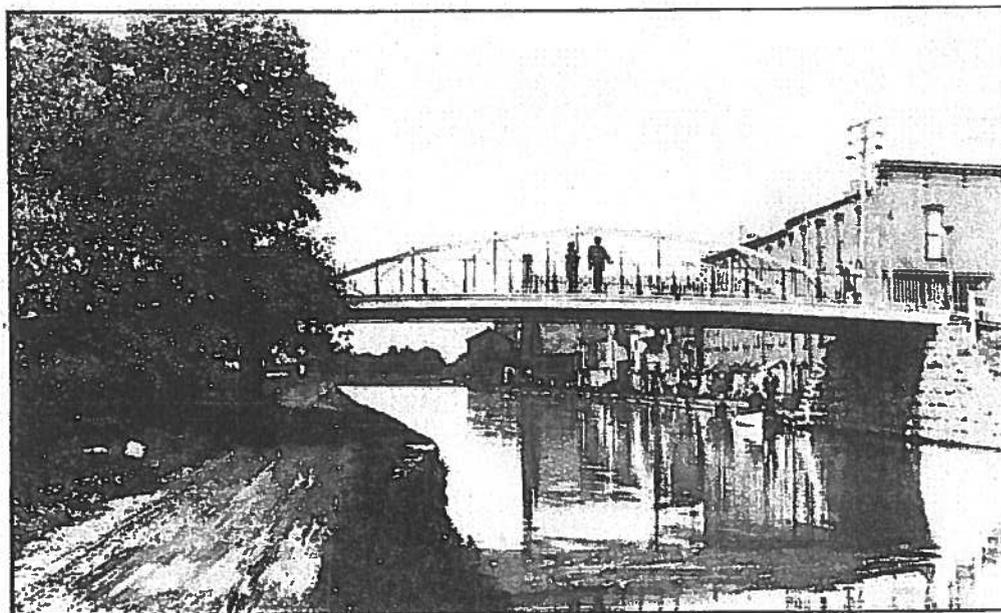


Figure 21 Village of Weedsport

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

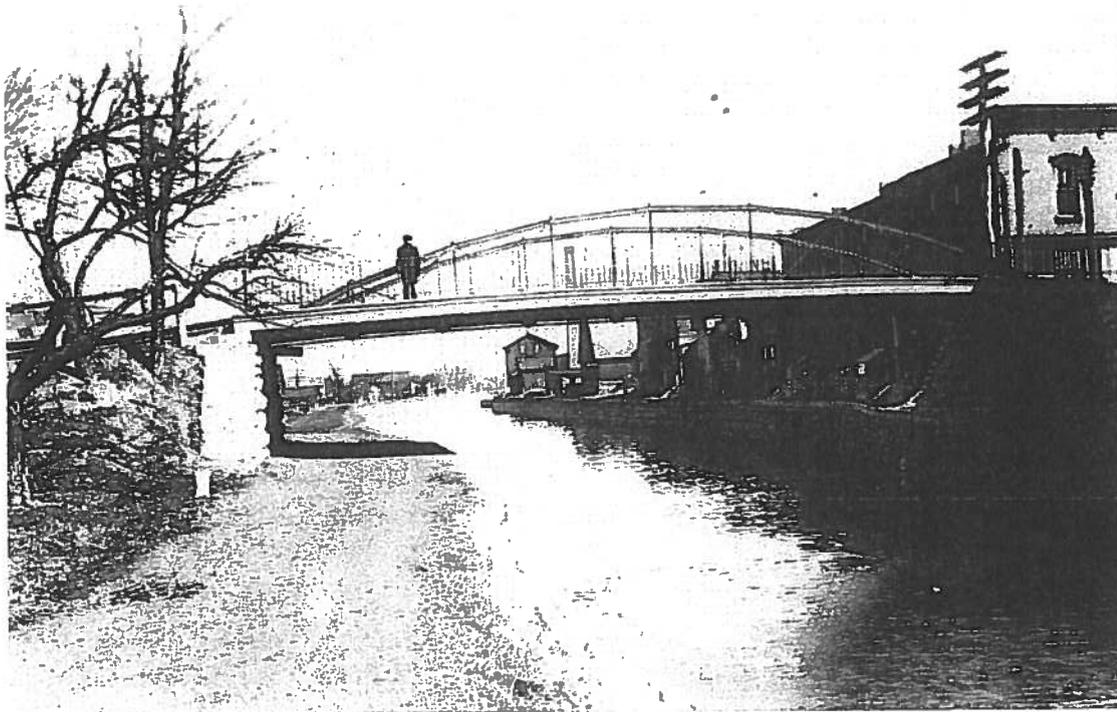


Figure 22 Village of Weedsport

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

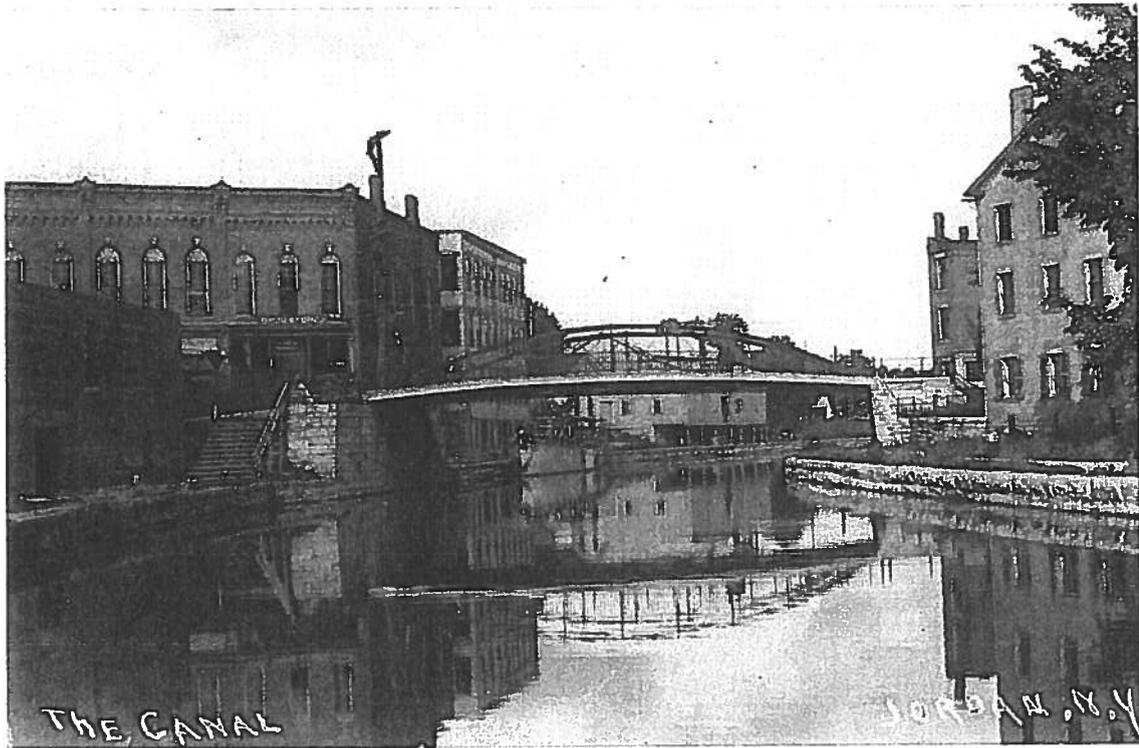


Figure 23 Village of Jordan



Figure 24 Village of Jordan

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford



HOTEL—SOUTH SIDE—THREE RIVERS

Figure 25 Hotel in hamlet of Three Rivers



Figure 26 Village of Baldwinsville

Appendix II - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically similar in size and scale to Pittsford

