

October 22, 2021

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

Re: Planning Board Application CPN-21-074
FLX Marine Boat Display Expansion
2121 S.R. 332, Town of Canandaigua, NY

Dear Mr. Finch:

We have received review comments from MRB Group dated October 19, 2021 pertaining to the referenced Planning Board Application CPN-21-074. All review comments have been addressed on the enclosed set of revised site plans and our response to each review comment follows. For clarity we have included each review comment in italicized font with our response immediately thereafter.

1. *The Planning Board should be aware that this project is located within an archaeologically sensitive area. A no impact letter was received as part of the 2018 application and therefore no further action is required.*

This comment is acknowledged.

2. *The horizontal datum should be noted on the plans.*

The horizontal datum has been added to the Map and Survey Notes on Drawing S-1.

3. *The plans should delineate the total number of proposed boat storage spaces within the identified display areas. The maximum number of boats to be displayed outdoors should be indicated on the plans.*

Boat storage space delineation and maximum number of boats to be displayed has been depicted on Drawing S-1.

4. *A construction staging area should be depicted on the plans.]*

The construction staging area will be fully contained within the work area as depicted on Drawing S-1.

5. *Will the establishment remain open during construction? If so, the plans are to demonstrate how customer and employee safety will be maintained, and that sufficient parking spaces will remain available during construction.*

The construction area will be delineated with construction drums and fencing as depicted on Drawing S-1. All customer parking areas will remain usable during construction.

6. *A note is to be added to the plans indicating that any future expansions will require additional WQ_v/RR_v mitigation and quantity controls.*

The requested note number 26 has been added to Drawing S-1.

7. *All currently proposed green infrastructure and stormwater management practices are to be shown on the plans and details are to be provided.*

All practices and details have been depicted on the plans.

8. *All landscaping shown along State Route 332 on the 2018 approved plans, and as conditioned in the Single Stage Site Plan Approval for CPN-18-54 should be shown on the plans.*

The landscaping between the existing boat display area and the front property lines has recently been installed and is depicted on Drawing S-1.

9. to 15. Drainage Analysis Comments

The enclosed Drainage Analysis has been revised to address comments 9 to 15. The following revisions have been included:

- Existing Conditions and Proposed Conditions drainage maps have been added
- An inspection of the property has verified that the most accurate modeling of existing conditions is "Woods – Grass Combination – Fair"
- The modeling of existing undrained conditions has been changed to HSG D while the modeling of proposed drained conditions remains HSG C even though a significant portion of the development area consists of HSG B/D soils
- The TR-55 printout for $Q_{10} = 1.20$ cfs is included in the analysis
- The rain garden has been enlarged to provide 840 cubic feet of WQ_v (824 cubic feet required) with 0.50 feet ponding depth
- The 10 year storm storage volume of 623 cubic feet has been provided within the 1.05 foot ponding depth above the rain garden surface
- Soil testing for the nearby wastewater treatment system resulted in an infiltration rate faster than 1 inch per hour in the upper 12 inches of soil and a rate of about 0.75 inches per hour at a 2 foot depth. We have therefore used a conservative infiltration rate of 0.50 inches per hour to design the rain garden.

Please do not hesitate to contact me at 585-624-4810 or via email at glenn@thorntoneng.com if you have any questions or concerns.

Sincerely,

THORNTON ENGINEERING LLP



Glenn F. Thornton, P.E.
Partner

cc: L. Brabant, MRB Group (w/ enclosures)
K.DeGraw (w/ enclosures)