

PLANNING BOARD AGENDA

Public Hearing Application #1

1801 & 1787 Fairport Nine Mile Point Road

Pathstone Development

Application #21P-0007

See Pages to Follow



TOWN OF PENFIELD
PLANNING DEPARTMENT APPLICATION FORM

Application Type: Administrative Review Sketch Plan **Reviewing Board:** Planning Board
 Preliminary/Final Site Plan Conditional Use Permit Town Board
 Preliminary/Final Subdivision Planning Dept. (For Admin. Only)

PROJECT INFORMATION

Project Name: 1801 Fairport Nine Mile Pt Rd Apartments
 Project Address: _____
 City, State, ZIP: Penfield, NY 14526
 Project Description: Sketch plan review for 157 residential apartments in two proposed buildings, with 30,800+ sf of non-residential space including a daycare facility and a 4,800 commercial building, all with associated site improvements.

Tax ID #: 125.01-1-3.111 Zoning: MUD Size of Property (acres): 10.653 acres
125.01-1-33.11 District (Mixed Use District) or Properties _____
(Format 000.00-00-00.0000)

Applicant Name: Pathstone Development Corporation
 Street Address: 400 East Avenue
 City/State/ZIP: Rochester, NY 14607
 Phone: 585-340-3361
 Fax: 585-340-3309
 Email: rcain@pathstone.org

Agent/Engineer: Peter Vars
 Agency/Firm: BME Associates
 Street Address: 10 Lift Bridge Lane East
 City/State/ZIP: Fairport, NY 14450
 Phone: 585-377-7360
 Email: pvars@bmepec.com

Current Owner(s): WRM Holdings III, LLC
 Street Address: & William Wickham
 City/State/Zip: _____
 Phone: _____
 Email: _____
 Signature: See enclosed letters

See Required Fees and Sets of Plans for \$\$ Amounts	
Planning Review Fee	Amount
	\$ 300
Engineering Review Fee	Amount
	\$ 0
Check #	Total \$ 300.00

Applicant Signature: *Peter Vars* BME ASSOCIATES (AGENT) Date: 2/26/2021

FOR OFFICE USE ONLY			
Application #	<u>21P-0007</u>	Prior #	_____
Date Received	<u>02/26/2021</u>	Application Type	<u>Sketch</u>
Jurisdiction	_____	Meeting Date	<u>04/08/2021 PH</u>
SEQR Classification	_____	Outcome	_____

February 26, 2021

Planning Board
Town of Penfield
3100 Atlantic Avenue
Penfield, NY 14526

**Re: 1801 Fairport Nine Mile Point Road Apartments
T.A. #125.01-01-33.1, 125.01-01-3.11**

2717

Dear Board Members:

On behalf of PathStone Development Corporation, we submit the enclosed application for Planning Board Sketch Plan review. The application is for a proposed mixed-use development of 10.6 acres to be located in the Town's Mixed-Use Development district at 1801 Fairport Nine Mile Point Road. We request to appear at the Planning Board's April 8, 2021 meeting to present the Sketch Plan application. We have enclosed the following application materials for the Board:

- Letter of Intent
- Sketch Plan Site Plan
- Site Plan Rendering
- Concept Architectural Elevations/Perspectives
- Planning Department Application Form
- Sketch Plan Checklist
- Letter of Authorization
- \$300 Application Fee

The complete application package will also be emailed to the Planning Department.

PathStone Development Corporation proposes a mixed-use development of residential, commercial, and civic space to be located on approximately 10.6 acres of land. The property is located on the westside of NYS Route 250, north of Penfield Square at the site of the former Grossman's nursery. The property is zoned M.U.D. – Mixed Use District and is designated as Zone A – Core Mixed-Use area.

The proposal consists of two 4-story multi-family apartment buildings for a combined total of 157 apartment units. The first floor of each building will also include non-residential space, including a daycare and office space. Each floor will also include designated non-residential common area space. The western building will include ±8,211 sf child daycare space with a ±5,000 sf outdoor playground area that will be operated by the YMCA and be open for public enrollment.

A third building is proposed, which is a single-story ±4,800 sf commercial building to be constructed near the Route 250 entrance to the project.