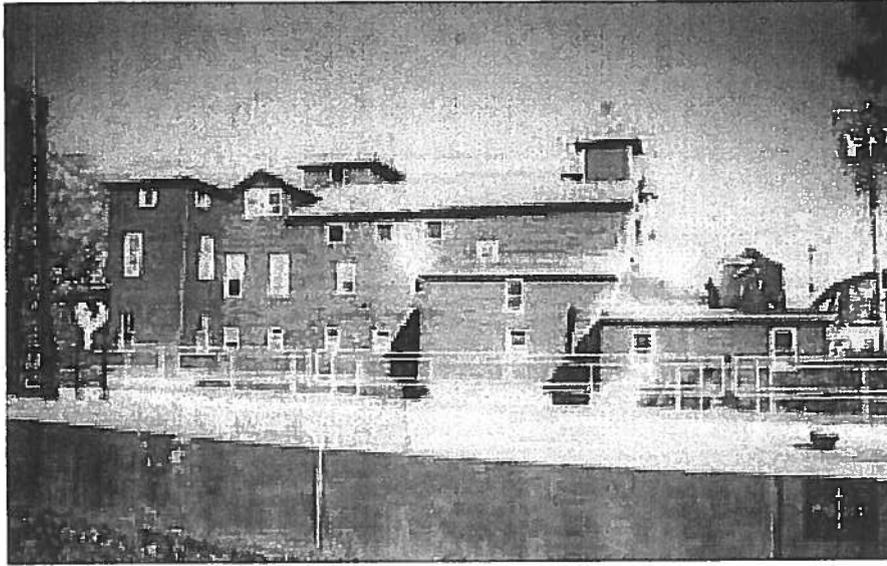


Figure 27 Village of Baldwinsville

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford

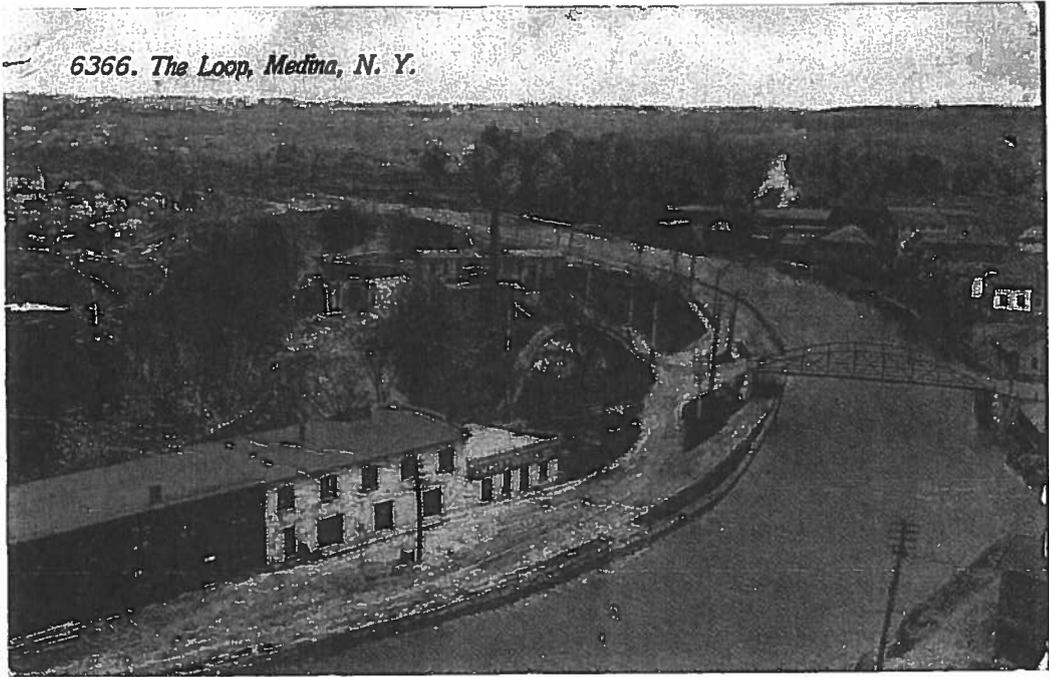


Figure 28 Village of Medina

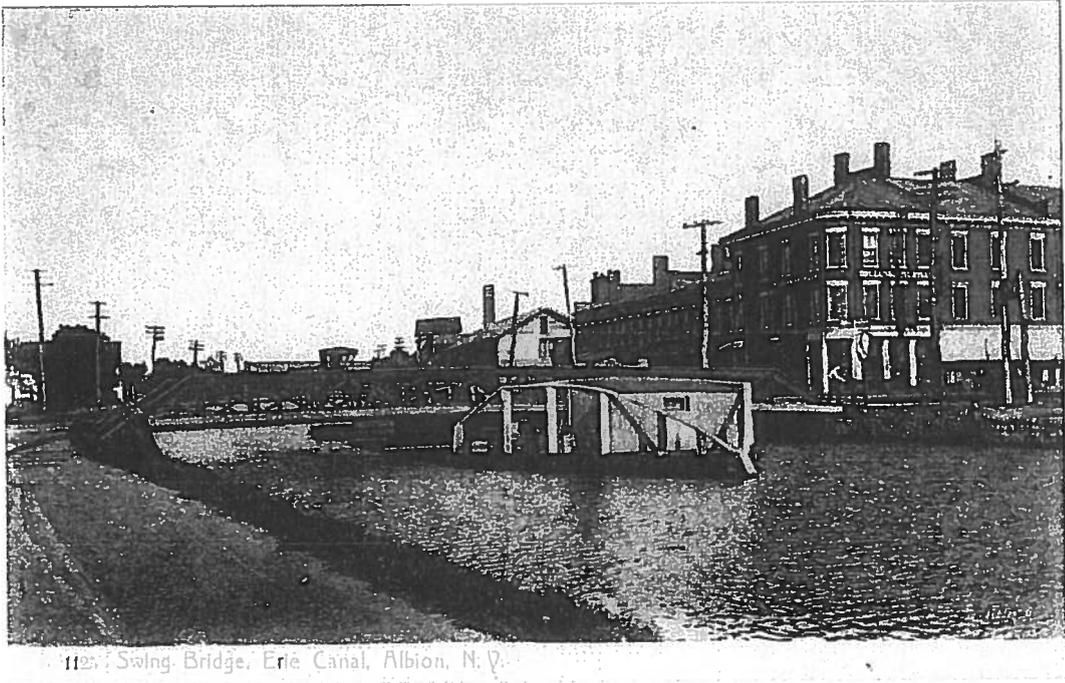


Figure 29 Village of Albion

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford



Figure 30 Village of Brockport

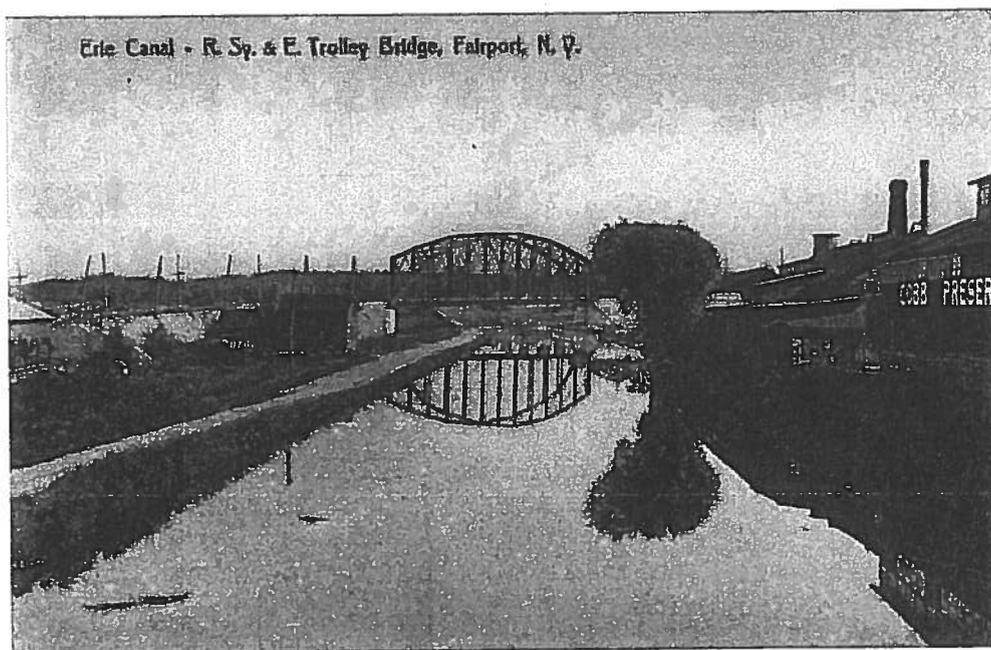


Figure 31 Village of Fairport

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford

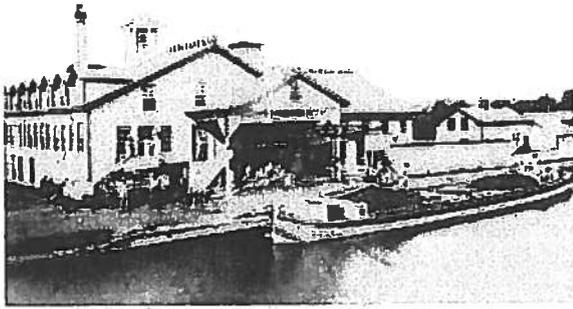


Figure 32 Village of Fairport



Fairport, a "Cradle of Industry"

