

The CPB's role of reviewing and making recommendations on county wide development has provided a unique perspective on the trend of more intensive development and use of lakefront lots. Of particular concern are the incremental negative impacts to water quality and the character of our lakefront neighborhoods. The following policy is a result of discussion and debate spanning 18 months as well as consultation with outside agencies directly involved with water quality issues in Ontario County. The intent is to address over development of lakefront lots and support the clearly stated interest by local decision makers to do the same.

Final Classification: Class 2

Findings:

1. Protection of water features is a stated goal of the CPB.
2. The Finger Lakes are an indispensable part of the quality of life in Ontario County.
3. Increases in impervious surface lead to increased runoff and pollution.
4. Runoff from lakefront development is more likely to impact water quality.
5. It is the position of this Board that the legislative bodies of lakefront communities have enacted setbacks and limits on lot coverage that allow reasonable use of lakefront properties.
6. Protection of community character, as it relates to tourism, is a goal of the CPB.
7. It is the position of this Board that numerous variances can allow over development of properties in a way that negatively affects public enjoyment of the Finger Lakes and overall community character.
8. It is the position of this Board that such incremental impacts have a cumulative impact that is of countywide and intermunicipal significance.

Final Recommendation: Denial

Comment

The Town is encouraged to grant only the minimum variance necessary to allow reasonable use of the lot.

OCDPW Comments

1. Applicant is required to obtain a highway work permit for any proposed work within a County highway right-of-way and shall pay all necessary fees & comply with all permit conditions and restrictions. Highway Work Permit forms can be found on Ontario County website at <http://www.co.ontario.ny.us/index.aspx?nid=830>. In addition, Applicant's contractors will also be required to provide proof of insurance per Ontario County insurance schedule. Applicant must contact our office for more detailed information on insurance requirements.
2. Applicant's engineer must provide an engineering scale plan & profile of private utility conduits, from right of way to right-of-way, showing minimum depth of cover of 5-feet. Applicant's engineer must show and label locations of launching and receiving pits for private utility conduits on the drawings.
3. Applicant will need to enter into an agreement for installation of private utility conduits in County Road 16 right-of-way. Applicant must contact our office for more detailed information on private utility conduit agreement.

| 201 - 2019 | Town of Canandaigua Planning Board | Class: 1 |
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| Referral Type: | Site Plan | |
| Applicant: | Costich Engineering | |
| Property Owner: | Community Bank | |
| Tax Map No(s): | 84.00-1-28.110 | |
| Brief Description: | Site plan to demolish Community National Bank at 3150 CR 10 in the Town of Canandaigua and redevelop site with drive-through car wash, vacuum cleaning stations, and employee parking. http://www.co.ontario.ny.us/DocumentCenter/View/19884/201-2019-Aerial http://www.co.ontario.ny.us/DocumentCenter/View/19885/201-19-Site-Plan | |

The use is an allowed use in the CC zoning district and meets buffer and parking requirements. The property has a front setback variance to allow location of the building 42' from the SR5/US 20 ROW rather than 100' as required. The existing use has three access points from CR 10. The proposed redevelopment will eliminate the two access points closest to SR 5/US 20.

This project was submitted for Technical Review in August 2019 as referral 169-2019. This revised site plan shows a slightly larger 4,360 SF building and a single access point located approximately 105' south of the access point to the restaurant to the north and 120' north of an access point to a gas station across CR 10. The access point is also north of the beginning of the right turn lane on CR 10. The access point was identified following OCDPW analysis of accident information and a traffic engineer's letter regarding car wash trip generation (55 trips during the 4-5 pm weekday peak hour and 62 trips during Saturday 12-1 pm peak hour). These

driveway off-set distances are less than the 150' separation distance for small developments (150 peak hour trips) on local collectors as out lined in Town code.

The plan also shows the building moved south within the 100' of SR 5/US 20 setback, the vacuum stations relocated to the north of the building, the water reclamation tank and a new oil separator south of the building. The plan now also shows a stormwater management facility in the western corner of the site and filter strips and a rain garden in the area adjacent to the vacuum stations and the employee/customer parking.

The landscape plan shows dense plantings along the CR 10 frontage and along the side of the building facing SR 5/US 20 and no light spill above .5 foot candles beyond property boundaries.

August 2019 Project Description

The proposed car wash is 4,220 SF. Other site development features include 15 vacuum stations in two locations, refuse and recycling enclosure, wastewater reclamation tanks, and 5 parking spaces.

This project would involve demolition of the Community Bank building and elimination of the southernmost access connection located approximately 55' from the CR 10/SR 5 & US 20 intersection. The site plan shows two 2-way curb cuts: one is within 30' from the northern lot line and an estimated 50' from the next access to the north, the other is minimally off-set from a driveway to a shopping center on the opposite side of the road and in the functional area of the CR 10/US 5 & NYS 20 intersection where southbound vehicles are transitioning to right and left turn lanes.

According to OnCOR, there are no development restrictions related to wetlands, floodplains or steep slopes on the property or along the northern property boundary.

August 2019 Comments

1. The referring body should seek advice from a traffic engineer regarding how best to maintain road capacity and safety in the face of redevelopment of this area. It would likely be desirable to secure a cross access easement to provide full movement access to this property from the restaurant access on the parcel to the north at 3140 CR 10. This driveway is at a 4 way intersection aligned with an access to the shopping center across the street.

July 2019 OCDPW comments – Canandaigua Lake County Sewer District

1. Provide a Utility Plan showing the required pretreatment units and lateral connection to the existing sewer main.
2. Provide construction details and notes.
3. All sanitary sewer design and construction must adhere to Canandaigua Lake County Sewer District standards.
4. Provide estimated daily design flow.

August 2019 OCDPW Comments

Applicant shall provide a Traffic Impact Study (TIS) for the project and submit for our review. The applicant's traffic consultant should contact the NYSDOT & OCDPW to coordinate the selection of the study area for the TIS. The County will retain an outside consultant to complete a technical review of said TIS. As a condition of the County highway work permit application and in consideration of the issuance of the permit, the permittee will be required to reimburse the County for all cost of said consultant TIS review services. Applicant must provide justification for the two (2) access points onto CR 10. The accident rate along this segment of CR 10 is elevated and an accident analysis must be made part of the TIS. The proposed northerly access point appears to be the best option because it provides the most separation to the existing driveway at #3189/#3211 CR 10 (Gas Station) and is within the area of the 2-way left-turn lane & beyond the transitions to the turn lanes for the 5 & 20.

August 2019 CRC Comment Demolition debris should be recycled if possible or disposed of in a licensed facility.