In addition to these buildings, public civic space will be provided in the center of the project site, between the two proposed buildings. A pedestrian walkway will be the focal point of this space, which will also include passive and active recreation spaces. The pedestrian spine will be an extension of the pedestrian way constructed with the Penfield Square project to the south; thus, implementing a key feature of the M.U.D. design goals of providing pedestrian connectivity between multiple properties. This pedestrian

spine will provide residents of the PathStone project with pedestrian access to Penfield Square and the YMCA to the south.

The subject parcel consists of two tax parcels totaling ± 10.65 acres. One parcel is the 5.0-acre Grossman's Nursery parcel at 1801 Fairport Nine Mile Point Road. The parcel is currently vacant, and all remaining features of the nursery operation will be removed. The second parcel is ± 5.65 acres and is due west of the Grossman lot. This 5.65 acres will be subdivided from the parent parcel of N/F Wickham. The parcel contains an existing single-family home, which will be demolished. Both of these tax parcels share an existing driveway for access to NYS Route 250. This curb cut will remain and provide access to the proposed project.

The property is bordered to the south by Penfield Square, the first mixed-use development within the M.U.D. To the west are lands of the YMCA that contain NYSDEC wetlands. To the north are agricultural lands to be retained by Wickham, and to the east is NYS Route 250. The project occupies ± 430 LF of frontage along NYS Route 250.

The proposed project has been designed using the principles and guidelines of the Town of Penfield's Mixed-Use Development Manual. The principal tenets of this design are the provision of a complete street concept, public greenspace, strong pedestrian connectivity, architectural style, and site planning that will connect this project with adjoining parcels and projects to the south, and future development to the north. The enclosed Sketch Plan application includes the necessary information that identifies the mixed-use design criteria and how this project meets the design manual goals.

A summary of key metrics as outlined in Chapter 6.1.5 of the M.U.D. Design Manual are:

- | | |
|---|--|
| a. Number of uses: | 4+ (residential, office, commercial/retail, daycare, and civic/public space) |
| b. Total number of residential units: | 157 units |
| c. Proposed residential density: | 14.7 units/acre |
| d. Building height: | $\pm 49'$ - $53'$ (4 stories) |
| e. Building lot coverage: | ± 1.53 acres ($\pm 14.4\%$) |
| f. Greenspace: | ± 5.07 acres ($\pm 47.6\%$) |
| g. Public/civic open space: | ± 2.83 acres ($\pm 26.6\%$) |
| h. Gross total floor area (all floors): | $\pm 231,356$ sf |
| i. Non-residential floor area (all floors): | 30,870 sf (13.3%) |

The application also includes architectural elevations of the proposed multi-family residential buildings, which include non-residential uses on the first floor. Other graphics include a perspective rendering to illustrate proposed building scale and mass on the property. Final architectural design, including materials and colors, will be provided with the Final Site Plan application.

This project will include the continuation of a Town dedicated complete street, Penfield Square Road, along the westside of the proposed development. The complete street will include travel lanes, on-street parallel parking, a tree lawn area, and a multi-purpose pedestrian walk. The street design will facilitate vehicular, bicycle, and pedestrian mobility through the property and to adjoining properties to the north and south. Internal streets and walks will be connected to this complete street to facilitate multi-modal transportation through the project.

Access to the project will be via a connection to Penfield Square Road, which provides public street access to the signalized intersection with NYS Route 250 at YMCA Way. Access to NYS Route 250 is also provided at the north end at the location of the current Grossman Nursery curb cut. In discussions with the Engineering Department and the PRC, it was determined that this Route 250 driveway would not be a complete street. The layout is prepared to allow the project to access a future complete street that could be developed on property to the north, which would create a planned intersection with NYS Route 250 and Sweets Corners Road.

Parking is provided for 252 vehicles, which allocates 20 spaces to the commercial outparcel (4.25 sp/1000), ±25 spaces to the daycare, ±160 spaces for the residential apartments (±1 sp/unit) and a remaining ±47 spaces in support of the first-floor office space and public green/civic spaces. The developer's past experience with multi-family housing of this nature shows a parking ratio of one space/unit is more than adequate. In addition, the proposed mixed uses will allow for shared parking based upon offset hours of demand, i.e., daycare parking demand/office parking demand versus resident parking demand.

