

July 1, 2021

Charles Oyler & Town of Canandaigua Planning Board
5440 Route 5 & 20 West
Canandaigua, NY 14424

Re: Canandaigua Shores Residential Development – 3535 East Lake Road – Town of Canandaigua

Dear Mr. Oyler & Board:

On behalf of our client, ATL Contractors LLC, we are providing the following letter and materials to supplement the information provided in the preliminary subdivision/site plan application for this project. We present the following in response to the Planning Board and public comments provided during the meeting on May 25th, 2021.

Board Discussion Items:

- 1) **Sidewalks/Crosswalks** – Please see attached revised plans set dated 07/01/21 (**Attachment – A**) indicating sidewalks on both sides of the proposed dedicated road. We have also added two raised crosswalks, one near the mail kiosk and one near the proposed pavilion. These crosswalks will be elevated from the road surface approximately 6” and provide a safe walking surface to cross the roadway. These raised crosswalks are also referred to as raised islands and will slow traffic and provide traffic calming to the proposed roadway. These will also deter pass through traffic from CR 18 to SR 364.
- 2) **Landscaping Plan** – Please see sheets L100 & L101 provided for landscaping information. To supplement the information provided, we have also included site and perspective renderings attached in **Attachment – B**.
- 3) **Building Materials** – Please see **Attachment C** which shows pictures of the Keuka Shores development in the Town of Milo & Penn Yan which is another project that will be completed this year by ATL Contractors LLC. The proposed development will have similar materials and appearances to the Keuka Shores Project.
- 4) **Fire Hydrant Locations** – Please see **Attachment A** for the revised plans showing proposed fire hydrant locations.
- 5) **Trash Pick-up** – The intent is to have individual waste and recycling totes for each unit that will be stored in that unit's garage. There will be a service that picks up refuse once a week.



- 6) **Private Driveway Intersection Location (Staggered)** – The Board has asked us to investigate the possibility of aligning the private driveway entrances on either side of the proposed dedicated street. The locations of the townhome buildings are constrained by topography of the site. We reviewed the plan and found that many of the private driveways could be re-aligned. However, in doing this, entrances would be skewed and not perpendicular to the proposed roadway. The skew angle to the proposed street would be approximately 82 degrees. It is our opinion that perpendicular entrances and driver safety is more important than the alignment of the driveways on the street. A skewed entrance poses a risk of blind spots and accidents. Aligning the driveways on opposite sides of the road would only eliminate confusion between vehicles entering the street. For the most part, the private driveways are somewhat aligned with the driveway opposite of the street, and the proposed road will be a low-speed road with traffic calming devices. It is our opinion that the location of the private driveway entrances are best located for the site constraints and the alignment with respect to other driveways does not pose any traffic safety concern.

We research this topic in *Landscape Architectural Graphics Standards* by Leonard J Hopper, RLA, FASLA (Wiley 2007) reference manual. The text reference this style of street/driveway layout as an “Organic Network” in which the layout is directly “Responsive to terrain”. Some of the advantages listed are “ Even dispersal of traffic through network” and “Intrinsically interesting by geometric variety”.

- 7) **Green Space** – We have re-measured and calculated the green space and determined the percentage to be 40% which aligns with the mixed-use overlay zoning criteria. The green spaces areas include dry-swales (stormwater treatment) landscaping, steeper slopes, and perimeter vegetation which is quality greenspace and meaningful to the project and community. This site is in a more suburban area with different zoning requirements than the proposed Morrell Homes “Pierce Brook Subdivision” which proposes over 70% green space. That development requires higher green space or conserved area as it is following the Conservation Subdivision Requirements and maintaining the community density allowed by that zoning classification. Pierce Brook is also conserving possible farmland which is a priority of the Town. The Canandaigua Shores Project falls in a higher density community and has the mixed-use overlay zoning. No part of this property is actively farmed or can be farmed.
- 8) **Traffic** – The proposed road intersection is aligned with Otetiana Point (private) on the opposite side of State Route 364. The proposed intersection will be controlled by a stop sign at the end of the proposed roadway. Traffic on State Route 364 will not be restricted. The proposed dedicated road will have an approximate 70-foot offset with two 300-foot horizontal curves just before the Hopewell Townline. In addition, raised crosswalks (raised island) are proposed. These traffic calming features as well as a posted speed limit of 30 MPH or less will control traffic speed. In addition to these comments, we have also provided a Traffic Impact Study (TIS) in **Attachment D**.



