

ONTARIO COUNTY PLANNING BOARD

Referrals for Review at the: **Coordinated Review Committee Meeting –November 10, 2020 at 3:30pm – Cancelled**
County Planning Board Meeting –November 12, 2020 at 7:00pm Virtual Meeting Click Join Meeting hyperlink below

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Meeting number (access code): 173 175 8510

Meeting password: iaMryxFv685

Thursday, November 12, 2020

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182 - 2020	Town of Victor Planning Board	Class: 2
Referral Type:	Site Plan	
Applicant:	Victor East Holding Co. LLC	
Tax Map No(s):	28.012-1-36	
Brief Description:	Site plan for location of a motor vehicle repair use at 6484 SR 96 in the Town of Victor. https://www.co.ontario.ny.us/DocumentCenter/View/24996/119-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/15123/165-2018-Aerial_FEMA_NW! https://www.co.ontario.ny.us/DocumentCenter/View/26220/182-2020-09-23-extracted-Site-Plans	

Site preparation will involve removing the existing home, which the historian has indicated is of low historic importance, pool, and other accessory structures and trees while retaining 10 existing 6" to 20" trees along the SR 96 frontage

The project was previously reviewed as a Technical Review in October 2018 as referral 165-2018. The project was referred for 3 variances in August 2020 as 119-2020 and referred in August 2020 as 115-2020 for a temporary use permit for temporary sign and storage of inventory. During Lynaugh Road/SR 96 traffic circle construction. The 3 variances to allow motor vehicle repair 200' from a residential zoning districts when 1000' is required, to allow motor vehicle repair 300' from a residential structure when 500' is required, and to allow vehicle parking 40' from the ROW when an 80' setback is required. The vehicle parking allowed by the variance is 95' from the SR 96 pavement. Since the Technical Review, the Town of Victor adopted an Access Management Plan and revised Access Management regulations. The site plan now shows the site driveway aligned with Blossom Drive.

Since the Technical Review, the project also received a Conditional Letter of Map Revision from FEMA in May 2020. The FEMA letter confirms the submitted hydraulic analysis and adjusts the floodway and floodplain extent from those depicted on the 1983 Town of Victor Flood Insurance Study to exclude the proposed areas of disturbance from the revised floodway limits of either Fish Creek or Mud Creek. The letter also acknowledges that the project meets the minimum floodplain management criteria of the National Flood Insurance Program. The FEMA letter indicates the development as proposed to FEMA would result in a .6' increase in the Base Flood Elevation (expected to have a 1% chance of occurrence each year) extending approximately 1,200' down stream of SR 96 along Mud Creek. There is no indication of the impervious surface coverage or stormwater management facility capacity used in the FEMA analysis. As the Town's consultant has pointed out, the FEMA letter does not guarantee that there will be no increase in the 100-year water surface elevation as a result of the proposed construction as required by Town Code.

The project continues to include a 25,800 SF showroom and service area. The Technical Review referral indicated 434 required parking spaces. The current plan indicates 400 required parking spaces. Adjacent uses include Victor Manor Apartment to the east; Auction Direct to the west; the Farmington Sewer Treatment Plant to the north; and a home, vacant lot, and Mark's Pizzeria across SR 96 to the south.

The proposed site is adjacent to where Mud Creek and Fish Creek merge and travel under the County owned Railroad ROW. As such the County has a heightened interest in avoiding damage to the crossing structure or the rail bed resulting from potential changes in the base flood elevation.

The narrative continues with comment and clarifications from the previous reviews followed by additional comments related to review of the currently referred site plan.

November 2018 Comments

1. The reviewing body should be cognizant of the potential for flood damage and the impact on the business owner and the potential for downstream damage from unanchored vehicles entering the floodway.

November 2018 CRC Comments

1. To avoid cumulative impact to floodplain capacity, the referring body should ensure compensatory flood water storage capacity if any fill is placed in the floodplain.

2. To avoid loss of floodplain storage capacity the referring body should also ensure on-site stormwater management results in no offsite stormwater quantity impacts.

August 2020 Comments

1. What is the area of disturbance?
2. How does the driveway location meet the access connection spacing requirements of the Town of Victor Chapter 55 Access Management regulations? This code requires access connection spacing of 660' along any road segment with a posted speed limit of 45 MPH or greater. The Victor Access Management Plan projects future signalization of the E. Victor Road and SR 96 intersection. It is important that any future driveways along this road segment not compromise the effectiveness of such future signalization. It is likely this driveway should be aligned with E. Victor Road or Blossom Drive.
3. What impact would a .6' rise in base flood elevation have on the outflow of the Sewer Treatment Plant?

CPB August 2020 Comments and Clarifications by Applicant Representative

1. Has applicant minimized potential visual and noise impacts to adjacent residential use through buffering, lighting design, and operations?
2. As potential floodplain impacts have not been resolved, the site plan when referred should be a class 2.
3. The site design places service area doors as far as possible from the residential district and uses full cut off light fixtures to minimize impact of use on adjacent residential uses.
4. The proposed impervious surface area is 4.5 acres or 40 %. All paved area will be curbed and all stormwater will be treated before discharge to Fish Creek.
5. The Farmington Sewer Treatment Plan located north of the site on Mud Creek is reportedly at an elevation 14' above the project site.

November 2020 Comments

1. The National Flood Insurance Program has less stringent floodplain impact standards than the Victor Town Code. Has the applicant met the Town's no impact standard?
2. The stormwater management and bio retention facilities are located within the revised 100 year floodplain. Will they continue to function as intended when submerged by floodwaters?
3. The grading and erosion control plan indicates location of proposed floodplain while the existing conditions map labels the floodplain. Are both lines in the same location? Do they reflect the floodplain extent acknowledged in the Conditional Letter of Map Revision?
4. The grading and erosion control plan indicates creation of steeply sloped areas and location of the silt fence within the proposed 100 year floodplain. How would flood conditions impact the potential for erosion and the effectiveness of the silt fence?
5. The grading and erosion control plan indicates no buffer area between the area of disturbance and the tree line/floodway line of Fish Creek and appears to include some disturbance of the existing tree line. This lack of buffer area is likely to result in die off of existing trees along the stream. How will the applicant mitigate this water quality impact?
6. Floodway and floodplain should be indicated on utility and landscaping plan.
7. The applicant is wisely retaining the existing vegetative screen to the multi-family housing to the east. Is the applicant required to maintain a visual screen in the event flood events reduce the screening effectiveness of existing vegetation?
8. The landscaping plan does not indicate parking lot landscaping as required by Town Code.

OCSWCD Comments

1. Updated drawings indicating revised floodplain, wetland boundary and stream ordinary high-water mark are needed to evaluate placement of rock outlet protection and stormwater management area in relation to stream.
2. There are insufficient BMPs for protection of the north/northwest corner of stormwater management area and rock outlet.
3. Silt fence must be 10ft from toe of slope steeper than 3H:1V per NYSDEC regulations.

183 - 2020	Town of Geneva Town Board	Class: 2
Referral Type:	Text Amendment	
Applicant:	Town of Geneva	
Brief Description:	Amendments to section 165-29 of the Town of Geneva Code regarding Short-Term Rental Regulations and penalty provisions thereto. https://www.co.ontario.ny.us/DocumentCenter/View/26283/183-2020-T-geneva-short-term-rental-ll-amendment full text of 165-39 July 2020 amendments to 165-39	

Proposed permit provisions specify that a Short-Term Rental Permit will be revoked if a permitted use receives 3 violation within 30 days. Following revocation, none of the owners may re-apply for a Short-term Rental Permit for 1 year from the date of revocation. The amendment also specifies fines for violations.