Figure 33 Village of Fairport

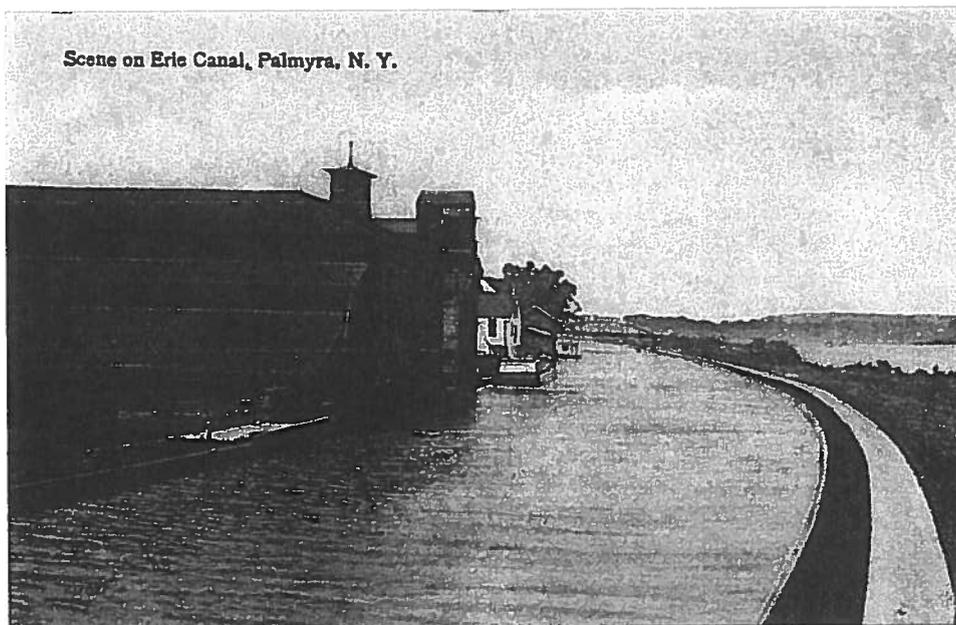


Figure 34 Village of Palmyra

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford

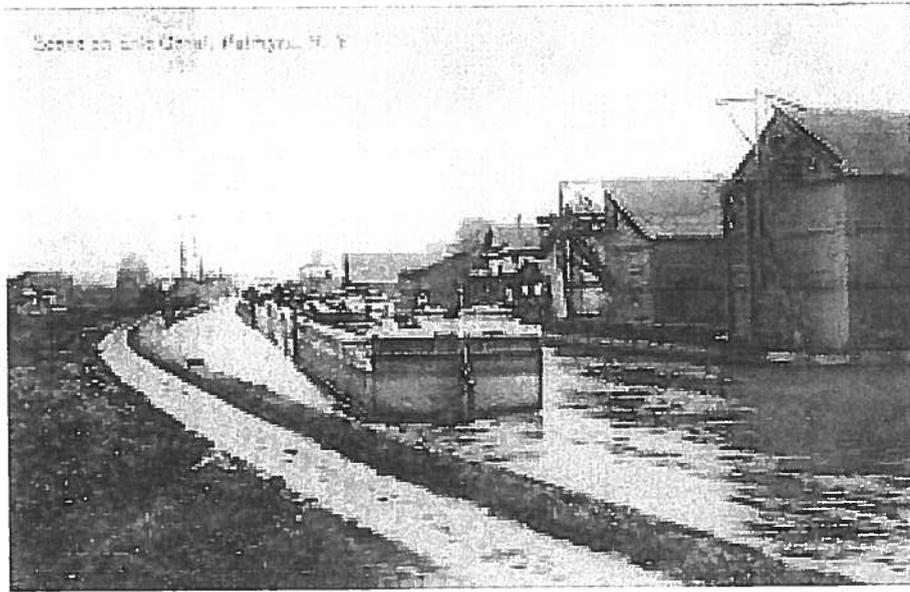


Figure 35 Village of Palmyra

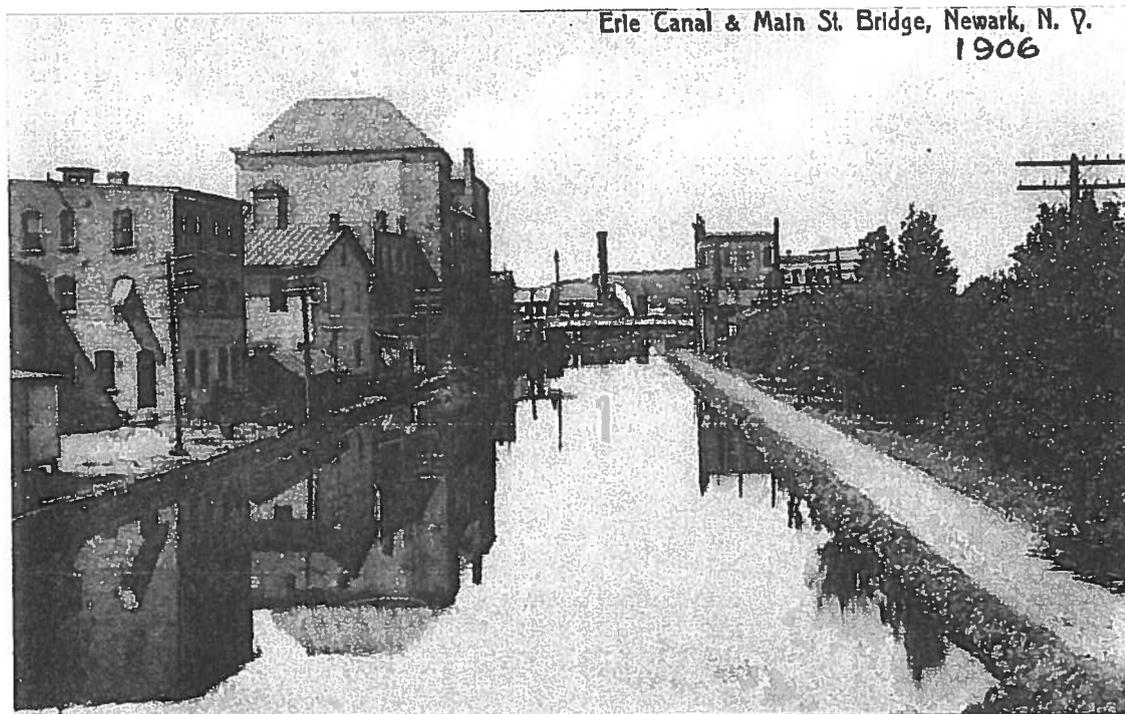


Figure 36 Village of Newark

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford

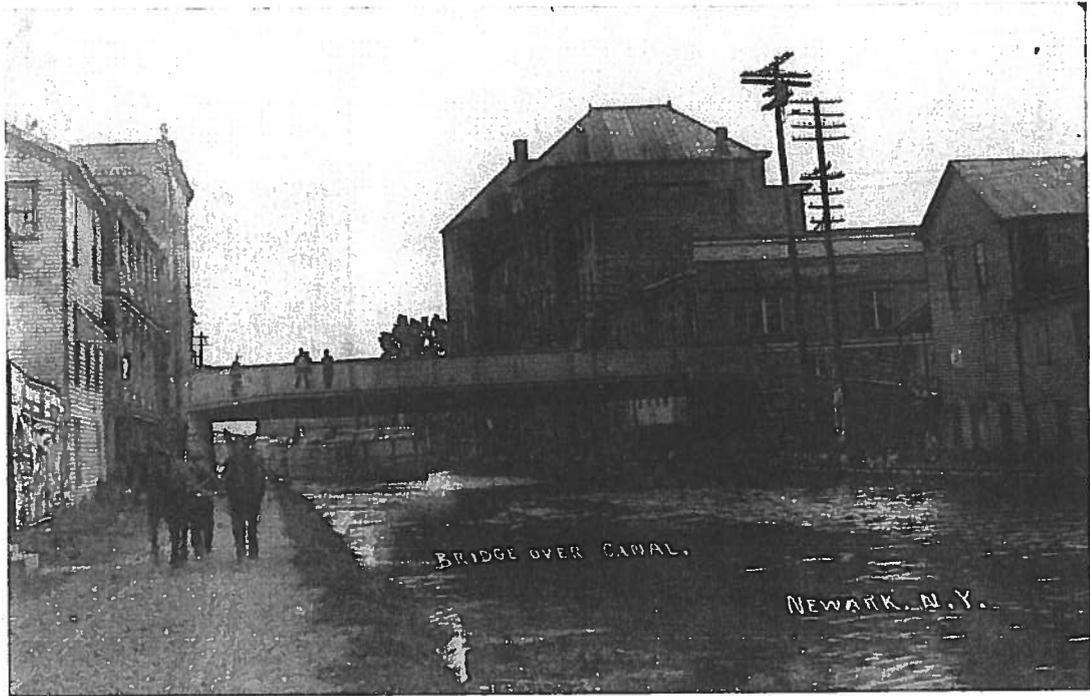


Figure 37 Village of Newark



Figure 38 Village of Lyons

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford



Figure 39 Village of Lyons

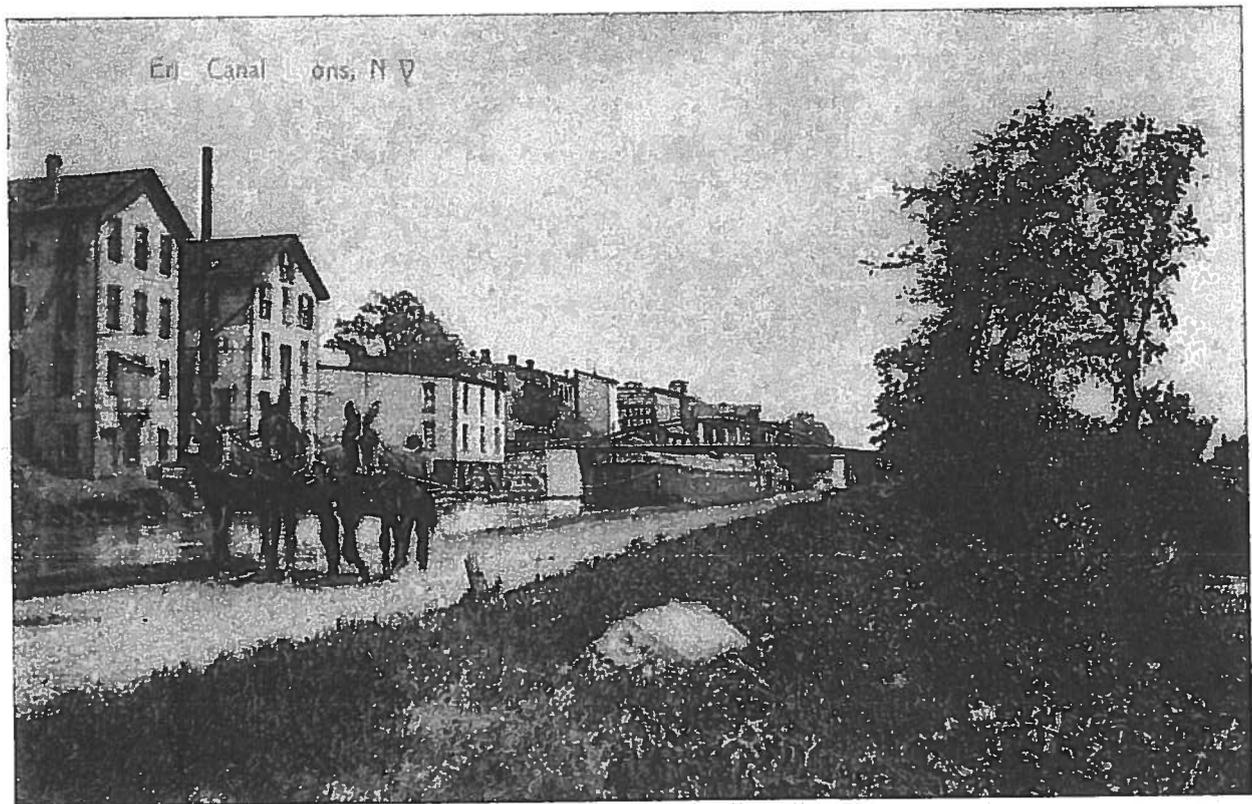