- 9) **Wetlands & Streams** – The Watershed Program Manager and the public have presented drainage, tributaries, and possible wetlands on the site. The developer has engaged with Environmental Resources, LLC, a wetland specialist, to identify these features. This specialist has provided a letter report on his findings **Attachment E**. The specialist has identified a small area which may be a wetland and a drainage ditch. We are working with the consultant and the Army Corps of Engineers for determinations on these areas. The town requires 100 feet of separation from any jurisdictional streams and wetlands. The drainage ditch is not mapped by the NYSDEC as a “blue line” or classified in any way. We have also attached a rough sketch to indicate approximate locations in addition to letter provided. The sketch indicates the word “Stream”, however after further discussions with Gene Pellet, the wetland specialist, his reference to “stream” on the sketch was only to identify a drainage ditch/swale not to provide any type of jurisdiction or classification determination. Pictures of this drainage ditch have also been included in **Attachment E**. These pictures were taken on 07/01/2021 and show that the ditch is not flowing water. There is a drainage swale that continues along the southern property line to the drainage ditch in question. The storm sewer system has been designed to capture off-site runoff coming onto the property and convey it to the proposed stormwater management practices.
- 10) **Stormwater** – The project requires coverage under the NYSDEC SPDES General Permit. We have provided a Stormwater Pollution Protection Plan (SWPPP) as required by the NYSDEC SPDES Permit. The requirements of the NYSDEC SPDES permit are to capture, control, treat and provide retention of stormwater generated from the newly developed areas. The stormwater management facilities completely treat and reduce stormwater volumes as required by the NYSDEC SPDES Permit. These practices remove nutrients and pollutants before stormwater is discharged from the site. In addition, the stormwater management practices provide retention to reduce discharges from the newly developed site to below existing conditions. The stormwater practices employed on this site are a series of dry swales near each townhome building/driveway to capture runoff as it immediately runs off these impervious areas. These dry swales capture, and infiltrate smaller rain events and larger events are controlled via storm sewer to a lower stormwater retention pond before discharging from the site. The site discharges into a drainage ditch that wraps around the trailer park toward the north and ultimately discharges into Canandaigua Lake. All the treatment and most of the retention is provided in the grass dry-swales before stormwater is received by the retention pond. It is not feasible to capture and retain stormwater in one large retention pond as requested by the Watershed Program Manager. There is not enough elevation (head) change from the south property to the north property line at lower areas of the site to provide the retention volume required. Therefore, we have dispersed and decentralized the treatment and retention closer to the runoff source with dry-swale practices. For comparison, the predeveloped run-off from the site as it exists for the 100-year storm is 94.43 cubic feet per second, the run-off from the developed site is 50.86 cubic feet per second. This is a 46% reduction in stormwater flows from the developed site. The updated SWPPP document with the results of the hydraulic/hydrologic model can be seen in **Attachment F**.
- 11) **Density** - The neighbors from Otetiana Point have concerns of the site density. The proposed project density is 2.86 residential units per acre. Typical multi-residential developments are 8 units per acre. The following are similar developments and respective densities:
- Villas At Canandaigua ~2.75 Units/Acre
 - Roseland Townhomes ~3.4 Units/Acre
 - Creekview Apartments ~ 3.38 Units/Acre



Marks Engineering
42 Beeman Street
Canandaigua, NY 14424

12) Rendering – The board has requested a rendering of the project to understand aesthetics and impact on the neighboring community. Please see **Attachment B** for proposed rendering of the project.

13) Keuka Shores Development Progress – The public has voiced concern that the developer is a risk of financial exposure to the Town as they will not complete their project and leave part incomplete. They have referred to the on-going project in the Town of Milo. **Attachment G** is a letter from the Town of Milo Code enforcement officer regarding the Keuka Shores project. You will find that he has provided a positive reference for the developer and the project under construction.

Please do not hesitate to call me at the office with any questions.

Sincerely,

Marks Engineering, P.C.

Brennan Marks, P.E.
President & CEO