184 - 2020	Town of Farmington Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	Cerone, Michael	
Representative:	Montalto, mike	
Tax Map No(s):	41.00-1-36.210	
Brief Description:	Site plan amendment to Incentive Zoning plan for Always Locked Mini Storage at 6061 Carmens Way off SR 332 opposite Farmbrook Drive in the Town of Farmington. Amendment proposes three additional storage buildings with a total of 17,000 SF replacing 2 storage buildings with a total of 24,000 SF. https://www.co.ontario.ny.us/DocumentCenter/View/26227/184-20-Overall-Site-Plan	

The referral package includes a 2017 site plan showing three 6,000 SF buildings and a 2019 site plan showing one 6,000 SF building and a larger 12,000 SR building. The referred amended site plan includes two 30'x200' 6,000 SF storage buildings and one 25' x 200' storage building. The largest existing mini storage building is 31'x200'.

Comment

1. What is proposed to the rear of the gravel area between the climate controlled and not climate-controlled areas?
2. The amended site plan no longer shows RV storage in the gravel area west of the stormwater management facility and adjacent to the Auburn Trail or a second 22,000 SF climate controlled storage building and an 8,000 SF storage buildings in the northwest portion of the site. Are these buildings still envisioned? Still allowed?

OCSWCD Comment If concrete is to be used in construction, please indicate concrete washout facility.

185 - 2020	Town of Phelps Town Board	Class: 2
Referral Type:	Map Amendment	
Applicant:	Clifton Land Company LLC	
Tax Map No(s):	35.00-2-74.110	
Brief Description:	Property owner requesting zoning map amendment to rezone a portion of the property at 1379 Phelps Junctions Road in the Town of Phelps from M1 to C1. https://www.co.ontario.ny.us/DocumentCenter/View/26228/185-20-Aerial	

Adjacent land uses include Raer Corporation to the north and Finger Lakes Federal Credit Union, a snack bar, and a Speedway gas station to the south along SR 96.

Currently the northern most 88' of the 4.9 acre parcel is zoned M1 Industrial. Under the proposed map amendment, this area would be re-zoned to C1 Commercial. The referred map also shows future lot subdivision and development that are not part of this referral. The existing storage building and a future 2nd building would be on a .78 acre frontage parcel with easement to rear of lot 2. Lot 2 to include undeveloped road frontage and additional lands proposed for development as a solar array.

According to OnCor the lot and adjacent developed lots as well as agricultural lands south of SR 96 and west of Phelps Junction Road are in the agricultural district.

186 - 2020	Town of Phelps Town Board	Class: 2
Referral Type:	Map Amendment	
Applicant:	Next Amp Solar, LLC	
Property Owner:	Leach Road Land Company	
Tax Map No(s):	34.00-3-65.100	
Brief Description:	Solar development company requesting to rezone 42 acre portion of 183 acre property between SR 96 and I-90 from RA to C1 to accommodate future development of a 5 MW AC solar facility in the Town of Phelps. Solar facility to be located west of Everson Road. https://www.co.ontario.ny.us/DocumentCenter/View/26229/186-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26230/186-20-Conceptual-Layout-Plan	

The 186-acre parcel includes land north of SR 96 and south of I-90 and south of SR 96 and North of the rail line and the Village of Clifton Springs which are zoned R-AG and 57 acres east of Everson Road zoned C1. The request is to rezone 42 of the 129 acres west of Everson Road and north of SR 96 from R-AG Residential Agricultural to C1 Commercial. Applicant owned lands to the west in the Town of Manchester are zoned C-1 Commercial. The letter of intent indicates portions of the parcel not proposed for re-zoning will remain in agricultural use

While the applicant letter of intents characterizes parcel soils as “less than ideal soils,” according to OnCOR, the three dominant soils in the area proposed for re-zoning are prime farmland or prime if drained. Project site soils have medium to high erodibility and moderation to moderately high permeability. Also, according to OnCor, neither the 186-acre property nor adjacent lands to the east in the Town of Phelps or lands owned by the applicant to the west in the Town of Manchester are in the agricultural district. The parcel has little to no slope and no indicated wetlands. Approximately half of the SR 96 frontage north of SR 96 and west of Everson Road to a depth of 325’ as well as additional areas south of SR 96 is in the floodplain.

Only the rezoning is being considered at this time although for information purposes a conceptual layout for a future solar facility is provided. The letter of intent indicates the applicant, Nexamp, will develop, build, own, and operate the solar facility.

The conceptual layout indicates a 200’ stream off set to the solar panels, 100’ front setback, 50’ side and rear setback; 2327 If access road, 15,938 solar modules, and 40’ utility poles along the access road at SR 96. The EAF indicates 3 acres of disturbance resulting in .97 impervious acres from removing .93 acres of forest and .14 acres of meadow. The EAF indicates impervious area stormwater quality impacts will be mitigated with infiltration areas; other portions of the project area will continue to drain via swales to the stream.

The conceptual layout does not indicate landscape screen to the road and adjacent properties as required by Town Code and no detailed information is provided regarding operations, maintenance, or decommissioning.

Comment How will the rezoning impact the 8 acre residential use off Everson Road between the existing and proposed C-1 Commercial areas?

187 - 2020	Town of Canandaigua Planning Board	Class: AR 2
Referral Type:	Area Variance	
Applicant:	Marks Engineering	
Tax Map No(s):	98.15-1-38.110	
Brief Description:	Area variance for addition of 300 SF deck to home at 3528 Sandy Beach Drive in the Town of Canandaigua. Addition will result in 63 percent lot coverage when 40 percent is allowed. https://www.co.ontario.ny.us/DocumentCenter/View/26231/187-2020-1--page-site-plan-Sandy-Beach-Drive-3528-2020-10-20	

Deck addition to be on lakeside portion of property between lake edge of house and waterside concrete patio. The addition will disturb .05 acres of .17 acre lot.

According to OnCor, the lot includes underwater property categorized as wetlands and the existing patio and house are in the floodplain. The lot has moderate slopes of less than 9 percent. The lakeside Rhinebeck soils are highly erodible and partially hydric.

Comment The EAF indicates stormwater impacts will be mitigated by stormwater management devices but none are shown on the site plan.

188 - 2020	Town of Canandaigua Planning Board	Class: Exempt
Referral Type:	Site Plan	
Applicant:	Tintera, Anthony	
Property Owner:	Sweetman, James and Colleen	
Tax Map No(s):	113.17-1-14.000	
Brief Description:	Site plan, area, and use variance for home at 4015 CR 16 in the Town of Canandaigua. Use variance for second house on property. Area variances for 42' front setback when 60' is required and 29 per cent lot coverage when 22.5 percent is allowed as more than 50 percent of the site disturbance is in the steep slope protection area.	

188.1 - 2020	Town of Canandaigua Zoning Board of Appeals	Class: AR 2
Referral Type:	Area Variance	
Applicant:	Tintera, Anthony	
Property Owner:	Sweetman, James and Colleen	
Tax Map No(s):	113.17-1-14.000	
Brief Description:	Site plan, area, and use variance for home on 1 acre lot at 4015 CR 16 in the Town of Canandaigua. Use variance for second house on property. Area variances for 42' front setback when 60' is required and 29 per cent lot coverage when 22.5 percent is allowed as more than 50 percent of the site disturbance is in the steep slope protection area. https://www.co.ontario.ny.us/DocumentCenter/View/26234/188-2020-1-page-sige-plan-County-Road-16-4015-2020-10-20- https://www.co.ontario.ny.us/DocumentCenter/View/26235/188-2020-1-page-site-plan-County-Road-16-4015-2020-10-20-pdf	

These is an existing dwelling between W. Lake Road and the lake that is reportedly used to support lake activities and is not intended for use as a dwelling, though it has required facilities. The majority of the lot is located west of West Lake Road. According to OnCor this area is forested with slopes of 16 to 30 percent. The proposed driveway is off Onnalinda Drive to avoid this area, though the home site and walkway to CR 16 are in the steep slope protection area.

