



MAHONEY BRENNER LLP

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April 1, 2025

VIA ELECTRONIC MAIL

City of Canandaigua
2 North Main Street
Canandaigua, New York 14424
Attn: Mayor Palumbo

RE: Waterchase Subdivision Rezoning Request

Dear Mayor Palumbo and Members of the City Council:

This firm represents the Canandaigua Homes LLC¹ (the “Applicant”) in connection with its pending application for a rezoning of certain property located off Stewart Place/Kennedy Street (the “Property”) in the City of Canandaigua to Planned Unit Development (“PUD”) zoning district (the “Project”).

As Members of Council know, the Property is currently zoned R1-B. In that district, single-family *attached* dwellings are permitted as of right, subject to the issuance of site plan approval by the Planning Commission. The proposed Project—at a density of 79 *detached* single-family units—is at lesser density than could be achieved if the Project was designed as duplexes (in the as-of-right configuration). The Ontario County Housing Needs Assessment indicates that the strongest demand for housing is in the single-family *detached* category.

Following the Applicant’s multiple appearances before Council and the Planning Commission in connection with the Project, this letter is being submitted to provide supplemental information in response to certain questions raised by City Council and members of the public specifically and succinctly.

1. What are the specific modifications to the R1-B zoning district requirements that the Applicant is seeking in connection with its request for a PUD district?

As previously set forth in written correspondence and in presentations before Council and the Planning Commission, the Applicant is seeking modifications to the R1-B bulk/area requirements which would treat *detached* units as if they were *attached* units. Importantly,

¹ The author of this letter, together with Brian Mahoney, are the Members of Canandaigua Homes LLC.

and vastly different from prior proposals in recent years, the Applicant *is not* seeking an increase in the overall density of residential units that can be constructed on the Property.

Specifically, the Applicant is requesting the following PUD standards in connection with its presently proposed 79 lot layout²: (i) minimum lot area of 8,690 square feet (many of the proposed lots are in excess of the current 10,000 square foot requirement); (ii) minimum lot width of 55'; (iii) combined total side setback of 10'; (iv) maximum lot coverage of 35%; (v) requirement to construct sidewalks on one side of public street;³ and (vi) a standard which allows garages to extend up to 3' forward of the front plane of the dwelling, including in the front plane its porch, if any.

2. Will the proposed Project have a significant adverse impact on traffic?

As a result of the questions raised by Council and the Planning Commission, the Applicant commissioned Passero Associates to prepare a trip generation and distribution assessment for the proposed Project. A copy of that analysis, dated March 28, 2025, is enclosed as **Exhibit A**.

The assessment finds that there are no significant adverse impacts on traffic created as a result of the Project.

3. Will the soil condition on the Project site prevent development?

Several speakers at the public hearing raised comments alleging that the Property has unique soils, insinuating that developing the subject property would be more difficult than surrounding areas which have already experienced development. This is simply not true.

The Property has three (3) soil types: Lakemont silty clay loam, Odessa silt loam, and Cayuga silt loam. Of the three, the layer which is most hydric, Lakemont silty clay loam, is prevalent throughout the area. As shown on the attached **Exhibit B**, there are nearly 100 existing homes constructed in Ward 1 in this same soil layer.

Please do not hesitate to contact me if there are any additional questions regarding the foregoing.

Together with my engineering team, I look forward to appearing before City Council at its April 14, 2025 meeting.

Very truly yours,



Robert J. Brenner

² The Applicant initially presented an 85 lot configuration. As a result of comments received from the various City departments, the Applicant has reduced the overall density to address concerns related to “dead-end” or “hammerhead” roadway configurations.

³ The Applicant is seeking to adhere to the City’s standards for new streets to the maximum extent practicable. Granite curbing, street trees, and street lights are proposed. The Applicant seeks to still adhere to the intent of the design standards in providing a “walkable community,” with sidewalks on one side of the public street.