Figure 40 Village of Lyons

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford



Figure 41 Hotchkiss Factory, Village of Lyons

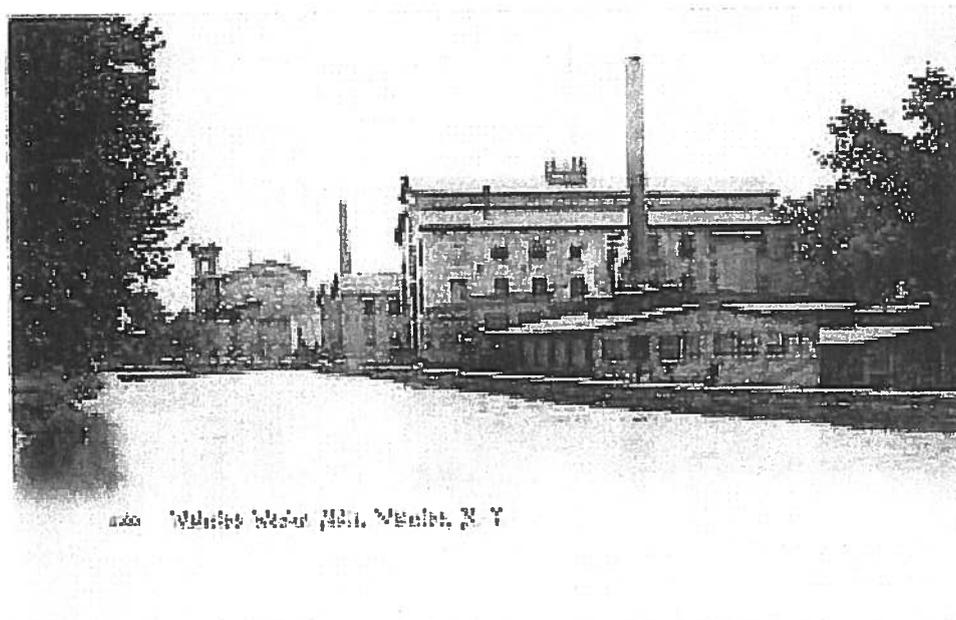


Figure 42 Village of Waterloo

Appendix III - "Canal Commercial" Architectural/Planning Precedents
Western and Central New York villages historically larger in size and scale than Pittsford



Figure 43 Village of Waterloo



Figure 44 Seneca Falls Knitting Mills

Appendix IV - "Canal Commercial" Architectural/Planning Precedents
Mills in the village of Honeoye Falls



Figure 45 Upper Mill (Mendon Town Hall)