The project site plan shows 1:1 slope along the southern property line where the drainage swale and catch basin are located.

Comments

1. What is the length and width of the walkway proposed from the house through the steep slope area to West Lake Road?
2. What is the reason for removing the 18" and 48" trees on the lakefront portion of the property? Will replacement trees be planted? No landscaping plan is provided.

CLCSD Comment

Permit required for connection to sewer system and site plan must be provided to CLCSD office for final approval.

188.2 - 2020	Town of Canandaigua Zoning Board of Appeals	Class: 2
Referral Type:	Use Variance	
Applicant:	Tintera, Anthony	
Property Owner:	Sweetman, James and Colleen	
Tax Map No(s):	113.17-1-14.000	

Brief Description:	Site plan, area, and use variance for home at 4015 CR 16 in the Town of Canandaigua. Use variance for second house on property. Area variances for 42' front setback when 60' is required and 29 per cent lot coverage when 22.5 percent is allowed as more than 50 percent of the site disturbance is in the steep slope protection area.
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See additional project information at 188.1-2020.

Comment: No evidence of financial hardship is presented to justify the use variance.

189 - 2020	Town of Canandaigua Planning Board	Class: 1
Referral Type:	Special Use Permit	
Applicant:	McMahon, Liam	
Property Owner:	Ritchlin, Christopher	
Tax Map No(s):	126.00-1-22.131	
Brief Description:	Special use permit for residential 1,440 SF large scale solar system at 4459 Middle Cheshire Road in the Town of Canandaigua. https://www.co.ontario.ny.us/DocumentCenter/View/26236/189-2020-1-page-site-plan-Middle-Cheshire-Road-4459-2020-10-20-	

The applicant has requested a waiver from the requirement for a professional prepared site plan. The ground mounted system designed by the installer is intended to provide power for the residence on the 63 acre property. The project will involve approximately 1,200 SF of site disturbance.

190 - 2020	Town of Canandaigua Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	Frosino, Adam	
Property Owner:	Ontario County Industrial Development Ag	
Tax Map No(s):	70.00-1-74.110	
Brief Description:	Site plan for construction of new 3,000 SF general aviation terminal building and associated grading driveway and utility connections at the Canandiagua Airport, 2450 Brickyard Road in the Town of Canandaigua. https://www.co.ontario.ny.us/DocumentCenter/View/26237/190-20-Aerial-project-area https://www.co.ontario.ny.us/DocumentCenter/View/26238/190-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26239/190-2020-airport-1-page-site-plan-Brickyard-Road-2450-2020-10-20- https://www.co.ontario.ny.us/DocumentCenter/View/26284/190-2020-airport-master-plan-16-2019	

In January 2019 CPB provided a Technical Review of referral 16-2019 a sketch plan from the airport master plan. The Airport Master Plan identified 7 future development phases including the following:

- Phase 1: new terminal (R), 60'x125' hanger (P), and circulation area to northwest of existing hangers
- Phase 2: 100'x190' (O) and 125'x200' (N) hangers, restaurant (Q), circulation area, and access off Thomas Road cul-de-sac
- Phase 3: four 60'x60' box hangers (T) and three 50'x50' box hangers(S), circulation area at southeast end of runway, and a new internal road with access off Brickyard Road opposite Town owned property between Pactiv and Gatehouse Media
- Phase 4: six 50'x50' box hangers (D) and 100'x200' hanger (G), circulation area, widening of taxiway to Mercy Flight (K) to 34' and new access off Thomas Road halfway between existing maintenance access road and Brickyard Road
- Phase 5: two 100'x100' hangers (E & F) and circulation area; involves disturbance to a small area with slopes over 10 % & a wetland
- Phase 6: three 100'x200' hangers (A, B, C) and circulation area
- Phase 7: two 100'x100' hangers (H & J), circulation area, and new access off Brickyard Road

The project area is zoned Industrial and owned by the Ontario County Industrial Development Agency. According to OnCOR, a majority of the site drains to Hathaway Brook. The phase 3 development on the southeast portion of the site currently drains to the Canandaigua outlet. It appears the southeast portion of the existing runway drains to Canandaigua Lake. There was a stormwater

basin built in the northwest portion of the new airport area in 2013 in conjunction with the extension of the runway. No additional information is available on plans to manage stormwater from future development. Dominant soil characteristics are as follows:

<u>Odessa Silt Loam</u>	0-3 %	98 acres		
Prime Farmland				
Permeability:	moderately low		Erodibility:	very high
Hydrological Group	C/D		Partially Hydric	
<u>Lakemont Silty Clay Loam</u>	0-3 %	59 acres		
Farmland of statewide importance				
Permeability:	moderately low		Erodibility:	very high
Hydrological Group	D		Partially Hydric	
<u>Cayuga Silt Loam</u>	0-3 %	37 acres		
Prime Farmland				
Permeability:	moderately high		Erodibility:	very high
Hydrological Group	C/D		Not Hydric	
<u>Schoharie Silt Loam</u>	0-3 %	16 acres	3 - 8 %	12 acres
Prime Farmland Prime				
Permeability:	moderately high		Erodibility:	very high
Hydrological Group	C/D		Not Hydric	

January 2019 Technical Review Comments

1. What best management practices are planned to mitigate stormwater quantity and quality impacts of increased development?
2. What provisions are planned to safely connect the existing Auburn Trail segment on the NE side of Brickyard Road to the segment along the southwest side of Brickyard on the airport property?
3. The site plan should show all existing airport buildings; infrastructure including septic systems, stormwater management facilities; and ownership of buildings and infrastructure.
4. All hangers on county airport property whether publically or privately owned should be inspected periodically for code compliance.

January 2019 OCDPW Comments (part)

1. The Brickyard Road sewer extension was constructed to facilitate the development of hangers and aviation related businesses on the airport property. All future development should be connected to the Canandaigua Lake County Sewer District on Brickyard Road, not to Centerpointe or the SR 332 Sewer District sewers. All sewer facilities shall conform to the requirements of the Sewer Use Local Law including pretreatment as applicable.

November 2020 Terminal Building Details

The currently proposed terminal building is much larger than the new terminal building shown on the Airport Master Plan. It is more in line with the scale of the restaurant proposed in this area on the Airport Master Plan. In addition to the 3,000 SF terminal building west of the existing snow removal equipment building and the airport security building, the referred materials show a 1,050 SF outdoor patio and a roof deck on the terminal building, and a proposed septic system connected to the new terminal building. Proposed foundation landscaping includes a mix of shrubs and ornamental grasses. No parking lot landscaping is shown in asphalt parking area for 23 vehicles.

The proposed terminal building floor plan shows 5 toilets, 1 shower, a kitchen and a kitchenette. The floor plan also shows seating for approximately 45 inside including passenger lounge, conference room, flight school, eating area, office, employee breakroom, and pilot lounge with loveseat and double bed and seating for 8 on the 1,050 SF airside outdoor patio and another 2 on the rooftop deck.

November 2020 Comments

1. OCPD is very concerned about another attempt to support airport development with an on-site septic system given the system installed to serve the airport security building approximately 3 years ago has failed.
2. The referring body should require the applicant to document consideration of connection to existing sewer or temporary reliance on holding tanks until a sewer connection is feasible.

3. Is the proposed on-site sewage treatment system sized for the number of contributing sinks, toilets, showers and building/site occupancy anticipated by all or part of the airport master plan? The referring body should consider establishing threshold that would require alternative handling of sewage wastes.
4. Is proposed on-site sewage treatment system intended to serve the nearby airport security building?
5. Should there be landscaping or fencing around the outdoor patio to control access to operational areas of the airstrip?
6. No accessible parking spaces shown.