Vehicular and pedestrian circulation throughout the project is an important component of the mixed-use design. The project design will promote multi-modal transportation and will have two points of access to NYS Route 250, one including the signalized intersection at YMCA Way. Pedestrian and bicycle mobility will be provided via the pedestrian spine running north-south through the center of the site, plus sidewalks along NYS Route 250 and Penfield Square Road along the west property line; both sidewalks are extensions of existing sidewalk networks. Internal sidewalks within the project will provide connections to this public pedestrian network. Vehicular access will include a complete street on the westside of the site, a designated drop-off loop for the daycare facility that will occupy the first floor of the west wing of building #2, designated drop-offs for the entrances to each residential building, and emergency vehicle access around the multi-story structures.

The project will include an active and robust open space plan. The pedestrian spine will be the focal point for the public space, with this center space being over one-acre in area. This space will be developed with landscaping, pedestrian scale lighting, seating areas, and small-scale active recreation spaces, including a possible dog park. Additional greenspaces will include resident courtyards, natural spaces along wetland areas, and passive greenspaces throughout the site. The design of these open spaces will be provided with the final site plan design.

The M.U.D. has ten principles of design that a proposed development should address. We provide the following for the Planning Board's consideration:

1. *A mixture of complementary land uses to create economic and social vitality and encourage the linking of pedestrian and vehicular trips.*

The proposal contains a variety of uses that are compatible with each other and also with existing uses on adjoining properties. The project proposes mixes of residential, office, commercial, daycare and civic uses. In addition, the two residential buildings include common areas and shared spaces that will result in the residents interacting with each other and the public. The first floor of the multi-story buildings will include a third-party office space/use plus a large child daycare facility open to public enrollment. Outside of the two larger buildings, a standalone non-residential commercial building will be provided. This building will provide commercial services such as restaurant, retail, medical office or like uses that would serve the project's residents, the general public, and take advantage of the population drawn by the Eastside YMCA. In addition to the residential, daycare and commercial uses, another land use proposed is public greenspace. This one-acre greenspace area located in the center of the site is intended to be public greenspace anchored by a strong pedestrian way north-south as an extension from Penfield Square to the south, and allowing for continuation to properties to the north. The space will be developed with features to encourage use by the public and residents alike. It is viable that a resident could use the commercial and open space areas within the project, or easily access the amenities in Penfield Square and the YMCA facilities to the south. Likewise, YMCA

visitors and Penfield Square residents can easily access the daycare, commercial and open space areas within this project site. The project provides linkage amongst its adjoining properties and continues development of residential and non-residential uses northward within the mixed-use district.

2. *Flexible housing alternatives.*

The project proposes a mix of 1,2- & 3-bedroom residential units that will serve various income brackets. A focus will be for workforce and family housing, including employees of the nearby YMCA. Workforce housing is underserved in the Penfield community and the need for this type of housing was clearly identified in the last Comprehensive Plan Update of the Town.

3. *Areas that are safe, comfortable, and convenient for pedestrians.*

Pedestrian mobility is a key design feature of the project. Pedestrian features include:

- Continuation of the Town sidewalk along the project's Route 250 frontage.
- Complete street design for the extension of Penfield Square Road into the project from the south. The road provides a sidewalk parallel to the dedicated street. This sidewalk is separated from the street with a proposed landscaped tree lawn area. The walk is proposed at an 8' width to be a multi-modal path, for both pedestrians and bicyclists.
- A continuation of the north-south pedestrian way through the center of the site, between the two residential buildings. At 16' wide, this public way provides a safe, wide pedestrian way from the YMCA property to the south to the adjoining lands to the north, while also providing access to the commercial uses and public greenspace centered in the site and to the amenities in Penfield Square to the south.
- A complete sidewalk network throughout the site linking the buildings, green spaces, and adjoining properties.

4. *Flexibility in the siting and design to support future changes in the marketplace.*

Flexibility in design is provided in the non-residential spaces. By being designed as both within the first floor of the multi-story buildings and providing a stand along out-parcel building; this provides the greatest flexibility to accommodate the proposed land use that is most subject to change. The designs will allow for non-residential tenant flexibility that can react to the needs and demands of the residents themselves or to exterior market demand. The proposed residential uses are more stable and less likely to change as they are geared towards an underserved population, and there will always be a demand for workforce and family housing with amenities.