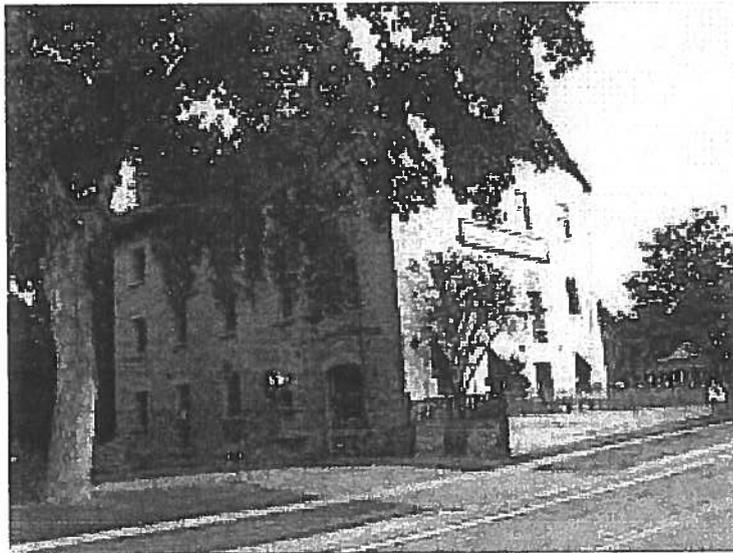
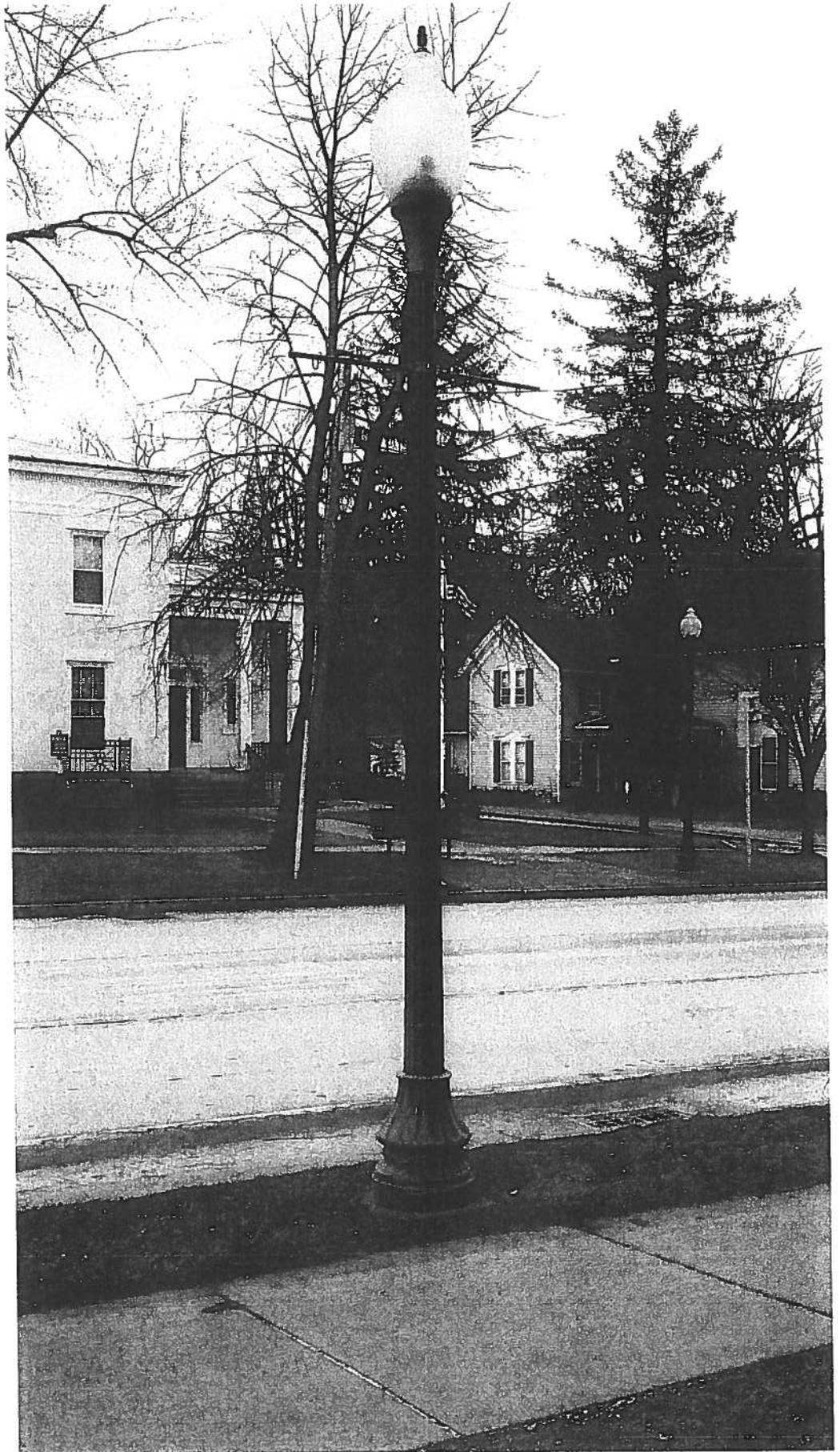


Figure 46 The Lower Mill



[Previous Message](#) | [Next Message](#)



75 Monroe Avenue - Special Use Permit Concept Plan

Quantitative Analysis of Building Heights - Entire Elevation Plan 1-4-2012

Scale 1" = 16.0'

16

Stories

Per

Building	Stories	Take off "	Feet	1 1/2	2 1/2	3 1/2	4 1/2	Bldg
Monroe Ave Building	1	****	15	15				70
	2	****	40		40			
	1	****	15	15				
Building 1	2	2.75	44		44			210
	3	3.5	56			56		
	2	4.4	70		70			
	3	2.5	40			40		
Building 2	3	1.75	28			28		144
	4	2	32				32	
	3	3	48			48		
	4	2.25	36				36	
Building 3	4	2.5	40				40	194
	2	3.5	56		56			
	3	1	16			16		
	2	2.2	35		35			
	4	2.2	35				35	
	3	0.75	12			12		
Club House	1	1	16	16				84
	2	3.75	60		60			
Building 4-5	1	0.5	8	8				
	3	4	64			64		340
	4	3	48				48	
	3	0.75	12			12		
	2	2.5	40		40			
	3	0.75	12			12		
	4	8.75	140				140	
Building 6	3	1.5	24			24		
	3	7.5	120			120		140
	2	1.25	20		20			
Total Building Length			1183	54	366	432	331	1183
Percent of Total				5%	31%	37%	28%	100%
				1 1/2	2 1/2	3 1/2	4 1/2	

**** Derived from plan view

- Does not include utility & parking buildings

Village of Pittsford

RECEIVED

This pg.

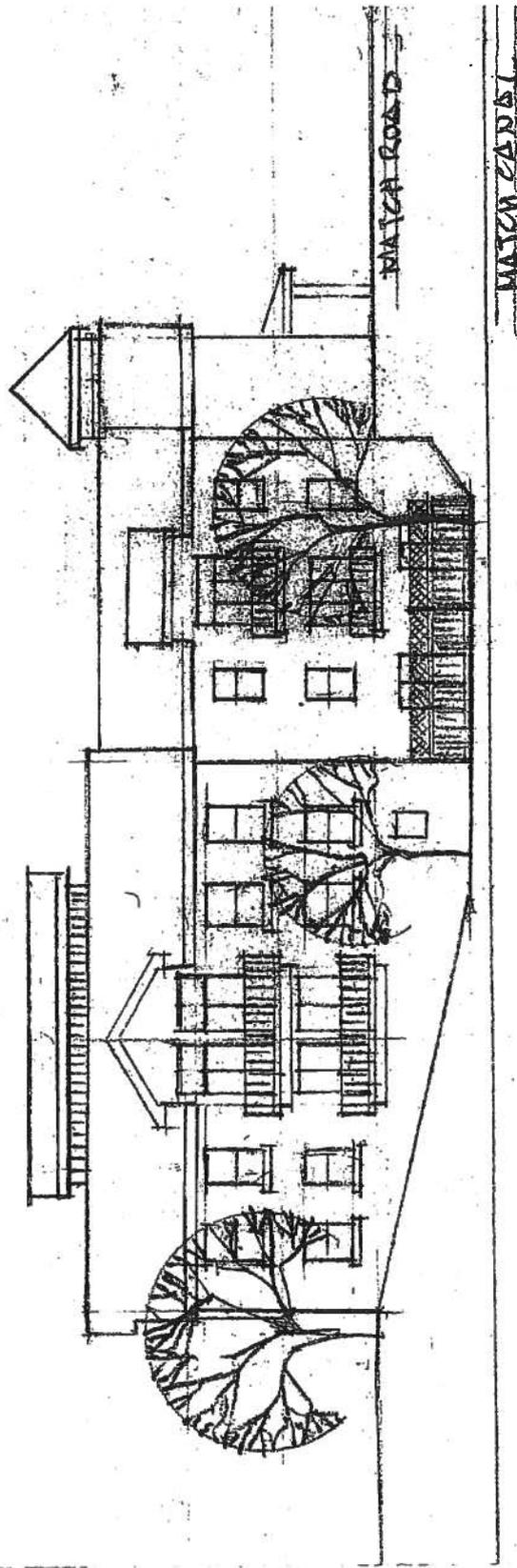
OCT 12 2012

AM 7:09PM 10/12/12

SEC.