November 2020 OCSWCD Comments (soil and erosion control)

1. Will a SWPPP be provided for review in the future? Additional info on Erosion and Sediment Control Plan needed. No soil stockpile, concrete washout, stormwater information listed on preliminary plans.

November 2020 OCSWCD Comments (Septic)

1. Very poorly drained soils with high ground water.
2. Conventional on-site wastewater treatment system proposed.
3. Deep hole data and location not provided.
4. Perc test depth not provided.
5. Proposed septic tank does not appear to be dual chambered.
6. Proposed septic tank does not appear to have effluent filter.
7. Proposed water use/employee/day is likely from NYSDEC 1988 design standards. 25 employees at 15 gallons/day at proposed total leach length with reduction is equivalent to a 2-bedroom house at 390 gallons/day. Suggest alternative capacity calculation that at a minimum eliminates the reduction.
8. Leach line trench length shown at 80' when 60' maximum is recommended.
9. 33% expansion is shown. 100% expansion area is recommended by NYSDOH.
10. It is important concrete locking risers be installed on all three inspection ports for septic tank.

191 - 2020	Town of Canandaigua Planning Board	Class: Exempt
Referral Type:	Site Plan	
Applicant:	Hanlon Architects	
Tax Map No(s):	98.15-1-33.000	
Brief Description:	Site plan and area variance for substantial addition to house at 3542 Sandy Beach Drive in the Town of Canandaigua. Addition would require increasing lot coverage from 34 percent to 38 percent when 30 percent is allowed, 32' front setback when 55' is required, and compliance of existing house and addition with new building code as existing dwelling crawl space is in the Special Flood Hazard Area.	

191.1 - 2020	Town of Canandaigua Zoning Board of Appeals	Class: AR 2
Referral Type:	Area Variance	
Applicant:	Hanlon Architects	
Tax Map No(s):	98.15-1-33.000	
Brief Description:	Site plan and area variance for substantial addition to house at 3542 Sandy Beach Drive in the Town of Canandaigua. Addition would require increasing lot coverage from 34 percent to 38 percent when 30 percent is allowed, 32' front setback when 55' is required, and compliance of existing house and addition with new building code as existing dwelling crawl space is in the Special Flood Hazard Area. https://www.co.ontario.ny.us/DocumentCenter/View/26240/191-2020-site-plan-Sandy-Beach-Drive-3542-2020-10-20-n	

OCDPW Comment If addition impacts lateral service connection for this property. Site plan must be submitted, and permit may be required.

192 - 2020	Town of Canandaigua Planning Board	Class: AR 1
Referral Type:	Minor Subdivision	
Applicant:	Venezia Group	
Property Owner:	Water Jones, Terry Dekousky	
Tax Map No(s):	70.06-1-68.100	
Brief Description:	Subdivision of 24 acre parcel into 3 conforming lots on Thomas Road in the Town of Canandaigua. https://www.co.ontario.ny.us/DocumentCenter/View/26241/192-2020-subdivision-plan-Thomas-Road-0000-2020-10-20-Revised-site-plan	

193 - 2020	Town of Victor Planning Board	Class: 1 Withdrawn
Referral Type:	Site Plan	
Applicant:	Tomaszewski, Kenneth & Carol	
Tax Map No(s):	26.00-1-40.110	
Brief Description:	Site plan and area variance for accessory structure over 1,000 SF when no primary residence exists on lot north of CR 41 at the Monroe County line in the Town of Victor. https://www.co.ontario.ny.us/DocumentCenter/View/26242/193-2020-aerial	

According to OnCor, the property is in the agricultural district and not subject to development constraints related to floodplains or wetlands. There CR 41 frontages has slopes of 16 to 30 percent except a small area near the eastern property line. The 19 acre lot also has east west bands of land with 16 to 30 percent slope and some minor areas of 31-60 percent slope.

Comments

1. The applicant should be required to identify a potential home site on the property to ensure the driveway location and accessory building setback is appropriate.
2. What is the access connection spacing and sight distances at the provided driveway? Will the driveway comply with the access connection spacing requirements of the Town of Victor Access Management Regulations?
3. A county highway work permit will be required for the proposed driveway.

193.1 - 2020	Town of Victor Zoning of Appeals Board	Class: 1 Withdrawn
Referral Type:	Area Variance	
Applicant:	Tomaszewski, Kenneth & Carol	
Tax Map No(s):	26.00-1-40.110	
Brief Description:	Site plan and area variance for accessory structure over 1,000 SF when no primary residence exists on lot north of CR 41 at the Monroe County line in the Town of Victor.	

194 - 2020	Town of Victor Zoning Board of Appeals	Class: AR 1
Referral Type:	Area Variance	
Applicant:	Morrell Builders	
Tax Map No(s):	15.11-1-222.000	
Brief Description:	Area variance for sign for Piper Meadows subdivision at 870 High Street/Cassidy Road in the Town of Victor. Area variance to locate sign 22' from Cassidy Road when 35' is required.	

195 - 2020	Town of Geneva Zoning Board of Appeals	Class: 1
Referral Type:	Site Plan	
Applicant:	Melissa Peters &, Peter Same Jr	
Property Owner:	Baklayan, Vicken & Zozete	
Tax Map No(s):	102.04-1-25.3	
Brief Description:	Site plan for conversion of the former Pizza Hut building at 812 Hamilton Street/NYS 5 & US 20 in the Town of Geneva to a tap room and addition of a 1,050 SF patio at the front of the building and a 2,080 SF addition to provide curb side retail sale of craft, domestic, and imported beers. https://www.co.ontario.ny.us/DocumentCenter/View/26285/195-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26244/195-2020-site-plan	

The project site is on the north side of NYS 5/US 20 between SR 14A and CR 6 in an area of automotive and fast food uses. The referred lot appears to provide access to an undeveloped commercial lot to the rear that also provide cross access to the fast food restaurant to the east. The rear lot does have road frontage, but perhaps does not have right of access. The site plan shows 39 parking spaces. At the indicated parking standard of 1 space per 30 SF of customer support floor area 39 space are sufficient to support 1,170 SF of customer support floor area.

Comments

1. The site plan does not show the circulation pattern for the curbside retail.
2. The referring body should clarify how parking/stacking standards apply to the patio area and the curb-side retail.
3. The site plan does not show building, frontage or perimeter landscaping.

OCSWCD Comments

1. No legible information on stormwater or sediment and erosion control. The referring body should request additional information on stormwater calculations and drain tile size to see it has adequate capacity for additional impervious cover.

196 - 2020	Village of Bloomfield Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	Lane, David	
Tax Map No(s):	67.19-2-37.000	
Brief Description:	Site plan and special use permit for use of property at 118 Main Street in the Village of Bloomfield for a dog grooming business. https://www.co.ontario.ny.us/DocumentCenter/View/26286/196-2020-site-map-dog-g-roomer	

The property was previously referred for a Special Use Permit to convert the single story addition to a studio apartment in November 2019 as referral #223-2019. The SUP was approved but the conversion was not completed. The following site description and comments are repeated from the previous review.

The .12 acre property has a Main Street address but fronts on South Avenue and the triangle pocket park. The applicant owns adjacent properties totaling .52 acres. Required parking will be located on an adjacent property under common ownership.

The 2,735 SF 2-story building was built in 1900. The main portion of the building was previously converted to apartments.

November 2019 Comment

A formal parking easement on the adjacent property should be executed to ensure permanent access to parking in the event property ownership is transferred.

196.1 - 2020	Village of Bloomfield Planning Board	Class: 1
Referral Type:	Special Use Permit	
Applicant:	Lane, David	
Tax Map No(s):	67.19-2-37.000	
Brief Description:	Site plan and special use permit for use of property at 118 Main Street in the Village of Bloomfield for a dog grooming business.	