5. *Walkability within neighborhoods with walkways and trails that encourage pedestrian and bicycle travel.*

The complete street design includes a walkway of a width to accommodate both pedestrians and bicyclists. This design will allow both types of travelers to circulate through the property and access adjoining properties to the south and north, and also access NYS Route 250 and its sidewalk system. In addition, a designated north-south pedestrian corridor is proposed through the center of the site to allow both pedestrians and cyclists to circulate through the site, get to the YMCA, or to travel to points north as these lands develop.

6. *Variety of services within walking distance.*

The project proposes three main areas to provide services to the future residents, all within walking distance. The first area is the first floor of the west wing of the second residential building. This space will be an 8,500-sf daycare facility with a 5,000-sf outdoor playground area that can provide licensed daycare for the residents and also for employees at the nearby YMCA. Another location for services to serve the residents are designated non-residential spaces within the first floors of each

building. Some of this space will be third party space and one of the spaces will also provide counseling services available for the residents and the public in general. The third area is a commercial out parcel located at the northeast corner adjacent to the Route 250 access. All of these service areas are linked by sidewalks to the residential buildings. In addition, pedestrian connectivity will be provided to Penfield Square and the YMCA to the south to allow residents to walk and access the services offered in Penfield Square and the YMCA and UR Medicine. In addition, the complete street design provides ample on-street parking to facilitate public use of these same non-residential spaces. The commercial outparcel will also provide their own parking for public use.

7. *Efficient use of land with compact, clustered development.*

This is evident by the density yield of the project. The proposed residential density is ± 14.7 units/acre, which clearly shows that the project is compact in design, which is a key goal of the Zone A – Core Mixed Use area. This project will introduce 157 family residential units, plus 25,000 sf of commercial space while using just 10.6 acres of land. The design takes full advantage of the building height allowance of the district by going up instead of spreading out, which minimizes impact to land. Also, the proposed residential use has a low parking demand (1 space/unit), thus minimizing parking coverage, while still providing public parking in support of the non-residential and civic uses.

8. *Development that supports public transit, where applicable.*

By proposing extension of Penfield Square Road into the project site as a public street, this will allow public transit to access the project site if demand warrants. The public street design standards are such that bus traffic can be accommodated through the property and utilize the signalized intersection at Penfield Square Road and NYS Route 250.

9. *Open space preservation/creation and reduction of impact on natural resources.*

The project site includes both active and passive open space. As desired by the Design Manual, public open space is proposed as a central focal point of the plan. It is intended that this space is developed to encourage use by both residents and the public. In addition to this public open space, additional open spaces will be provided at the north end of the site and along Route 250. These areas will be landscaped to provide a respite from the developed project site and to break up the footprint of site development. Interior open space will be provided as resident courtyards for both buildings. These courtyards will include amenities such as a playground, seating areas, and/or picnic areas. An open space buffer will also be provided along the west property line with the potential for passive recreation use. This open space will be compatible with the natural land use to the west and will minimize the impact of the development on the natural areas that exist to the west of the project site.

10. *Transportation planning that reduces vehicular demands.*

The proposed plan accomplishes this in several formats. First is the complete street design that facilitates all modes of transportation, including public transportation. Multi-modal transportation is a key principle in transportation planning and the M.U.D. land use design facilitates this. Also, the plan stresses a strong pedestrian mobility, not only throughout the property, but also to the south and to parcels to the north. There are three north-south travel corridors: the complete street along the west side (Penfield Square Road), the pedestrian way through the center, and the continuation of the Route 250 sidewalk at the east end. Finally, the site plan design provides for future extension of the complete street and the pedestrian spine to the north, thus allowing for the continuation of multi-modal transportation to the north as those properties are developed under the M.U.D. Development Manual.

The above ten-point discussion provides the basis of this application for a mixed-use development on the subject property. The sketch plan has been prepared to address these ten principles of design as identified within this letter of intent and on the sketch plan itself.

We look forward to initiating this sketch plan with the Planning Board and the Town of Penfield. If you require any additional information prior to the April 8, 2021 public hearing, please contact our office.

Sincerely,
BME ASSOCIATES



Peter G. Vars, P.E.

PGV:blr

Enclosure

c: Rob Cain; PathStone Development Corporation
Mike Seaman; Christa Construction LLC
Mira Mejibovsky; Passero Associates