10/12/12

Via email



BUILDING #7

ELEVATION - CANAL SIDE

1/16" = 1'-0"

VILLAGE OF PITTSFORD

SETTLED 1789 • INCORPORATED 1827



Village Hall ca 1855 (remodeled 1937)

MEMO

DATE: June 3, 2013
RE: 75 Monroe Avenue Regulating Plan
TO: Village Board of Trustees
FROM: Development Review Committee

In April 2013 Pittsford Canalside Properties, LLC (PCP) requested a meeting with Village of Pittsford representatives to discuss the pending preliminary site plan application for the apartment complex proposed at 75 Monroe Avenue. At the April 24, 2013 meeting, both representatives of PCP and the Village agreed to convene a Development Review Committee (DRC) meeting to resolve differences between the submitted preliminary site plan and the Board of Trustee approved regulating plan and to identify a path for the project review process moving forward.

On May 6, 2013 the DRC, consisting of Mayor Corby, Trustee Lamphear, Planning Board Chair Mitchell, Planning Board Member Wallace, Architectural Planning and Review Board Chair Zachman, and Architectural Planning and Review Board Member McBride, met with representatives of PCP to discuss the preliminary site plan submitted to the Village Planning Board by PCP for the 75 Monroe project. Village representatives identified the following areas where the submitted preliminary site plan does not comply with the approved regulating plan and/or the requirements of the R-5 Code:

1. Planting of continuous street trees on both sides of every street are required (Village Code: Village Code: 210-19.5 E (6)),
2. Sidewalks should be set a minimum of 6 feet off the curb (Village Code: 210-19.5 F (1)),
3. Sidewalks shall be continuous and linked to the existing Village sidewalk system (Village Code: 210-19.5 F),
4. Parking shall be located where it can be screened from view from the street and from the Canal (Village Code: 210-19.5 H (1)),
5. Monument signs are prohibited (Village Code: 210-19.5 K),
6. Turning lanes are prohibited to ensure narrow pedestrian-friendly streets,
7. Dead-end streets are prohibited,
8. High-quality public space is required,

Phone 585-586-4332 • Fax 585-586-4597 • E-mail pittsfordvillage@frontiernet.net

www.villageofpittsford.org • 21 North Main Street • Pittsford, New York 14534

9. The waterfront should employ amenities to encourage active public use (Village Code: 210-19.2 B, c, 3,c,4),
10. The Monroe Avenue streetscape shall be enhanced to match the quality of the streetscapes found throughout the rest of the village,
11. The restaurant had been originally located along the canal to encourage public access to and use of the canal waterfront. The revised restaurant location at the project entrance on Monroe Avenue failed to meet this objective of the zoning and raised other concerns,
12. Increased building widths and large blocky building footprints exacerbated concerns about the compatibility of the bulk, mass, and scale of the project.

Both PCP and Village representatives agreed to meet the following week to review a revised site plan layout and concept elevations prepared and presented by PCP. The intent of the revised site layout was to address the issues of concern and develop a preliminary plan that might be forwarded to the Village Board to consider as an amendment to the currently approved regulating plan.

The Village and PCP understand and acknowledge that the special permit and adopted regulating plan remains in effect. They also acknowledge that the revisions discussed below are a result of PCP's desire to modify the physical layout of the project. This will necessitate a revision to the adopted regulating plan but will not affect the special permit. On May 14, 2013, the DRC reviewed and provided feedback to PCP on the revised development plan and concept elevations. Following is a summary of the issues discussed:

1. The proposed building at the corner of the project entrance and Monroe Avenue was redesigned to house both the restaurant and a limited number of residential units (up to six). The building has been reconfigured with a residential wing facing Monroe Avenue and a second restaurant wing extending parallel to the project entrance street. APRB representatives felt the change created a building façade that is more compatible with the scale and mass of existing historic structures along Monroe Avenue. The two street facades have primary functional entrances and sidewalks that connect the building to each respective street as required by the R-5 Code. A larger parking lot and an eating terrace have been located between the restaurant and the Canal. Grading and landscaping will be carefully designed and reviewed to ensure the parking lot is effectively screened from view from both Monroe Avenue and the Canal. The sidewalk running past the restaurant parking lot entrance will run continuously across the parking lot and connect seamlessly with the sidewalk along the front of the canal. Detail of landscaping and grading is needed on the front setback facing Monroe to ensure an appropriate streetscape is developed.
2. Moving the restaurant location from the center of the site along the canal to Monroe Avenue will result in less restaurant traffic and noise disturbing the residential interior of the site.
3. The project entrance road has been redesigned to create a larger pedestrian refuge area in the median, and incorporate more extensive landscaping.
4. The revised plan shows higher quality and more usable public space. Plantings of trees are consistent with the intent of the R-5 Code.
5. Significant building mass has been shifted away from Monroe Avenue. In addition the space between the last building and the adjacent railroad tracks has been increased by shifting the building towards the canal and adjusting the orientation of the building to make it parallel to the canal.
6. The revised plan incorporates a streetscape that is more consistent with the original regulating plan and the design standards of the R-5 Code.

7. The feasibility of re-configuring the parking lots currently located between residential buildings to a single drive aisle with on-street parking will be investigated. This will serve to reduce pavement areas and create more green space. This will reduce pavement areas and create more green space.
8. The orientation and spacing of the buildings is more varied and thus relates better to the “Canal Commercial” concept. APRB representatives felt the revised plan looked more organic as if, “build out may have occurred over a long period of time without the guidance of a master plan” and that the building orientation responds better to the shape and character of the property, particularly the canal waterfront.
9. The third exclusively residential building has been designed with the intent that it possesses the feel and scale of a nineteenth-century mill. The concentration of height and mass in this building was intended to recall the variety and hierarchy found within authentic canal commercial complexes. The placement of the two-story clubhouse building in front of the “mill” building reinforces variety and the more random style of development and the appearance that it might have evolved over a long period of time. Its placement also lessens the appearance of the mass of the building behind it.
10. Even though the project has changed from seven to six residential buildings, the revised design incorporates architectural elements and features to lessen the appearance of size and mass. The depth of the buildings on average has increased, but the use of cross gable ends on several of the larger buildings will remove the existence of low sloping gable elevations on several building ends. APRB representatives felt the newly proposed building elevations are consistent in style and variability with those of the original regulating plan and canal commercial style. Other modifications that included reducing the apparent length of the canal elevation view, inserting variable space gaps between the buildings, moving some mass and scale to the far end of the development, and shifting additional mass from the original 4th building to the now proposed 5th “Mill style building”, have significantly improved the distribution and apparent mass and scale of the project in such a way as to possibly allow for a determination of appropriate mass and scale by the APRB.
11. The revised plan incorporates four canal-side gazebos similar in the style of existing gazebos in Schoen Place.
12. The R-5 code emphasizes the importance of keeping the canal side of the project available for public use. The placement of the small private outdoor swimming pool adjacent to the Erie Canal waterfront at an elevation of approximately ten feet above the public canal sidewalk lessens the adverse impact of the pool’s placement. The addition of public restrooms to the clubhouse will enhance the public’s use of the entire public Canal frontage. Additional adjustments to the pool’s design may further decrease the adverse impact.

The members of the DRC felt the revised plan presented by PCP was a significant improvement and captures the intent, character, and design feel of the Village Board approved regulating plan. Although it was noted there are issues yet to be resolved and more detail will be required as the Planning Board and APRB resume their respective reviews of the project, the DRC membership endorsed forwarding the new concept to the Board of Trustees for adoption as the official Village Regulating Plan for the project.