See information at 196-2020.

197 - 2020	Town of Gorham Zoning Board of Appeals	Class: AR 2
Referral Type:	Area Variance	
Applicant:	DiMarco, Richard & Alberta	
Representative:	Venezia & Associates	
Tax Map No(s):	113.15-1-12.100	

Brief Description:	Area variance for 3 car garage and new driveway at 3900 SR 364 in the Town of Gorham. Project proposes a 10' front setback when 30' is required and 37 percent lot coverage when 25 percent is allowed. https://www.co.ontario.ny.us/DocumentCenter/View/26221/197-20-Site-Plan
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198 - 2020	Town of Bristol Town Board	Class: 2
Referral Type:	Comprehensive Plan	
Applicant:	Town of Bristol	
Brief Description:	Comprehensive Plan amendment to add Land Use and Land Cover Inventory to the Town of Bristol Comprehensive Plan. https://www.co.ontario.ny.us/DocumentCenter/View/26289/198-2020-Bristol-Land-use-land-cover	

The Inventory of Land Use and Land Cover describes the current extent of Riverine, Lacustrine (lake), Palustrine (wetland) and Terrestrial ecological system and the importance of such habitats based on number of occurrences, total area, and global, state and local conservation rankings. The purpose of the Inventory is to identify opportunities for conservation. There are 7 land use cover types in the Town of Bristol that are ranked as vulnerable within New York state based on the NYS Natural Heritage Program rank of S2 or S3 and an additional 3 cover types with local significance.

Inventory Table 2 Plant Communities of Statewide Significance

<u>System</u>	<u>Subsystem</u>	<u>Community Cover Type</u>	<u>Count</u>	<u>Acres</u>	<u>NYNHP Ranks</u>
Lacustrine	Natural lakes and ponds	Oxbow lake/pond	19	7.7	G3G4 S2
Palustrine	Forested mineral soil wetlands	Floodplain forest	51	94.2	G3G4 S2S3
		Silver maple-ash swamp	3344	358.3	G3G4 S2S3
		Vernal pool	21	9.0	G4 S3S4
		Perched swamp white oak swamp	1	4.4	G3G4 S1S2
Terrestrial	Barrens and woodlands	Shale talus slope woodland	12	11.4	G3G4 S3
	Forested uplands	Maple-basswood rich Mesic forest	11	51.2	G4 S3

TABLE 3 – Locally significant natural plant communities in the Town of Bristol, New York.

<u>System</u>	<u>Subsystem</u>	<u>Community Cover Type</u>	<u>Count</u>	<u>Acres</u>	<u>Local Ranks</u>
Riverine	Natural streams	Confined river	1	58.5	L1
Palustrine	Forested mineral soil wetlands	Perched swamp white oak swamp	1	4.4	L1
Terrestrial	Forested uplands	Chestnut oak forest	2	18.5	L2

TABLE 4 – Special concern natural plant communities in the Town of Bristol, New York.

<u>System</u>	<u>Subsystem</u>	<u>Community Cover Type</u>	<u>Count</u>	<u>Acres</u>	<u>Local Ranks</u>
Terrestrial	Open uplands	Eroding slope/bluff	7	1.9	L3

The report identifies the function of natural cover types in mitigating flooding, erosion and water quality impacts, and connecting wildlife habitats. And the report recognizes opportunities for public and private landowners to contribute to conservation efforts through management techniques such timing and frequency of roadside ditch cleaning, protecting or establishing stream setbacks/vegetation, maintaining hedgerows, creating vernal pools, and use of rain gardens when impervious areas are expanded.

Similar information is available for the Canandaigua and Honeoye Lake Watersheds, the southern Honeoye valley, the complete towns of Canandaigua, Gorham, Richmond, and Victor and the woodlots, wetlands, and riparian corridors in the Towns of Seneca, Phelps, and Geneva.

199 - 2020	City of Geneva Planning Board	Class: 1
Referral Type:	Subdivision	
Applicant:	City of Geneva IDA	
Representative:	BME Associates	
Tax Map No(s):	90.83-2-30 90.83-2-29 90.83-2-31 90.83-2-32 90.83-2-34.1 90.83-2-29-35 104.18-3-25	
Brief Description:	Subdivision to combine lots at 5,7,11, and 15 E. North Street and 2 and 14 N. Exchange Street in the City of Geneva into a single .89 acre lot. https://www.co.ontario.ny.us/DocumentCenter/View/26222/199-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26290/199-2020-Subdivision-Map-North--Exchange-St	

The consolidated lot would have frontage on N. Exchange Street, E. North Street and North Wadsworth Street. Existing land uses includes a vacant commercial building, vacant land coded as both commercial and residential by the assessor, and a vacant home built around 1900. The intersection of N. Exchange Street and E. North Street and lots to the south and east are zoned B-1. It appears 14 N. Exchange Street is zoned R-2 Single and Two Family homes.

The B-1 district allows a wide range of commercial uses excluding NFP, public and parochial nursery, elementary, secondary, and higher education schools as primary or accessory uses, gas stations, and motor vehicle repair. The district has no minimum lot size, a front setback of 8' and no side or rear yard requirements although screening and landscaping over a minimum of 8 percent of the net lot area are required for parking areas adjacent to residential uses or districts.

Comments

1. The referring board may want to identify allowable access point as part of its subdivision review.
2. If the entire new property is not already zoned B-1 will the applicant request a zoning map amendment?

200 - 2020	City of Geneva Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	Massa, Nicholas	
Representative:	Ashline, Jason	
Tax Map No(s):	104.49-1-20.100	
Brief Description:	Site plan for conversion of the former DeSales school at 90 Pultney Street in the City of Geneva into 15 accessible apartments with related parking lot, lighting, and landscaping modifications. https://www.co.ontario.ny.us/DocumentCenter/View/26223/200-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26224/200-2020-DeSales-Arch-Site-Plan_20201027	

The 2 story school site will add landscaping along the building north side and front on Pultney Street, add an elevator and new accessible entrance at Pultney Street, connect the rear accessible ramp via sidewalk to the repaved parking area, and add a masonry trash enclosure to accommodate the new residential use.

201 - 2020	Town of East Bloomfield Town Board	Class: 2
Referral Type:	Local Law	
Applicant:	Town of East Bloomfield	
Brief Description:	One year extension of the existing one year large scale solar moratorium in the Town of East Bloomfield. https://www.co.ontario.ny.us/DocumentCenter/View/26291/201-2020-extracted-ll-moratorium	

The Town only expects to need another couple of months to complete their review and revision process, having suspended work on the project due to the Covid -19 pandemic in the spring, however, with cases rising again and the possibility of another shut down has opted for a longer timetable. Under ordinary circumstances court's might find 2 years an unreasonably long time to review and revise local zoning regulations, however, given past and potential future interruption in the safety of in person gathering, such a timeline may be necessary.

202 - 2020	Town of Farmington Town Board	Class: 2
Referral Type:	Map Amendment	
Applicant:	Town of Farmington	
Property Owner:	Laviano, Robert	
Representative:	Sciarraba PE, John	
Tax Map No(s):	41.00-1-35.100	
Brief Description:	Town of Farmington Zoning Map amendment to rezone 85 acres of land located east and west of the Auburn Trail on the west side of SR 332 between Carmen's Way and Mountain Ash Drive to Incentive Zoning from a mix of R-1-15 Residential, Neighborhood Business, General Business, and Multiple Family Residential. https://www.co.ontario.ny.us/DocumentCenter/View/26225/202-20-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26287/179-20-Concept-Plan	

This site was previously reviewed as referral 179-2020 in October 2020 for a Technical Review. The overall concept plan submitted with this map amendment appear unchanged since the Technical Review although the local law does correct the parcels and acreages included in the re-zoning to Incentive Zoning.