Exhibit A

Trip Generation and Distribution Assessment, prepared by SRF Associates, dated March 28,
2025

March 28, 2025

Attn: Mr. Robert J. Brenner // Member
Canandaigua Homes LLC
83 South main St
Canandaigua, NY 14424

Re: Waterchase Subdivision, City of Canandaigua, NY
Traffic Generation and Distribution Assessment
Passero Project No: 20254182.0001

Dear Mr. Brenner:

This technical letter provides a trip generation and distribution assessment related to the proposed Waterchase Subdivision located on the south side of the North Road in the City of Canandaigua, NY to assess the possible traffic impacts resulting from the proposed project. This letter details the projected trip generation estimates, potential distribution of site trips at the proposed driveway intersection(s) and evaluates whether, applying industry standards, the results warrant completing a Traffic Impact Study (TIS). All supporting materials are included in the attachments. Based on the analysis, completion of a TIS is not warranted.

1. PROJECT DESCRIPTION

The proposed project is located on the south side of North Road, east of Cayuga Road, in the City of Canandaigua, NY. The project includes the construction of ± 79 single family home lots. Sidewalk will be provided throughout the development with marked crosswalks at all of the internal intersections.

Access to the proposed development will be provided via two new public roadway connections. Boyce Street will connect to North Road between 4995 and 4991 North Road and Maple Lane will connect to the east end of Stewart Place. The existing site is currently vacant/undeveloped land.

2. TRIP GENERATION

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (11th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday AM and PM peak hours, represents a more critical volume when analyzing the capacity of the system; that interval will provide the basis of this analysis.

Table 1 shows the total site generated trips for the weekday AM and PM peak hours for the proposed development. All trip generation information has been included in the Attachments.

Table 1: Site Generated Trips

DESCRIPTION	ITE LUC ¹	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family Detached Housing	210	±79 DU ²	15	45	50	29

Note:
 1. LUC = Land Use Code.
 2. DU = Dwelling Units

The proposed project is expected to generate approximately 15 entering/45 exiting vehicle trips during the AM peak hour and 50 entering/29 exiting vehicle trips during the PM peak hour.

3. TRIP DISTRIBUTION

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the driveway serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Site access location.
- Existing traffic patterns.
- Existing traffic controls.
- Proximity to nearby employment and shopping centers

Figures 1A and 1B show the anticipated trip distribution pattern percentages for the traffic from the proposed project. Figures 2A and 2B illustrate the peak hour total site generated traffic based on those percentages for the project’s site generated trips (shown in Table 1).

4. THRESHOLDS FOR THE REQUIREMENT OF A TRAFFIC IMPACT REPORT

Traffic reviewing professionals and government agencies, including the NYSDOT and Ontario County DPW use guidelines in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 or more site generated vehicles per hour (vph) to an adjacent intersection during either peak study period, then that intersection should be studied for potential traffic impacts. If the proposed project is projected to add less than 100 site generated vph, a TIS is not warranted.

Based upon projected trip generation data and the resulting traffic assignment estimates shown in Figures 2A and 2B, 40 or fewer peak hour trips are added to a single intersection during the peak hours studied. Therefore, the proposed project does not warrant a TIS.

5. CONCLUSIONS AND RECOMMENDATIONS

Given the projected site generated traffic, the projected site traffic distribution, the thresholds for completing a TIS, and the roadway characteristics previously described, a full TIS report is not warranted. The proposed development is not expected to have a significant adverse impact on traffic operations within the general study area.

Please feel free to contact me directly with any questions.

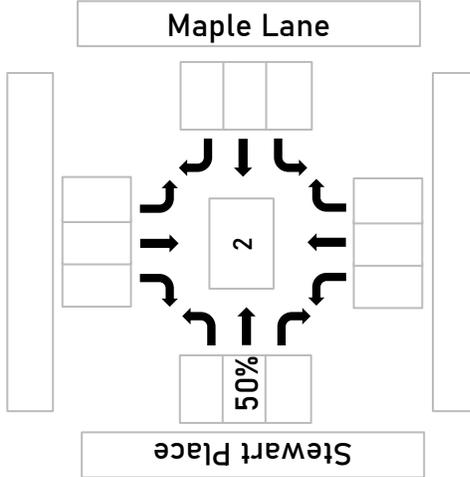
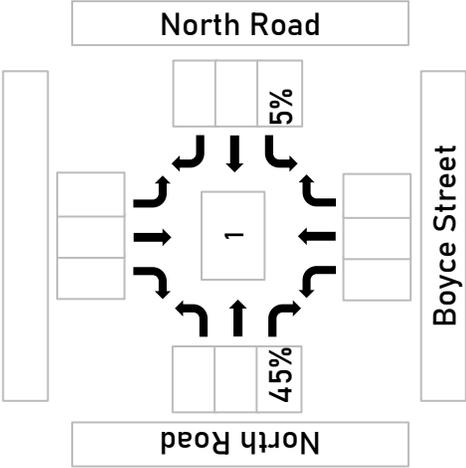
Sincerely,

