

Developer's Narrative Explanation of Roadway Proposals

Plan "A" (2016)

This is the variance that was approved by the Town Board in November of 2016. Construction began in the spring of 2017. Utilities were installed and road grading began. Utilities were installed and road grading began. During grading it was noted that the grade from the "service road" to Lots 9 & 10, Block 36 was still too extreme, so I applied for another variance to the original variance to enter the Lots from Walden Street.

Plan "B" (2017)

Plan B was presented to the Planning Commission in October of 2017. I was asked to get costs to extend Lake Avenue up to Walden Street to Lots 9 & 10, Block 36, using the Plan I had previously submitted in 2006, a Plan that was rejected at the time.

Plan "C" (2019)

Using a sharpie, I drew in projected street lines from existing road to Walden Street and up Walden Street to the property line of the Lots:

- Elevation at existing Lake Ave = 211
- Elevation at Walden Street = 231 (20' rise in 190 ft = 10.6%)

At Walden Street the Town has historically required a 20' near flat area (1-2%) for vehicles to be able to stop before entering the road, so with this in mind the grade up Walden Street from Lake Avenue is as follows

- Walden Street 231 (2%)
- First 20' (2%)
- To property line 240 (**22.6%**)

I don't think a 22% grade will be acceptable. It is my belief that the original variance (Plan "A") with the driveway entering Walden Street makes the most sense for the Town. In the case of Plan "C", the road would be designed in a continuous loop to the existing Lots from Lake Avenue with the safe entry at both ends.

Regards,

Tom Jenkins

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