

Brief Description:	Technical review of an application to subdivide the 9.2 acre Big Lots parcel at Townline Plaza to create a 1 acre lot for development of a carwash and associated changes to internal circulation including abandoning a portion of the perimeter access road at 4406 SR5/US 20 in the Town of Canandaigua. <a href="https://www.co.ontario.ny.us/DocumentCenter/View/17890/94-2019-Aerial">https://www.co.ontario.ny.us/DocumentCenter/View/17890/94-2019-Aerial</a> <a href="https://www.co.ontario.ny.us/DocumentCenter/View/17891/94-2019-Site-Plan">https://www.co.ontario.ny.us/DocumentCenter/View/17891/94-2019-Site-Plan</a>
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The Town of Canandaigua code requires a minimum lot size of 10 acres for a shopping center or plaza. Existing Lot 1 is 9.29 acres and the proposed subdivision would create a new 1 acre lot (Lot 4) for the proposed car wash and reduce the size of Lot 1 to 8.29 acres. The lot width in the CC district is 500'. The proposed subdivision would result in Lot 1 and Lot 4 each having 175' lot widths. These proposed lot dimensions would each require a variance.

#### Comments

1. How will delivery and emergency vehicles travel to the rear of the plaza and loading docks following development on the western portion of the perimeter access road?
2. Are car wash employee parking spaces sufficient?
3. How do vehicles access the 3 vacuum stalls closest to the building?
4. How do people exit the 6 western vacuum stations if they are not getting their car washed?
5. More than 1 vehicle at the stop control for vehicles traveling from the western Big Lots parking area to the signalized access driveway would block the exit from the carwash to the plaza.
6. Will the signal queue block the right turn exit from the car wash?
7. There is no by-pass lane for those who mistakenly enter the car wash queue thinking it is still the way to the plaza exit or for waiting vehicles if the car wash is temporarily inoperable.

#### CRC Comments

1. The Firm Marshall should review proposed changes to on-site circulation and impacts to emergency response.
2. A traffic engineer should review the site plan to assess the impact of the proposed changes to on-site circulation on potential for delay or unsafe conditions for vehicles traversing, entering or existing the site. The assessment should be based on full occupancy of existing structures and consideration of the cross access available to other properties in the area. The assessment should address apparent access to vacuum stations and dumpsters from the relocated site ring road.
3. What percentage of water will be recycled?
4. Could the car wash use be accommodated in any of the existing vacant building in the plaza?

95 - 2019	Town of Canandaigua Planning Board	Class: AR 1
Referral Type:	Site Plan	
Applicant:	Venezia Associates	
Property Owner:	Gray, Richard & Kimberly	
Tax Map No(s):	98.0901015.000	
Brief Description:	Site plan and area variance for replacement of a house and garage at 4959 Island Beach Drive in the Town of Canandaigua.	

Applicant proposes to tear down existing structures and construct a new single family home, retaining wall, and detached garage. The existing lot is less than 50% of the required size and lot width. The following table summarizes pre-existing nonconformities, proposed setbacks, and required setbacks. The proposed development reduces the degree of non-conformity for all but the front house setback. Therefore the front setback requires an area variance and the other deviations are allowed.

Setback	Existing nonconformity	Proposed Setback	Required Setback
Rear (Lake)	22.9'	23.5'	30'
Dwelling front setback	14.25' or 15'	10.8'	50'
Garage front setback	.4'	20.3'	50'
Retaining wall setback	0'	2.3'	8'
Lot coverage	47.9%	43.6%	40%

According to OnCOR there are slopes of 16 to 30 percent near the shoreline, likely the existing retaining wall. OnCOR also shows the floodplain covering the front third of the lot.

#### Policy AR-5: Applications involving one single family residential site, including home occupations.

The intent of this policy is to:

- Address residential development that may infringe on County ROW's or easements for roads and other infrastructure.

- Address traffic safety along intermunicipal corridors by encouraging proper placement of residential driveways along County roads.
- Address impacts to ground and surface waters
- C. Applications subject to policy AR-5 and not involving lakefront lots with coverage, or side or lakefront setback variances or with encroachments on County right-of-ways.

**Final Classification:** Class 1

**Findings:**

1. One-and two-family residential uses represent 63% of the 49,354 parcels on the 2017 Ontario County assessment roll. Between 2012 and 2017 1,067 single family residential parcels were added and 13 two-family were removed. These parcels represent 89% of all parcels added county-wide.
2. Collectively individual residential developments have significant impacts on surface and ground water.
3. Proper design off on site sewage disposal is needed to protect ground and surface waters.
4. Proper storm water and erosion control is also needed to achieve that same end.
5. Proper sight distance at access points along County roads is an important public safety issue of county wide significance.
6. Standards related to protecting water quality and traffic safety have been established by agencies such as the American Association of State Highway and Transportation Officials (AASHTO), and NYSEDC.
7. These issues can be addressed by consulting appropriate agencies during local review and ensuring that those standards are met

**Final Recommendation** – With the exception of applications involving lakefront properties involving side, lake, or lot coverage variances or encroachments to County owned right-of-ways described in AR Policy 5 Parts A and B, the CPB will make no formal recommendation to deny or approve applications involving one single family residential site, including home occupations.

**Comments**

1. Is any fill proposed to obtain proposed building elevation and are compensatory cuts made elsewhere on the lot?
2. The referring board is encouraged to grant only the minimum variance necessary to allow reasonable use of the lot.
3. The applicant and referring agency should Consult with the Ontario County Highway Department and ensure that the sight distances for the proposed driveway comply with standards established by the American Association of State Highway and Transportation Officials (AASHTO).
4. The applicant and referring agency are strongly encouraged to involve Canandaigua Lake Watershed Inspector as early in the review process as possible to ensure proper design and placement of on-site septic.
5. The applicant and referring agency are strongly encouraged to involve Canandaigua Lake Watershed Manager as early in the review process as possible to ensure proper design and implementation of storm water and erosion control measures.

95.1 - 2019	Town of Canandaigua Zoning Board of Appeals	Class: AR 1
Referral Type:	Area Variance	
Applicant:	Venezia Associates	
Property Owner:	Gray, Richard & Kimberly	
Tax Map No(s):	98.0901015.000	
Brief Description:	Site plan and area variance for replacement of a house and garage at 4959 Island Beach Drive in the Town of Canandaigua.	

See information at 95-2019.

96 - 2019	Town of Canandaigua Planning Board	Class: AR 1
Referral Type:	Site Plan	
Applicant:	Glenn Thornton Engineering	
Property Owner:	Schrierer, John & Janice	
Tax Map No(s):	140.07-1-41.100	
Brief Description:	Site plan and area variance for a new house at 4609 Misty Hill Drive in the Town of Canandaigua.	