Sincerely,
Passero Associates

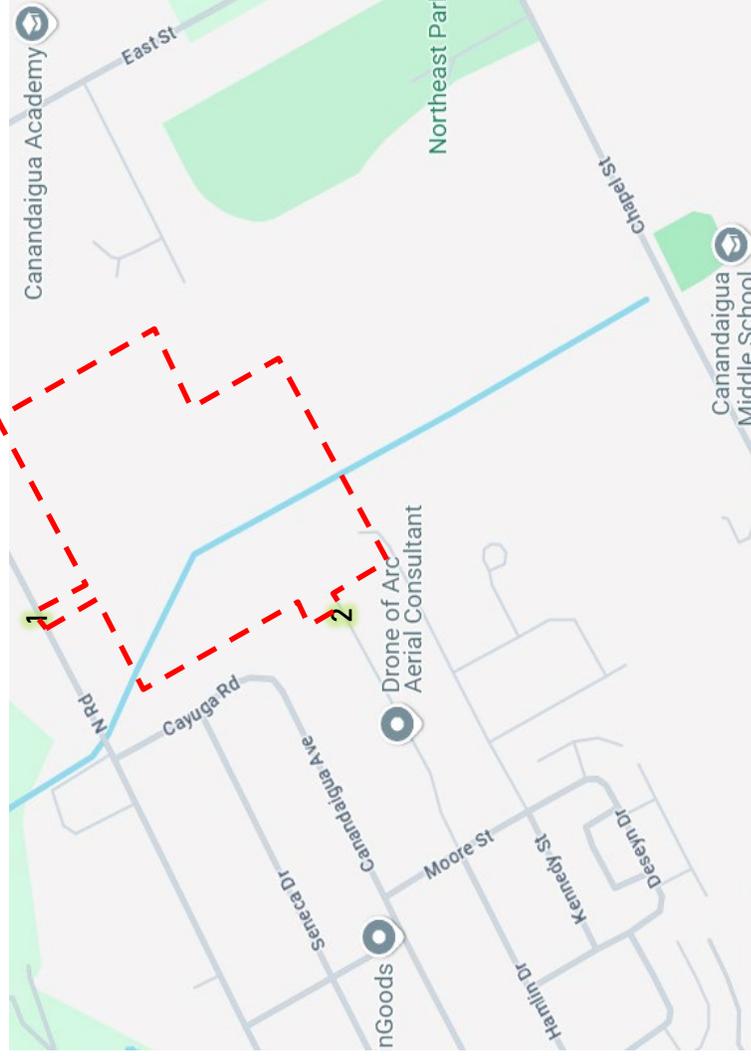


Amy C. Dake, P.E., PTOE
Senior Managing Traffic Engineer
adake@passero.com • 585-314-5078

Attachments



Study Area, Site Location, and Study Intersections



Notes:

Inbound Trip Distribution

Waterchase Subdivision

City of Canandaigua, NY

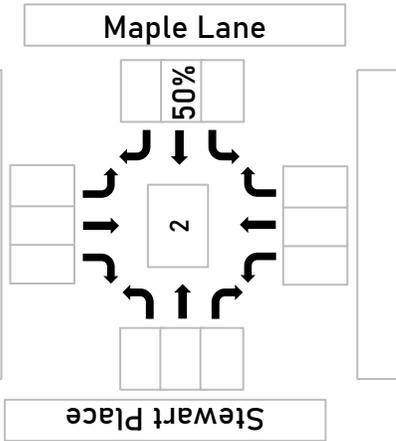
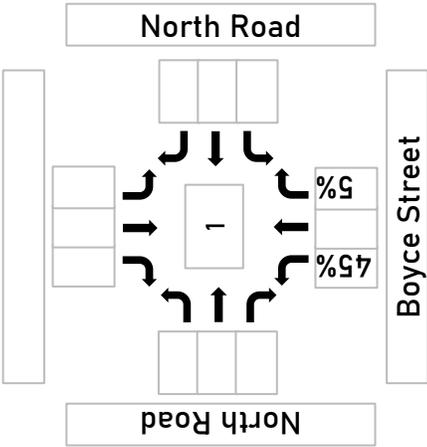


