

September 14, 2021

Mr. Doug Finch, Town Manager  
Town of Canandaigua  
5440 Routes 5 & 20 West  
Canandaigua, New York 14424

**RE: PIERCE BROOK SUBDIVISION – STATE ROUTE 21 & PARRISH STREET EXTENSION  
PRELIMINARY SUBDIVISION PLAT REVIEW  
TAX MAP NO. 97.02-1-52.100 & 97.00-2-2.100  
CPN No. 21-052  
MRB PROJECT NO.: 0300.12001.000 PHASE 243**

Dear Mr. Finch:

MRB has completed a review of the submitted Subdivision Plat regarding the above referenced project, dated May 21, 2021, last revised August 20, 2021, prepared by Marathon Engineering. We offer the following comments for the Planning Board's consideration. A brief written response to each comment should be provided by the design engineer.

**SUBDIVISION PLAT**

1. Lots 1 through 3 do not appear to have any markers or pins shown. Also, the remaining lots are shown with the same marker as concrete R.O.W. monuments. Are concrete monuments proposed for the remaining lots, or only pins?
2. It appears that only rebar was set at the outer corners of the subdivision? Is this accurate?
3. A label should be provided for the conservation area markers.
4. All proposed easements should be provided with a unique identifier. It appears that at least two easements on C2.1 are unlabeled.
5. What is the spacing and quantity of conservation area markers to be installed? The plans should provide this information.

**SITE PLAN, UTILITY PLAN, AND GENERAL COMMENTS**

6. The trail parking area should be paved. At a minimum, the portion of the driveway in the right of way must be paved. ADA accessible parking should be considered.
7. The proposed public trails are noted to be grass. How often will the trails be mowed? Will any markers be provided to ensure that the trails are somewhat consistent from year to year?

8. All storm sewer end sections should be provided with riprap outlet protection. All outlet protection sizing will be required to be noted on the final plans.
9. All proposed downspout locations should be indicated on the final plans and should discharge to splash blocks.
10. All proposed services and laterals should be shown on the final utility plans.
11. The method of stream crossing for the watermain should be noted on the plans. Based on the proposed depth of 3', the watermain will likely require encasement.
12. It is our understanding that the sanitary sewer will be installed through the stream by open trench. The minimum depth of the sewer at the crossing should be noted on the profile. Detailed erosion and sediment control plans will be required for this work as part of final. Approval from US ACOE and/or NYSDEC may be required.
13. It is our understanding that the following comments will be addressed as part of final: a profile, cross sections, and details should be provided for the proposed bridge. Easements should be provided over each end of the bridge and adjacent areas to ensure sufficient access is provided for maintenance. The sidewalk may need to be brought in closer to the roadway within the bridge deck area. The deck area should also be indicated on the plans. Guiderail may also need to be provided ahead of the bridge. The design engineer should coordinate with the Town Highway Superintendent to determine the requirements for the proposed bridge.

#### **GRADING PLAN**

14. The access drive for the eastern SWMF should include a turnaround area at or near the dead end. Also, the grading near ST-13.3 should be smoothed out along the east side of the road at the turn. The grading along the western SWMF access drive should be smoothed out near ST-1.0 and lot 92 if feasible. The slope of the road should be a maximum of 10% if feasible. The slope between lots 74 and 75 should also be decreased to 10% if feasible.
15. The limits of disturbance should include the proposed trail system parking lot and all silt fence.
16. The silt fence gap along the stream between the bridge and the SWMFs should be closed.
17. The temporary sediment trap table indicates the provided volume incorrectly. The provided volumes appear to be an area calculation rather than a volume calculation.
18. All streams and wetlands should be labeled with regulatory information such as jurisdiction, type, and any other identifiers.
19. A gap should be provided in the silt fence where the outer swale behind lots 9 through 21 discharges into the stream/tributary. A temporary sediment trap may

be required. Gaps should also be provided at the discharge points of any temporary sediment traps.

20. Numerous areas are shown with steep slopes that are not hatched to indicate that they will receive the appropriate treatment (erosion control blankets and steep slope seed mix).
21. As part of final, a more detailed view should be provided to show the erosion and sediment controls for the proposed bridge, and should also include phasing of the erosion and sediment controls as necessary to protect the stream.

**ROAD PROFILES, LANDSCAPING PLAN, LIGHTING PLAN, AND DETAILS**

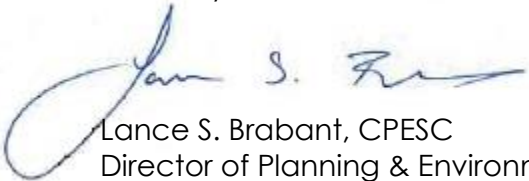
22. The horizontal axis of the watermain stream crossing profile should be labeled.
23. The watermain/sewer crossing labels should also be used on the roadway culverts and storm pipes serving a single set of catch basins.
24. The landscaping plan or bioretention area detail is to be revised to provide landscaping/vegetation within all bioretention areas meeting the quantity requirements of the SWMDM.

**ENGINEER'S REPORT & SWPPP**

25. Please note that we have not yet received a revised Engineer's Report or SWPPP. As such, all previous comments pertaining to the Engineer's Report and SWPPP are still outstanding. We will complete our review upon receipt of these items, and additional comments may be provided upon completion of our review.

If you have any questions, comments or concerns regarding any of the above comments please contact me.

Sincerely,



Lance S. Brabant, CPESC  
Director of Planning & Environmental Services