The referral materials include a summary of the Incentive Zoning approval process, specifically that this proposed zoning map is not amended until the Town Planning Board has approved an Overall Preliminary Site Plan. Referred materials also include the recommendation of the Town Planning Board to proceed with the re-zoning process. The Town Board classified their re-zoning action as an administrative action not subject to SEQR and will leave coordinated SEQR review to the Town Planning Board at the time of review of the Overall Preliminary Site Plan and a future CPB referral. The Town Board and the applicant have not yet finalized the zoning incentives and site amenities proposed however, the following incentives have been offered:

1. Donation of land for construction of a satellite Fire Station
2. A regional sized detention facility
3. An oversized 12-inch sanitary sewer connection to the oversized Hathaway's Corners Incentive Zoning Project
4. The extension of Carmen's Way to their north property line
5. Connecting the southern portion of the project to a new four-way signalized intersection with SR 332 as shown on the MTOD Map.

Prior to this Incentive Zoning request, the property owner provided the following:

1. Donated land to the Town for the construction of the Auburn Trail Extension
2. Land swaps with adjacent land owners to allow for the construction of the first phase of Carmen's Way and the connection to Ivory Drive in the Auburn Meadows Subdivision

These and other currently offered amenities address needs identified by the Town Planning Board in February 2018 when the incentive zoning project was first reviewed.

The following project description and comments are repeated from the October 2020 CPB minutes.

The concept plan shows the following:

- Phase 1 – 7 new buildings with 38,000 SF of retail space along SR 332 adjacent to the Terrace Apartments. This area is currently zoned General Business.
- Phase 2- 57,572 SF assisted living/memory care building with access off Carmen’s Way at Ivory Drive in area zoned General Business.
- Phase 3- east of Auburn Trail – 6 townhouse buildings with 35 units and 16 visitor parking spaces, adjacent to Always Locked Mini Storage and A&D incentive zoning property. This area is zoned General Business
- Phase 3 - west of Auburn Trail - 9 townhouse buildings with 36 units and 12 visitor parking spaces. This area is zoned Residential Multi-Family.
- Phase 4 – 5 apartment building with 140 units adjacent to single family homes on Mountain Ash Drive and A&D Incentive Zoning property. this area is zoned R-1-15
- Phase 5-16 townhouse buildings with 95 units, adjacent to single family homes on Mountain Ash Drive and A&D Incentive Zoned property. This area is zoned R-1-15
- Phase 6-second connection to SR 332 opposite Duke of Gloucester Way. 26,774 SF plaza and 5,625 SF coffee shop in area zoned Neighborhood Business. The traffic study evaluated traffic generation of the smaller building as a fast food restaurant.

The concept plan indicates one or more stormwater management facilities in each phase except Phase 1. Overall building coverage is listed at 51 %. No information is provided about rate or number of parking spaces shown or deviations from setbacks of underlying zoning districts. Other site features include extension of Carmen’s Way from SR 332 by Always Locked Mini-Storage through the site and connecting to the Hathaway Corners development, extension of Ivory Drive across the Auburn Trail, a new dedicated road from SR 332 near Mountain Ash Drive opposite Duke of Gloucester Way to allow for a future 4-way signalized intersection. This road crosses the Auburn Trail near SR 332 and continues on the west side of the trail to Ivory Way. There is a small trail parking area proposed southwest of this intersection. The concept plan also shows closing of the existing driveway to Prosecco’s and related site modifications for patrons to use the existing post office plaza driveway and pass through the parking area in front of the new post office.

The traffic study refers to the Farmbrook/ Carmen’s Way intersection as Farmbrook/Ivory Way and the future connection to SR 332 near Mountain Ash Drive as a driveway rather than a dedicated public road. The traffic analysis attributes 30 % of the commercial peak hour patrons during the evening peak as by-pass traffic currently using SR 332. The study indicates development of Phases 1-5 will generate peak hour traffic volumes exiting from Carmen’s Way similar to the traffic volumes currently exiting via Farmbrook Drive and sufficient capacity existing as this and other study area intersections. The traffic study includes a preliminary signal warrant analysis indicating the proposed 4 way intersection opposite Duck of Gloucester Way would likely meet the minimum requirements for signal installation. The traffic study indicates to mitigate likely full development traffic impacts, the applicant would be required to add the second connection to SR 332 at Duke of Gloucester Way as indicated on the Town’s Major Thoroughfare Overlay Plan. Addition of this intersection will require removal of the existing northbound U-turn median break and likely a north bound left turn lane on SR 332. The study recommends an additional traffic study/signal warrant analysis be undertaken following the completion of Phase 5 to assess the need for this additional connection to SR 332.

October 2020 Technical Review Comments

1. The phases in the table with coverage calculations match the concept plan, but the table of units/SF by phase does not match the concept plan.
2. The applicant has not provided a summary of the development allowable under existing zoning. This analysis as well as documentation of any on-site wetlands and proposed incentives are necessary to evaluate the appropriateness of the proposed development density and the desirability of this Incentive Zoning proposal.
3. The traffic study should include analysis of the intersection of Mountain Ash Drive and SR 332 as the southbound residents of apartments and townhouses in Phases 4 and 5 can be expected to use this access point once the connection is made rather than the signalized intersection to the north at Carmen’s Way.

4. Which roads will be dedicated or private roads? Where are sidewalks and pedestrian trail connections provided?
5. What is the state of existing vegetation within the Auburn Trail property and will the natural character of this trail corridor be preserved following development of this project?
6. Lot 135.10 with 22.2 acres is listed as included but not shown on the concept plan. Lot 41.00-1-60.000 with 14.6 appears to be part of the development but is not listed on the concept plan. What is the size of the projected development and the building and lot coverage?
7. Where is the stormwater management facility for Phase 1 development?
8. Where is the boundary line between Phases 3 and 5?
9. The 3 acres shown as intended for the Farmington Volunteer Fireman’s Association appear to be landlocked
10. The coffee shop is shown partially in Phase 5 and partially in Phase 6. This may be significant if developed as a fast food restaurant.
11. There is no landscaping shown along SR 332 and limited landscaping along new internal roadways. What additional streetscape/ landscaping is needed?
12. There is no buffer landscaping shown between single family homes on Mountain Ash Drive and the Phase 5 townhouses or at the rear of the Phase 4 apartments and the Phase 5 townhouses adjacent to the proposed through road/driveway.
13. The new post office square footage should be included in the Phase 1 proposed building square footage.
14. Does not seem realistic to expect retail to be developed first when other area mixed use projects are proceeding with residential but not commercial development.
15. Can a snowplow turnaround with vehicles in the visitor parking spaces at end of Phase 3 east access road?
16. What uses and development density are allowed by Incentive Zoning on the A & D/Auburn Meadows property to the west?

November 2020 Comments

1. The purpose statement of the Town of Farmington Incentive Zoning District is to “advance the Town’s specific physical, cultural, and social policies in accordance with the Town’s Comprehensive Plan.” The summary of requested zoning incentives and proposed site amenities should include how these incentives and amenities related to the policies of the Comprehensive Plan.
2. Where is the location of the offered regional size detention facility?

203- 2020	Town of South Bristol Zoning Board of Appeals	Class: AR 1
Referral Type:	Area Variance	
Applicant:	Welch, William	
Property Owner:	William & Barbara Joint Living Trust	
Representative:	Grove P.E., William J	
Tax Map No(s):	190.00-2-65.000	
Brief Description:	Area variance for 2 lot subdivision of 9.9 acre lot at 7002 CR 12 in the Town of South Bristol. Area variance needed because minimum lot size is 5 acres.	

