

September 27, 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  
Submission Cover Letter**

Dear Mr. Oyler & Board:

On behalf of our client, ATL Contractors LLC, we are providing the following letter and materials for 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 meetings on May 25<sup>th</sup>, 2021 & July 27<sup>th</sup>, 2021.

**Board Discussion Items:**

- 1) **Town Engineer's Comments:** A letter of response (**Attachment #1**) has been provided to address the comments received from the Town Engineer (Lance Brabant, MRB Group) Dated August 4, 2021.
- 2) **Open Space/Natural Resource Protection/Viewshed-** Please find A **Natural Resource Protection Report (Attachment #2)** attached. This report outlines the natural resource found on the site, open space protection and viewshed impacts. This report includes wetland delineation and reports from information provided by Environmental Resource, LLC. **Wetland Delineation -** This figure indicates the area that has been identified as possible wetland by wetland Biologist Gene Pellet of Environmental Resources, LLC. Please also find attached letter from Gene regarding this project. This letter indicates that the project will be submitted to the USACE for jurisdictional determination. If required wetlands will be mitigated offsite for this project.
- 3) **Project Phasing (Attachment #3) -** The project will be completed in two separate phases. See attached Phasing Report for further breakdown and description.
- 4) **Plan Revisions (Attachment #4) –** The plans have been revised per the comments received. The following is an outline of the revisions that have been made to the plans.
  - a. **Loop Road & Traffic Calming-** The linear road has been broken up with a large loop at western half nearest to NYS Route 364. This loop has added approximately 1000 feet of new dedicated road. This loop will provide additional traffic calming and breakup the linear/symmetrical appearance of the project from NYS Route 364.
  - b. **Community Space –** Building #1 has been modified with community space on the first floor and residential apartments on the second story. This community space will be used for a leasing office, mailroom, multi-purpose room and fitness center for the citizens of this community. The second story of the building will be residential apartments.



- c. Sidewalks/Crosswalks** – We have revised the plans to include sidewalks on both sides of the proposed dedicated roads. The sidewalk has been widened on one side of the road to provide a shared use path that will be divided into two lanes. One for walking the other for bicycles. This shared path concept has proven to be effective and utilized on the Erie Canal Path.
  - d. Bus Stop** – The mail kiosk has been move to the community space in building #1 and a bus stop shelter has been added at the former kiosk location. This will serve local RTS route as well as public schools.
  - e. Playground & Dog Park** – A playground and dog park area have been added to lower portions of the site.
  - f. Second Stormwater pond** – A second stormwater pond has been added to provide additional retention.
- 5) Updated Engineer's Report (Attachment #5)** – The Engineer's Report which has been updated to for the proposed site conditions. This report includes calculations for the proposed utilities, infrastructure report and additional site information. The Engineer's Report also includes the following updated reports:
  - **Stormwater Pollution Prevention Plan (SWPPP)**– A SWPPP has been prepared in compliance with the NYSDEC SPDES General Permit. This plan accurately models the existing and proposed hydrology of the site. The report indicates a \_\_\_\_% reduction of stormwater flows from existing conditions for the 100-year storm event as well as complete treatment of water quality volume as well as a reduction of nutrient in run-off leaving the site.
  - **Traffic Impact Study (TIS)** – A traffic impact study has been prepared by SRF Associates dated July 2021. This report is based on traffic count data collected on June 8<sup>th</sup>, 2021. The following are conclusions/recommendations presented in this report:
    1. *The proposed development is expected to generate approximately 16 entering/51 exiting vehicle trips during the weekday AM peak hour and 50 entering/30 exiting vehicle trips during the weekday PM peak hour.*
    2. *Based upon current conditions and speeds, the available sight distances along E Lake Rd and Lincoln Hill Rd at the proposed subdivision street intersections to the left and right meet the required SSD and desirable ISD.*
    3. *For the intersection of E Lake Road/Proposed Subdivision Street, the proposed traffic volumes turning left onto the proposed subdivision street from E Lake Road indicates that the warrants for a southbound left turn lane are not satisfied during the AM peak hour but are marginally satisfied during the PM peak hour. It should be noted that the projected volumes turning left onto the residential development site at this location is 32 vehicles per hour (one vehicle every 1.9 minutes). Considering that the warrant is marginally met for only the PM peak, a left turn lane is not recommended at this location based on this analysis.*
    4. *For the intersection of Lincoln Hill Road/Proposed Subdivision Street, the proposed traffic volumes turning left onto the proposed subdivision street from Lincoln Hill Road indicates that the warrants for a northbound left turn lane are not satisfied during both peak hours studied.*
    5. *The projected traffic impacts resulting from full development of the proposed project during all peak hours can be accommodated by the existing transportation network with no highway improvements.*



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6. *Both of the proposed subdivision street intersections with the adjacent roads are projected to operate at LOS "B" or better on all approaches during both peak hours. No mitigation is warranted or recommended at either of the proposed subdivision street intersections.*
7. *For purposes of the environmental review of the proposed project pursuant to the State Environmental Quality Review Act (SEQRA), it is our firm's professional opinion that the proposed project will not result in any potentially significant adverse traffic impacts to the study area intersections.*

- 6) Presentation Including Photo Realistic Renderings and Site Renderings** – We have provided the following rendering/presentations for review:
- a. **Route 364 Perspective** – Showing a view of the development from NYS Route 364.
  - b. **Building Rendering** – Showing a rendering of the proposed buildings and surrounding site.
  - c. **Site Rendering** – Showing two-dimensional rendering of the site.
  - d. **Cross Section Rendering** – Showing a rendered scaled section of the site from west to east. This figure indicates approximate building elevations as well as pond and proposed site topography.
- 7) Updated Full Environmental Assessment Form (FEAF) (Attachment #7)** – The FEAF has been revised per comments received from the Town Engineer.

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

Sincerely,

**Marks Engineering, P.C.**

**Brennan Marks, P.E.**  
**President & CEO**