

CLCSD Comment

Permit required for connection to sewer system and site plan must be provided to CLCSD office for final approval.

188.2 - 2020	Town of Canandaigua Zoning Board of Appeals	Class: 2
Referral Type:	Use Variance	
Applicant:	Tintera, Anthony	
Property Owner:	Sweetman, James and Colleen	
Tax Map No(s):	113.17-1-14.000	
Brief Description:	Site plan, area, and use variance for home at 4015 CR 16 in the Town of Canandaigua. Use variance for second house on property. Area variances for 42' front setback when 60' is required and 29 per cent lot coverage when 22.5 percent is allowed as more than 50 percent of the site disturbance is in the steep slope protection area.	

See additional project information at 188.1-2020.

Comment: No evidence of financial hardship is presented to justify the use variance.

Board Motion: To retain referral 188.2-2020 as a class 2 and return it to the local board with a recommendation of denial.

Motion made by: Steve Groet **Seconded by:** Glen Wilkes

Vote: 11 in favor, 0 opposed, 0 abstentions **Motion carried.**

189 - 2020	Town of Canandaigua Planning Board	Class: 1
Referral Type:	Special Use Permit	
Applicant:	McMahon, Liam	
Property Owner:	Ritchlin, Christopher	
Tax Map No(s):	126.00-1-22.131	
Brief Description:	Special use permit for residential 1,440 SF large scale solar system at 4459 Middle Cheshire Road in the Town of Canandaigua. https://www.co.ontario.ny.us/DocumentCenter/View/26236/189-2020-1-page-site-plan-Middle-Cheshire-Road-4459-2020-10-20-	

The applicant has requested a waiver from the requirement for a professional prepared site plan. The ground mounted system designed by the installer is intended to provide power for the residence on the 63 acre property. The project will involve approximately 1,200 SF of site disturbance.

Board Motion: To retain referrals 184-2020, 189-2020, 190-2020, 195-2020, 196-2020, 196.1-2020 and 206-2020 as class 1s and return them to the local boards with comments if provided.

Motion made by: David Wink **Seconded by:** Glen Wilkes

Vote: 11 in favor, 0 opposed, 0 abstentions **Motion carried.**

190 - 2020	Town of Canandaigua Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	Frosino, Adam	
Property Owner:	Ontario County Industrial Development Agency	
Tax Map No(s):	70.00-1-74.110	
Brief Description:	Site plan for construction of new 3,000 SF general aviation terminal building and associated grading driveway and utility connections at the Canandaigua Airport, 2450 Brickyard Road in the Town of Canandaigua. https://www.co.ontario.ny.us/DocumentCenter/View/26237/190-20-Aerial-project-area https://www.co.ontario.ny.us/DocumentCenter/View/26238/190-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26239/190-2020-airport-1-page-site-plan-Brickyard-Road-2450-2020-10-20- https://www.co.ontario.ny.us/DocumentCenter/View/26284/190-2020-airport-master-plan-16-2019	

In January 2019 CPB provided a Technical Review of referral 16-2019 a sketch plan from the airport master plan. The Airport Master Plan identified 7 future development phases including the following:

Phase 1: new terminal (R), 60'x125' hanger (P), and circulation area to northwest of existing hangers

Phase 2: 100'x190' (O) and 125'x200' (N) hangers, restaurant (Q), circulation area, and access off Thomas Road cul-de-sac

Phase 3: four 60'x60' box hangers (T) and three 50'x50' box hangers(S), circulation area at southeast end of runway, and a new internal road with access off Brickyard Road opposite Town owned property between Pactiv and Gatehouse Media

Phase 4: six 50'x50' box hangers (D) and 100'x200' hanger (G), circulation area, widening of taxiway to Mercy Flight (K) to 34' and new access off Thomas Road halfway between existing maintenance access road and Brickyard Road

Phase 5: two 100'x100' hangers (E & F) and circulation area; involves disturbance to a small area with slopes over 10 % & a wetland

Phase 6: three 100'x200' hangers (A, B, C) and circulation area

Phase 7: two 100'x100' hangers (H & J), circulation area, and new access off Brickyard Road

The project area is zoned Industrial and owned by the Ontario County Industrial Development Agency. According to OnCOR, a majority of the site drains to Hathaway Brook. The phase 3 development on the southeast portion of the site currently drains to the Canandaigua outlet. It appears the southeast portion of the existing runway drains to Canandaigua Lake. There was a stormwater basin built in the northwest portion of the new airport area in 2013 in conjunction with the extension of the runway. No additional information is available on plans to manage stormwater from future development. Dominant soil characteristics are as follows:

<u>Odessa Silt Loam</u>	0-3 %	98 acres	
Prime Farmland			
Permeability: moderately low			Erodibility: very high
Hydrological Group C/D			Partially Hydric
<u>Lakemont Silty Clay Loam</u>	0-3 %	59 acres	
Farmland of statewide importance			
Permeability: moderately low			Erodibility: very high
Hydrological Group D			Partially Hydric
<u>Cayuga Silt Loam</u>	0-3 %	37 acres	
Prime Farmland			
Permeability: moderately high			Erodibility: very high
Hydrological Group C/D			Not Hydric
<u>Schoharie Silt Loam</u>	0-3 %	16 acres	3 - 8 % 12 acres
Prime Farmland Prime			
Permeability: moderately high			Erodibility: very high
Hydrological Group C/D			Not Hydric

January 2019 Technical Review Comments

1. What best management practices are planned to mitigate stormwater quantity and quality impacts of increased development?
2. What provisions are planned to safely connect the existing Auburn Trail segment on the NE side of Brickyard Road to the segment along the southwest side of Brickyard on the airport property?
3. The site plan should show all existing airport buildings; infrastructure including septic systems, stormwater management facilities; and ownership of buildings and infrastructure.
4. All hangers on county airport property whether publically or privately owned should be inspected periodically for code compliance.

January 2019 OCDPW Comments (part)

1. The Brickyard Road sewer extension was constructed to facilitate the development of hangers and aviation related businesses on the airport property. All future development should be connected to the Canandaigua Lake County Sewer District on Brickyard Road, not to Centerpointe or the SR 332 Sewer District sewers. All sewer facilities shall conform to the requirements of the Sewer Use Local Law including pretreatment as applicable.

November 2020 Terminal Building Details

The currently proposed terminal building is much larger than the new terminal building shown on the Airport Master Plan. It is more in line with the scale of the restaurant proposed in this area on the Airport Master Plan. In addition to the 3,000 SF terminal building west of the existing snow removal equipment building and the airport security building, the referred materials show a 1,050 SF outdoor patio and a roof deck on the terminal building, and a proposed septic system connected to the new terminal building. Proposed foundation landscaping includes a mix of shrubs and ornamental grasses. No parking lot landscaping is shown in asphalt parking area for 23 vehicles.

The proposed terminal building floor plan shows 5 toilets, 1 shower, a kitchen and a kitchenette. The floor plan also shows seating for approximately 45 inside including passenger lounge, conference room, flight school, eating area, office, employee breakroom, and pilot lounge with loveseat and double bed and seating for 8 on the 1,050 SF airside outdoor patio and another 2 on the rooftop deck.

November 2020 Comments

1. OCPD is very concerned about another attempt to support airport development with an on-site septic system given the system installed to serve the airport security building approximately 3 years ago has failed.
2. The referring body should require the applicant to document consideration of connection to existing sewer or temporary reliance on holding tanks until a sewer connection is feasible.
3. Is the proposed on-site sewage treatment system sized for the number of contributing sinks, toilets, showers and building/site occupancy anticipated by all or part of the airport master plan? The referring body should consider establishing threshold that would require alternative handling of sewage wastes.
4. Is proposed on-site sewage treatment system intended to serve the nearby airport security building?
5. Should there be landscaping or fencing around the outdoor patio to control access to operational areas of the airstrip?
6. No accessible parking spaces shown.

November 2020 OCSWCD Comments (soil and erosion control)

1. Will a SWPPP be provided for review in the future? Additional info on Erosion and Sediment Control Plan needed. No soil stockpile, concrete washout, stormwater information listed on preliminary plans.

November 2020 OCSWCD Comments (Septic)

1. Very poorly drained soils with high ground water.
2. Conventional on-site wastewater treatment system proposed.
3. Deep hole data and location not provided.
4. Perc test depth not provided.
5. Proposed septic tank does not appear to be dual chambered.
6. Proposed septic tank does not appear to have effluent filter.
7. Proposed water use/employee/day is likely from NYSDEC 1988 design standards. 25 employees at 15 gallons/day at proposed total leach length with reduction is equivalent to a 2-bedroom house at 390 gallons/day. Suggest alternative capacity calculation that at a minimum eliminates the reduction.
8. Leach line trench length shown at 80' when 60' maximum is recommended.
9. 33% expansion is shown. 100% expansion area is recommended by NYSDOH.
10. It is important concrete locking risers be installed on all three inspection ports for septic tank.

Board Motion: To retain referrals 184-2020, 189-2020, 190-2020, 195-2020, 196-2020, 196.1-2020 and 206-2020 as class 1s and return them to the local boards with comments if provided.

Motion made by: David Wink **Seconded by:** Glen Wilkes

Vote: 11 in favor, 0 opposed, 0 abstentions **Motion carried.**