204 - 2020	Town of Farmington Planning Board	Class: 2
Referral Type:	Site Plan	
Applicant:	GLN Farmington Realty LLC	
Representative:	BME Associates	
Tax Map No(s):	29.00-1-18.100	
Brief Description:	Site plan for phase 1A consisting of 16,000 SF of bank, fast food, car wash, and undetermined commercial use along SR 96 between Tops Plaza and SR 332 intersection in the Town of Farmington. Site plan includes new access point to SR 96. Referral and SERQ review also include full development of 27 acres site with 166,000 SF; balace of proposed development is office/warehouse space. https://www.co.ontario.ny.us/DocumentCenter/View/24465/99-2020-Aerial https://www.co.ontario.ny.us/DocumentCenter/View/26226/204-20-Site-Plan	

The area variance to reduce the SR 96 setback from 100' to 54' is in line with the proposed Town of Farmington Route 96 Corridor Streetscape Design Guidelines. The phase 1a development will also require an area variance to allow 127 parking spaces for the 4 commercial uses proposed when 192 spaces are required.

This project was previously referred as a Technical Review #99-2020 in July 2020 and as an overall site plan as referral #148-2020 in September 2020. The County Planning Board recommended approval of the overall site plan with modifications related to OCSWCD review of the SWPPP, provision of bicycle and pedestrian circulation to and through the site, and NYSDOT satisfaction with projected traffic generation and phasing of various access points.

The narrative continues with an updated description of Phase 1a components, restates changes/continuing elements of the overall plan and previous comments, and provides additional comments on the detailed Phase 1a plan submitted with this referral.

This phase 1a preliminary site plan applications shows direct access from SR 96 near the western property line and opposite the western driveway to the Griffith building rather than via the adjacent Tops parcel. This access point will be used for Phase 1a construction activities. Phase 1a now includes 16,000 SF rather than 32,750 SF of business use along SR 96. Currently proposed uses and square footages are as follows:

- 4,400 SF Car Wash
- 3,500 SF restaurant
- 4,800 Commercial use
- 2,400 Bank

The site plan shows interconnection of the plaza access and the car wash site and therefore access to the Mercier Boulevard extension. The plaza connection is via the exit lane to the car wash building. The Phase 1a referral materials also indicate the applicant has commissioned an updated traffic analysis of the revised Phase 1a proposed uses and layout. The Phase 1a site plan also includes 2 bioretention areas along the along the Mercier Boulevard side of the frontage development.

Given the changes in the Phase 1a proposed uses, buildings, and parking, the overall site plan now includes 166,000 SF of development down from 182,570 square feet and 927 parking space down from 1,077. The amount of open space on the overall plan remains unchanged.

In addition to the revised frontage commercial development, the Phase 1a site plan continues to show the stormwater management facility in the southwest corner of the site adjacent to Beaver Creek and construction of a section of Mercier Boulevard with a hammerhead turn around. Referred materials indicate a the western side of the office/warehouse development, (presumably the two 40,000 SF office/flex buildings) as Phase 1b and full site build-out likely including a 30,000 SF and a 40,000 SF office/flex building to the east and connection of the two segments of Mercier Boulevard in Phase 2.

Neither the overall concept plan nor the current phasing plan address restrictions or options for use of the leg of the site extending to SR 332 or the interconnection with the Aldi's site and does not indicate potential resolution of alignment issues where the new and existing segments of Mercier Boulevard meet near the North Creek Way ROW. The Phase 1a site plan does include relocation of a swale along the southern property line/North Creek Way ROW in the area of disturbance.

A traffic study was circulated as part of SEQR documentation and is available on the Town of Farmington website. The traffic study suggests the extension of Mercier Boulevard is predicated on site generated traffic impacts, ignoring that this interconnection is part of the Town of Farmington Official map as shown on the Major Thoroughfare Overlay District plan.

Disturbed areas are 15' from the top of the bank of Beaver Creek. The undisturbed area includes land on the far side of Beaver Creek, a class C stream, the .26 acre federal wetland associated with Beaver Creek, and the strip of land connecting the development site to SR 332. Site development will replace 25 acres of woods with 8 acres of lawn and developed uses. Following development,

there will be 16.3 acres of impervious surface. The remaining 40 percent of the lot will be lawn areas around the buildings and for snow storage, in parking lot planting areas, and lands associated with stormwater management facilities.

The segment of Mercier Boulevard proposed in Phase 1a includes 3 access points to the proposed commercial development. The On the concept plan, the dumpster enclosures for the proposed frontage commercial uses are not screened with landscaping from SR 96 or Mercier Boulevard. Loading areas for office warehouse buildings are located internal to the site minimizing visibility from public roadways.

The site plan includes sidewalks along the south side of SR 96 and Mercier Boulevard; streetscape treatment including landscaping, lighting and furnishings in accordance with the draft Farmington Main Street Design Guidelines along SR 96; and street trees at 75' interval along the south/west side of Mercier Boulevard and along the north side between the general business and office/industrial development areas.

The stormwater management facility is variously identified as .75 and 1.1 acres and capable of impounding 1.7 million gallons of water behind an earthen dam 6' high and 400' long. The EAF indicates a permit required from US Army Corps of Engineers for relocation of a tributary to the creek. According to OnCor the site is not in an agricultural district and site development is not constrained by floodplains or steep slopes.

The applicant has proposed to begin tree cutting from SR 96 to 100' south of the east-west segment of Mercier Boulevard and in the vicinity of the proposed stormwater management facility to facilitate site marketing. Such site clearing will not include stump removal or soil disturbance. Such activities may impact volume and velocity of sheet flow to Beaver Creek as well as potential for tree debris to be washed into the creek.

July 2020 Comments

1. The location of accessible parking spaces indicates the front entrances to buildings #2 and #3 will appropriately face SR 96. The site plan should provide pedestrian connections to the buildings from SR 96.
2. The Mercier Boulevard access points to the general business and the office/industrial uses should be aligned or appropriately off-set to avoid turning movement conflicts and provide appropriate sight distance with respect to the curved section of Mercier Boulevard.
3. It might be desirable to provide a horizontal curve in the southeast to northwest section of Mercier Boulevard to encourage vehicles to travel at the posted speed limit.
4. Street trees should be required along the east side of Mercier Boulevard, landscaping as well as alignment are important elements in designing the road to limit speeding.
5. If the Mercier Boulevard extension is completed prior to construction of the public road access from SR 96, a temporary hammerhead turnaround will be required.
6. What connection will be made with cross operating easement to Aldi's property? Will this be a vehicle connection? A bicycle/pedestrian only connection?
7. The proposed alignment of Mercier Boulevard does not provide a workable alignment of the existing apartment access drive, a future public road in the North Creek Way ROW, and the parking area access near the property's southern boundary. Will the apartment building access be relocated to North Creek Way when built? Will the site leg connecting to SR 332 remain permanently unimproved? Will parcel 29.00-1-23.113 only have access to Mercier Boulevard opposite the proposed endpoint of Hathaway Drive?
8. The referring body should review the traffic study and identify appropriate development phasing in conjunction with required availability of access points, any access restrictions or off-site improvements needed to safely accommodate site traffic, and construction and future heavy/large vehicle access to the site.
9. Consider moving the shared dumpster pad location for buildings #1 and #2 adjacent to the building to minimize visibility from Mercier Boulevard at the development entrance.