Code Requirement	Yes	No	TBD	NA	Notes
210-19.1 Intent					
A. Pedestrian oriented neighborhoods	✓				
B. Expand housing options	✓				
C. Utilization of vacant land	✓				
D. Development of limited commercial uses as amenities	✓				
E. Village character	✓				
F. Driveways, streets & traffic	✓				
G. Quality of materials, construction & design	✓		✓		As part of the review process to be conducted by the ARPB
H. Eye can vision & goals	✓				
I. Minimize adverse effects	✓				
J. Public access	✓				
210-19.2 Use Regulations					
A. Permitted Uses				✓	
B. Specially Permitted Uses					
(1) Eligible properties	✓				
(2)(a) Multiple dwelling buildings	✓				
(2)(b) Restaurant	✓		✓		Specific location of seating (indoor vs outdoor) to be worked out in Final Site Plan Review
(2)(c) Carpal related recreational uses	✓				
(3)(c)(1) Access to & size of the site is adequate	✓				
(3)(c)(2) Compatible with the visual character of the Village	✓				
(3)(c)(3) Does not create a hazard to the health, safety & welfare	✓				
(3)(c)(4) Public access & amenities along the Canal	✓		✓		To be handled in Final Site Plan Review
(3)(c)(5) Density does not exceed a maximum of 25 units per acre	✓				
(3)(c)(6) Traffic generated will not be detrimental	✓				
(3)(c)(7) Buildings shall be unique and varied in design	✓				
210-19.3 Building Dimensional Standards					
A. One-Family Dwellings				✓	
B. Multiple-Family Dwellings					
(4)(a) No building shall exceed 4 1/2 stories	✓		✓		As part of the review process to be conducted by the ARPB
(1)(b) No more than 1/2 of the bldgs exceed 3 1/2 stories	✓				As part of the review process to be conducted by the ARPB
(1)(c) Maximum bldg sections shall not exceed 150 ft	✓				
(1)(d) Accessory structures shall not encroach on public realm	✓				
210-19.4 Building Design Standards					
A. Conforms to regulating plan	✓				
B. Primary buildings oriented towards the street	✓				
C. Buildings create an edge to the public realm	✓				
(1) Single-Family Structures				✓	
(2) Multiple-Family Structures					
(a) Articulated to avoid monolithic appearance	✓		✓		As part of the review process to be conducted by the ARPB
(b) Varied appearance	✓		✓		As part of the review process to be conducted by the ARPB
(c) Define public realm	✓		✓		As part of the review process to be conducted by the ARPB
(d) Varied walls & roof planned	✓		✓		As part of the review process to be conducted by the ARPB
D. Simple & uncomplicated building form	✓		✓		As part of the review process to be conducted by the ARPB

Code Requirement	Yes	No	TBD	NA	Notes
E. No facade plane shall be greater than 7:00 ft in length			✓		As part of the review process to be conducted by the APPB
F. Unenclosed entrances & porches are encouraged			✓		As part of the review process to be conducted by the APPB
G. Entrances must face the street & connect to the public sidewalk	✓				As part of the review process to be conducted by the APPB
H. Single-Family Dwelling				✓	As part of the review process to be conducted by the APPB
I. Use of traditional forms			✓		As part of the review process to be conducted by the APPB
J. Nearby buildings shall possess sufficient variety			✓		As part of the review process to be conducted by the APPB
K. Building materials			✓		As part of the review process to be conducted by the APPB
L. Use of historic accent pieces			✓		As part of the review process to be conducted by the APPB
M. Screening of mechanical equipment			✓		As part of the review process to be conducted by the APPB
N. Accessory structures shall be in accordance with local vernacular			✓		As part of the review process to be conducted by the APPB
210-19.5 Site Design Standards					
A. Development shall be consistent with Comp. Plan & LWRP	✓				
B. Arrangement of buildings shall be consistent with local context	✓				
C. Street shall meet Village requirements	✓				
D. Gated access drives are not permitted	✓				
E. New streets shall be consistent with the Regulating Plan			✓		To be handled during Final Site Plan Review with assistance from Village Engineer
(1) New streets shall have 6" granite curbs	✓				To be handled in Final Site Plan Review
(2) Pavement shall be 4" parallel king spaces & wide	✓		✓		To be handled in Final Site Plan Review
(3) Street names					To be handled in Final Site Plan Review
(4) Dead-end streets shall incorporate turning circle	✓		✓		To be handled in Final Site Plan Review with assistance from Village Engineer
(5) Streetlighting					To be handled in Final Site Plan Review - May require a variance from the ZBA
(6) Street trees every 30 to 40 ft	✓				To be handled in Final Site Plan Review - May require a variance from the ZBA
F. Sidewalks					
(1) Shall be set back a minimum of 6' off the curb for tree lawn	✓				Waiver for portion of the site pursuant to Section 1 - Remainder may require a variance
(2) Required on both sides of the street	✓				
(3) May be omitted on one side if no buildings on that side	✓				
(4) Shall be continuous across driveways	✓				
(5) Shall be constructed as elevated, pedestrianable	✓				
G. Alley Standards				✓	
H. Parking					
(1) Shall be in interior garages, screened from Canal, etc	✓				To be handled in Final Site Plan Review - May require a variance from the ZBA
(2) Parallel to driveway in street permitted	✓				
(3) No off street parking is permitted in front or side lawn	✓				To be handled in Final Site Plan Review - May require a variance from the ZBA
(4) Garages doors are prohibited along front facades	✓				
(5) Single-Family Dwellings	✓				
I. Natural features shall be conserved	✓				
J. Canal Improvements subject to review by NYS Canal Corp	✓				
K. Entrances shall have Village character, no monument signs	✓				
L. Trustees may waive or alter these standards	✓				To be handled in Final Site Plan Review - May require a variance from the ZBA

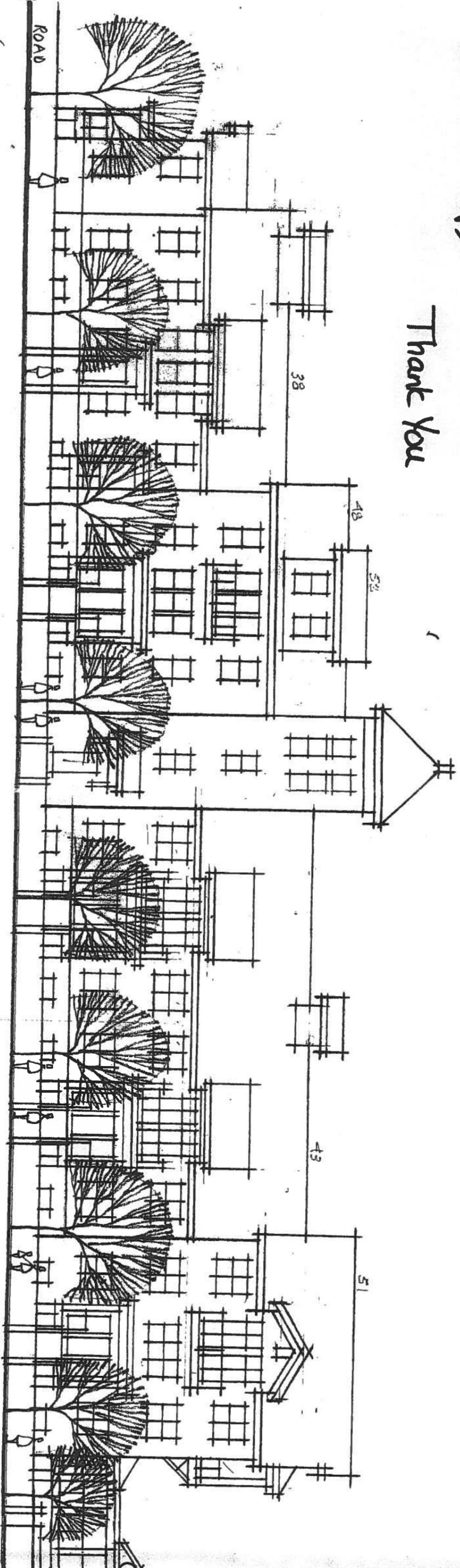
1" = 16' SCALE

(1)

