

# *Town of Canandaigua*

5440 Routes 5 & 20 West  
Canandaigua, NY 14424  
(585) 394-1120 ~ townofcanandaigua.org  
*Established 1789*

6/2/2020

Comments RE: CPN – 2020-031 Venezia for Billitier

## **SKETCH PLAN 174-9**

- Show utilities
- Show and call out the pipeline easement.
- Show environmentally sensitive features including Wetlands and valuable woodlands on Western portion of Lot.

## **GENERAL**

- The Sketch Plan appears to be mostly over TM# 70.00-1-67.111 but also to include land on TM# 70.06-1-68.100, TM# 70.00-1-2.111, and TM# 70.00-1-63.111. This should be clarified and lot boundaries adjusted prior to Town Board taking an action on rezoning. The entirety of the latter parcels should not be rezoned at this point.
  - o Why show that at this point? Unless you are planning to sprinkler, they cannot all be built at this time anyways.
- Provide trail access throughout project. Suggested along the gas line. Access to the trail should be provided throughout the development. Trail on Gas Line Easement should be a wider, multi-use trail.
- Show proposed zoning and lot requirements. What is front setback? Is this appropriate and in conformance with Town's Uptown Plan?
- Does this accomplish the goals of the Town's comprehensive plan? Applicant should provide a justification.
- Limit large variations in lot size.
- Potential for sidewalks, etc. along Airport Road. [Page 7](#) All sidewalks should meet ADA requirements.
  - o [Applicant should work with RTS to explore potential for Public Transit access.](#)
- 2018 Open Space Plan
  - o Limit potential for future development to impact the Silver Maple-Ash Swamp on the Western portion of the lot.
- Trails Master Plan
  - o Include a trail on the gas line.

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## UPTOWN PLAN

- Pg. 78: Weakness and Threats to Uptown include a lack of pedestrian amenities and non-walkable development style. This development does not appear to change that sufficiently.
- Pg. 90: “The Thomas Road area will include a mix of multifamily and single-family housing units to increase housing options within the Town. This area is intended to foster a variety of living opportunities for residents in a unique, attractive environment in close proximity to goods and services.”
  - This proposal does not appear to include any variety.
- Pg. 95: Airport road is noted as a Secondary Pedestrian corridor.
  - Proposed development should clearly promote that corridor with Pedestrian infrastructure along Airport Road.
- Pg. 97: Pedestrian scale lighting is suggested for along Secondary Pedestrian streets. This may be appropriate for frontage along Airport Road.
- Pg. 132: Plan suggests trail on gasline should be a 10-foot multi-use, greenway trail.
- Pg. 148: See Mixed Residential district purpose statement. Seeks a variety of housing types geared toward pedestrian activity. Should transition to Mixed Use zoning along Sommers. Develop connections to nearby amenities. Designing public spaces. Integrate natural features into the neighborhood. Design should create a cohesive and interconnected traditional neighborhood development pattern.
- Pg. 149: Reduce lot sizes and setbacks, pg 155.
  - What are the proposed front setbacks? I believe they should be 20 ft MAX. If the house is brought forward and the garage moved to back of house, you could get your 30 ft setback at least to the garage.
  - Lot 15 should be broken into two and provide a [pocket park](#) on the corner.
- Pg. 150: Design Standards
  - “Garages should be located in the side or rear yard only and oriented so doors are not facing the street.”
    - Proposed architectural design makes the garages prominent. Not consistent with the Uptown Plan.
  - “Covered porches on the front façade of single- and two-family dwellings are encouraged.”

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- Again, proposed Architectural design does not match those suggested in the Uptown Plan.
- There should be a mix of residential building type within the MUO-1. Can some of these lots, potentially the larger ones be changed to duplex, triplex or some other type of housing to provide diversity?

## **Chapter 174-17 through 174-28**

- Existing vegetation shall be preserved by the applicant during development to the fullest extent possible.
- To the extent practicable, storm drainage infrastructure (swales, etc) should not be located on private lots to prevent future issues, eg. Old Brookside.
- Will Storm detention area function appropriately when divided by the gas line?
- This project lies within the 332 drainage district. Would such a large facility be required?
- Proposed Open Space lot behind Lots 28-32 appears to be landlocked.
- If possible, block length from the intersection of Airport Road to the Norther intersection should be reduced as it exceeds best practices of 600 ft.
- Certain lots, generally along the gas line easement, do not have substantially perpendicular lots.
- Planning Board should decide what type of road to be provided as per Site Design Criteria (pg. 24). Should this be Subdivision Road w/ Gutter, Mountable Curb, or Complete Street? How wide will road/drive lanes be?
  - [https://nacto.org/docs/usdg/residential\\_street\\_standards\\_benjoseph.pdf](https://nacto.org/docs/usdg/residential_street_standards_benjoseph.pdf)
  - [https://masscptc.org/docs/core-docs/NRB\\_Guidebook\\_2011.pdf](https://masscptc.org/docs/core-docs/NRB_Guidebook_2011.pdf)
- “Provisions for street connections into and from adjacent areas will generally be required... Adequate street rights-of-way providing future points of access shall be provided as necessary... Unless future extension is clearly impractical or found otherwise undesirable by the Planning Board, a street right-of-way of the same width as the street extend property lines of surrounding properties in such a way as to permit access into adjoining tracts.”
  - Connection to Sommers Drive through Eastern Property is recommended to connect the transportation system. Can this be accomplished during subdivision/rezoning?
  - “New half or partial streets will not be permitted.”174-21A(11)
- Sidewalks should be provided on both sides of the street and along all new proposed roadways.

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- Sidewalks, when required, shall be installed one foot inside the road right-of-way.
- Crosswalks, a minimum of six feet in width, shall be provided in blocks with interior parks, in exceptionally long blocks or where access to a school, shopping center or where other community facilities are located.
  - Crosswalks should be shown with intersection of trail.
- “In reviewing subdivision plats, the Planning Board will consider the adequacy of existing or proposed community facilities to serve future residents of the proposed subdivision.”
  - COMMUNITY FACILITY: Any development or improvement the purpose of which is to benefit the common interests of the residents of the Town or the residents of a particular portion of the Town.
  - The Town Board should also consider this in their review. There are currently no mix of uses proposed and very little community infrastructure like parks or trails. Should the developer provide more? Should small commercial spaces be provided? Pocket parks or larger?
- Will lighting be proposed?

## **CHAPTER 220-33**

- Proposed dimensional requirements should be provided and shown on the plans.
- Sketch plan should provide open-space of 40% or an amount acceptable to the Town Board.

Eric Cooper, Planner