10. Are the proposed 50 land banked parking spaces included in the impervious surface coverage?
11. Additional undisturbed area should be provided along the east side of Beaver Creek to filter runoff before it enters the creek.
12. The referring body should require soil testing to confirm need for phosphorus to promote adequate germination and growth of seed mix required temporary site stabilization to avoid unnecessary application of fertilizer with phosphorus and associated water quality degradation.
13. Without referral of SWPPP and construction sequencing, unable to comment on whether best management practices will be used to minimize water quality impacts of site disturbance, especially grading associated with construction of stormwater management facility in close proximity to Beaver Creek.
14. What pedestrian facilities will be provided to allow enjoyment of Beaver Creek and associated wetland, to link the site to adjacent residential and commercial areas to the south and east, and to provide a walking loop for site employees?
15. Has the Town considered an appropriate location for a bridge over Beaver Creek to allow a desirable bicycle/pedestrian connection from the Deerfield neighborhood and Auburn Trail to the Town Center? Selecting a bridge site now will allow planning for bicycle and pedestrian movement through this site.
16. What is the mature height of proposed street trees?

July 2020 OCSWCD Comments

1. SWPPP not provided.
2. Additional wetland protections such as signage and fencing may be necessary.
3. Consider additional setback from Beaver Creek to allow for treatment of overflow as well as additional wetland protection.
4. Soil testing should be done to determine if fertilizer is necessary. Phosphorus free fertilizer should be considered.
5. Additional information needed for bio retention area. Detail notes state that a forebay is necessary however plans do not show a forebay.
6. Consider having bio retention area enter forebay of stormwater management facility.
7. Difficult to make comments on additional stormwater infrastructure without site final plans showing infrastructure locations.

July 2020 CPB Comments

1. Will there be a Public Hearing associated with the clearing permit review?
2. The referring body should require a larger setback than 15' from the top of the bank of Beaver Creek for site disturbances including clearing activities.
3. The referring body should require installation of erosion and sediment controls before the start of clearing activities.

September 2020 Comments

1. What is the phasing plan for the extension of Mercier Boulevard? What does the traffic study say about the scale of development that can be accommodated with the existing shared access point only? With SR 96 public road access shared with Top's? With Mercier Boulevard extension only?

September 2020 Traffic Impact Study Comments

1. The TIS differs from the overall concept plan and the preliminary Phase 1a site plan in the phasing of development and the characterization of the uses, potentially significantly impacting the timing of proposed road infrastructure. The TIS indicates that 4 warehouse buildings with minimal office space will be developed as Phase 1 and 3 shopping buildings along SR 96 will comprise full development. The preliminary site plan indicates the buildings along SR 96 are in Phase 1a and 4 office/flex space buildings will be developed in Phase 1b and Phase 2.
2. The TIS indicates the westbound left turn lane is warranted by the Phase 1 development (150,000 SF warehouse space) but not recommended for installation until completion of a follow up traffic study at the time of full site development. This improvement may be necessary at the time of initial development if such development, as indicated on the site plan, is business uses, likely retail and restaurant.
3. The TIS does not address restrictions or options for use of the leg of the site extending to SR 332 or the interconnection with the Aldi's site and does not indicate potential resolution of alignment issues where the new and existing segments of Mercier Boulevard meet near the North Creek Way ROW.

November 2020 Comments

1. Most of the previous comments remain relevant.
2. Consider moving the segment of Mercier Boulevard proposed in Phase 1a further south to allow 30' setback from the NYSDOT ROW at the eastern end of the site, allow space for more direct pedestrian connections from SR 96 to commercial buildings, and

provide adequate throat lengths before internal turning movement at Mercier Boulevard access driveways, and minimize the need for parking variance.

3. Portion of temporary 12' gravel access road to stormwater management facility not in future paved area will be needed to provide permanent maintenance access.
4. The cross-access easement with the plaza at the corner of SR 96/SR 332 is incorrectly labeled Aldi's.
5. The bioretention area located with the stormwater management facility and the one located east of the Mercier Boulevard extension are both labeled C, and there is not a biorientation area A.
6. Will the dedicated road off SR 96 be called Mercier Boulevard? Consider clarity for emergency service personnel and customers following Phase 1a and at full development when naming the access point off SR 96 and the non-contiguous segment of Mercier Boulevard.

November 2020 NYSDOT Comment

Site plan shows a connection from this project to the adjacent plaza as well as an entrance onto Route 96. Our office has said they do not want that connection to the plaza; however, this project has not officially been reviewed. The office is waiting for LeFrois to formally submit their full plans with traffic study before the official word on this project comes out.

November 2020 OCSWCD Comments

1. Previous comments still relevant.
2. Concrete washout facilities must be located greater than 100 ft from storm drain inlets, drainage swales etc. per NYS DEC requirements
3. SWPPP not available to determine stormwater management facility capacity and treatment requirements.

205 - 2020	Town of Farmington Town Board	Class: 2
Referral Type:	Text Amendment	
Applicant:	Town of Farmington	
Brief Description:	Text amendment to Chapter 165, section 58 of the Farmington TownCode regarding accessory structures. https://www.co.ontario.ny.us/DocumentCenter/View/26294/205-2020-farmington-accessory-use-ll https://www.co.ontario.ny.us/DocumentCenter/View/26297/205-2020-auburn-Meadows-accessory-use-ll	

The Town of Farmington is comprehensively updating its regulations regarding accessory uses to provide consistent regulations on the location, size, and height of such uses in mapped zoning districts and to revise the regulation of accessory uses in the Auburn Meadows IZ districts to allow such uses on conventionally sized and smaller lots.

Generally, both text amendments allow private garages of up to 800 SF in area and 15' in height and other accessory structures up to 200 SF in area and 15' in height on lots less than 1 acre except in mobile home parks where they are limited to one accessory structure up to 100 SF with a height of 10. All accessory uses except fences must be located in the rear portion of a lot, have a rear setback of at least 5' and comply with the Town's lighting standards.

206 - 2020	Town of Farmington Planning Board	Class: 1
Referral Type:	Site Plan	
Applicant:	RAMSS LLC	
Representative:	MCMahon LaRue	
Tax Map No(s):	17.00-1-28.000	
Brief Description:	Site plan for 3 self storage buildings with a total of 12,900 SF at 6006 Loomis Road in the Town of Farmington. https://www.co.ontario.ny.us/DocumentCenter/View/26291/201-2020-extracted-ll-moratorium	

This project was previously reviewed for an area variance to reduce rear setback adjacent to I-90 from 30' to 10' (referral 252-2019 in December) and for a special use permit both of which have been granted.

Since the variance referral, the site layout has been changed to accommodate 12,900 SF not 13,200 SR on the 1.54 acre site and 3 linked stormwater management ponds.

OCSWCD Comment: Erosion Control Note #6- indicates soil stockpile material not moved within 30 days will be stabilized. NYS DEC requires soil stabilization within 7 days of inactivity.

207 - 2020	Town of Hopewell Planning Board	Class: Exempt
Referral Type:	Subdivision	
Applicant:	Payne, Leslie	
Tax Map No(s):	58.00-2-55.220 58.00-2-55.230	
Brief Description:	Joining 2 adjacent vacant residential lots at 3558 and 3548 SR 488 at the corner of Pettit Road in the Town of Hopewell.	

208 - 2020	Town of Hopewell Planning Board	Class: AR 1
Referral Type:	Subdivision	
Applicant:	Finch, jeff	
Representative:	Venezia & Associates	
Tax Map No(s):	73.00-1-24.130	
Brief Description:	Subdivision of 27 acre parcel into 4 lots for single family homes at northeast corner of CR 4 and Malone Road in the Town of Hopewell.	

209 - 2020	Town of Lima Town Board	Class: 2 Late Referral
Referral Type:	Text Amendment	
Applicant:	Heim, Jennifer	
Brief Description:	Text amendment to Town of Lima Zoning Code to change definition the of Agribusiness,add Firewood Production as a permitted with Site Plan Review, add Wineries, Breweries and Distillaries and associated entertainment and sales to direct market such products as a specially permitted use, and add vehicle repair not associatedwith an Agricultural Operation or Agribusiness as a conditional use in the Agricultural district.	