Official Village Record

Pls. do not remove or write on this ~~record~~ record

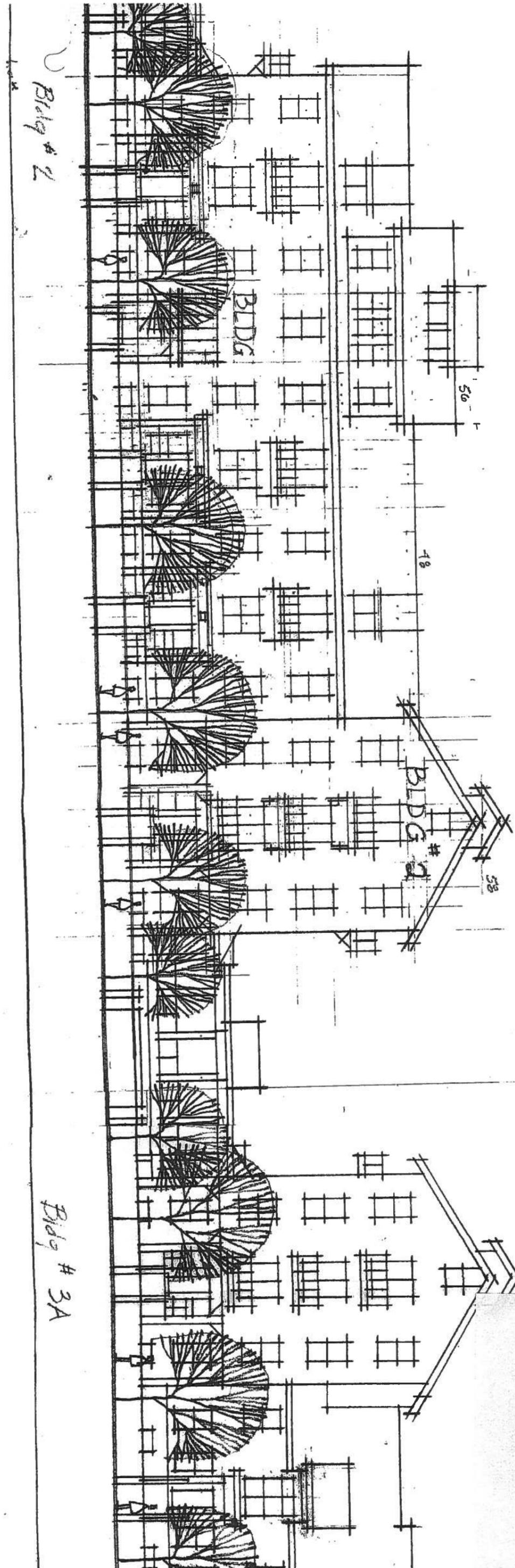
Thank You



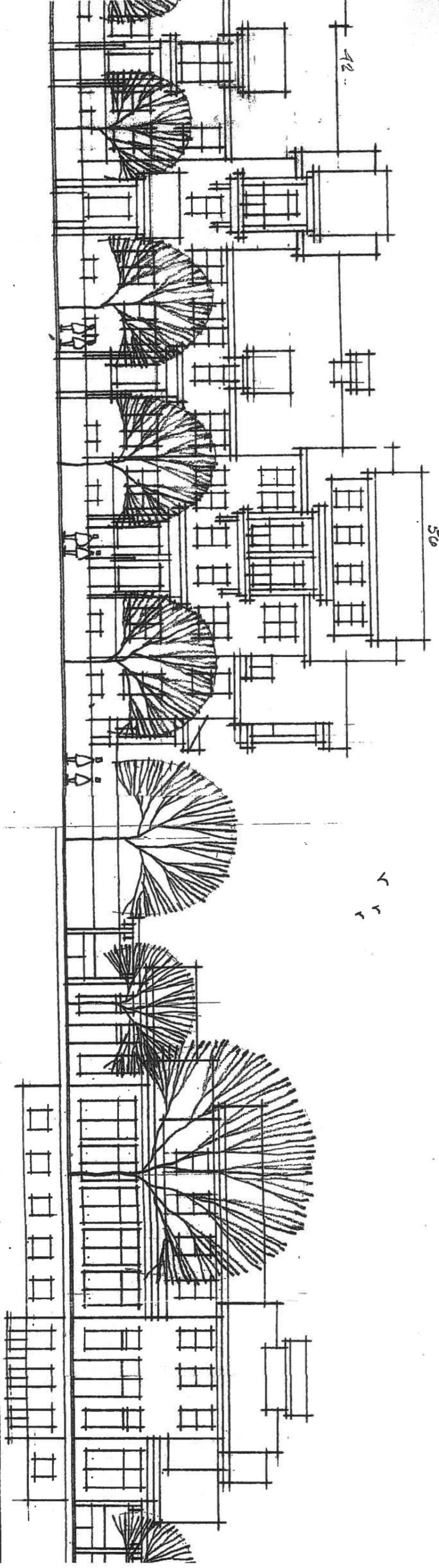
CANAL

Bldg # 1A

ROAD

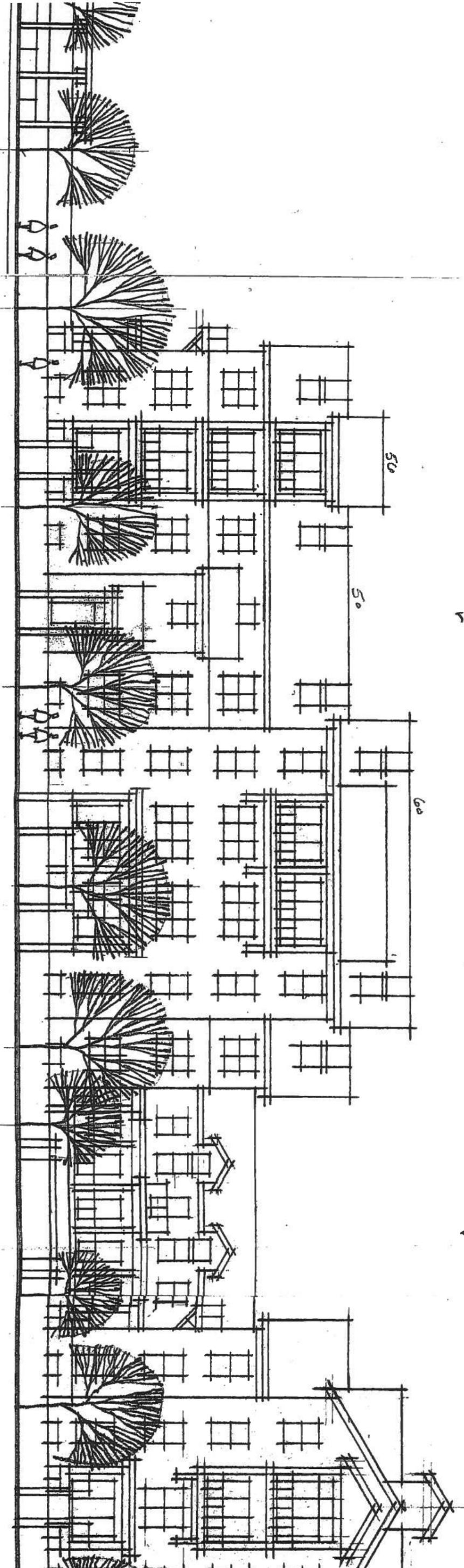


15
MOMOS



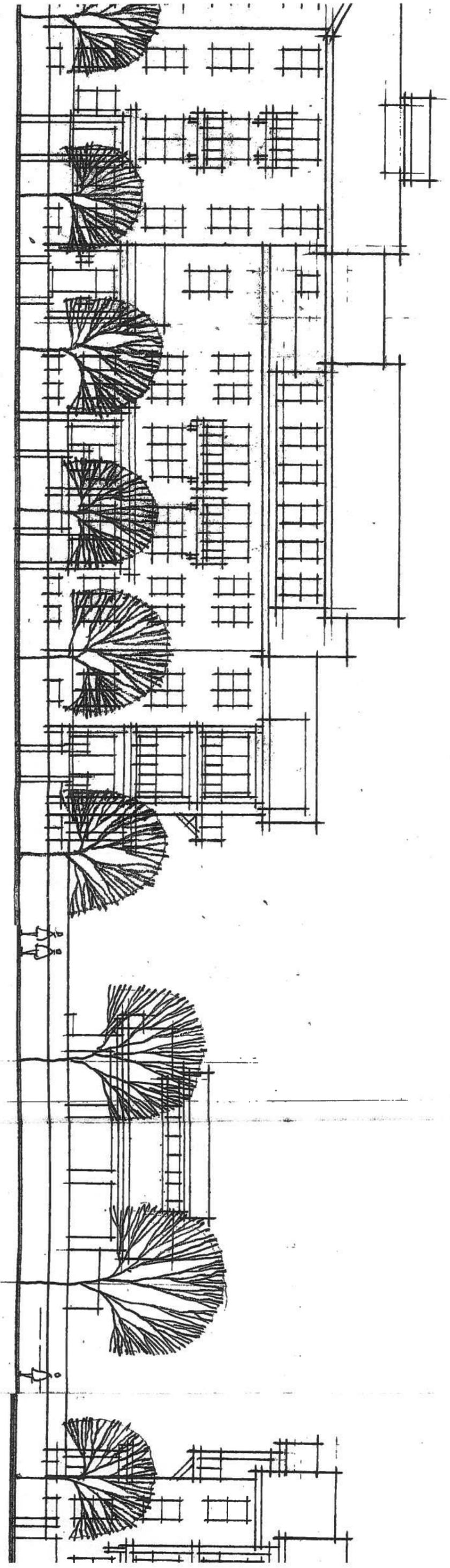
Handwritten marks consisting of several small, curved lines or symbols.

Blind # 1



1
1

Blind # 2



Plaza Co.

Original submission

12/21/11

Village of Pittsford
RECEIVED

DEC 21 2011

AM PM
789104121304218
A