Figure 1a

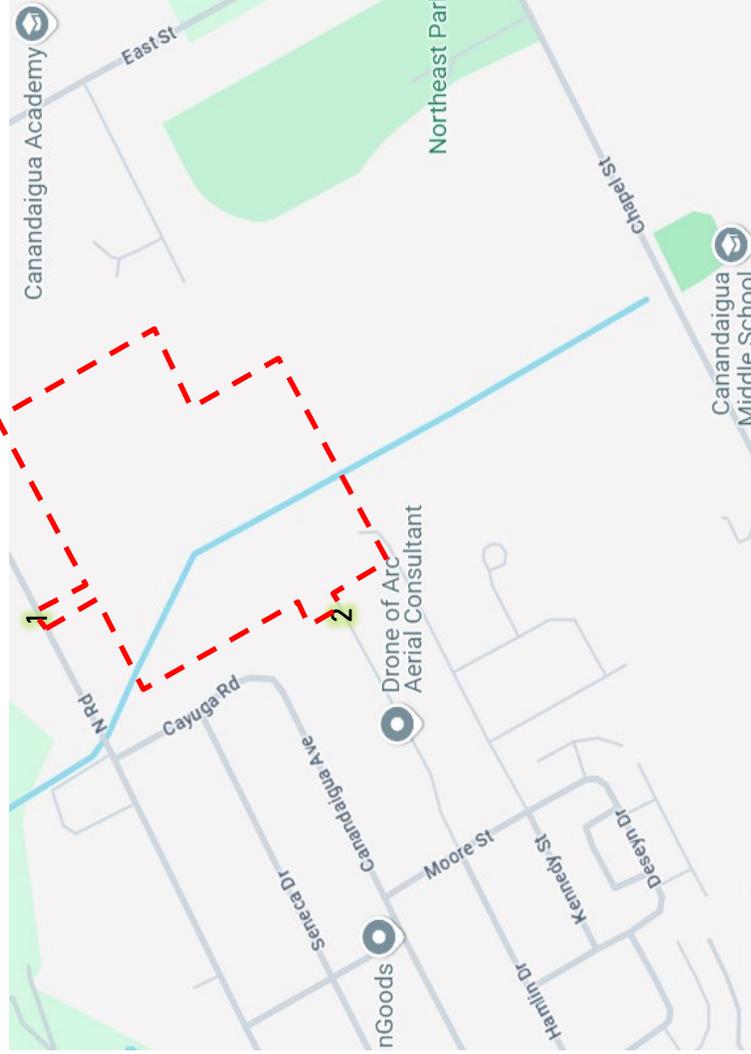
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Rochester, NY 14614



Study Area, Site Location, and Study Intersections



Notes:

Outbound Trip Distribution

Waterchase Subdivision

City of Canandaigua, NY

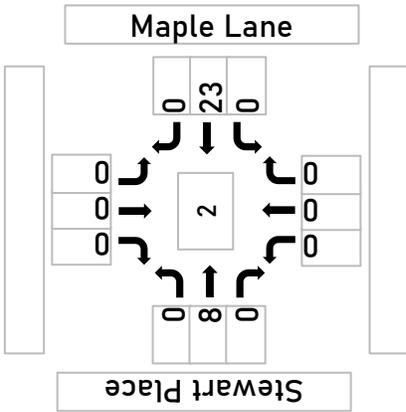
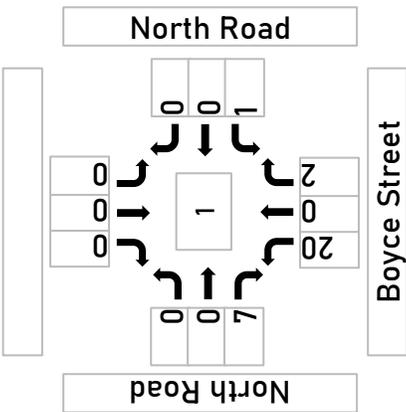


Figure 1b

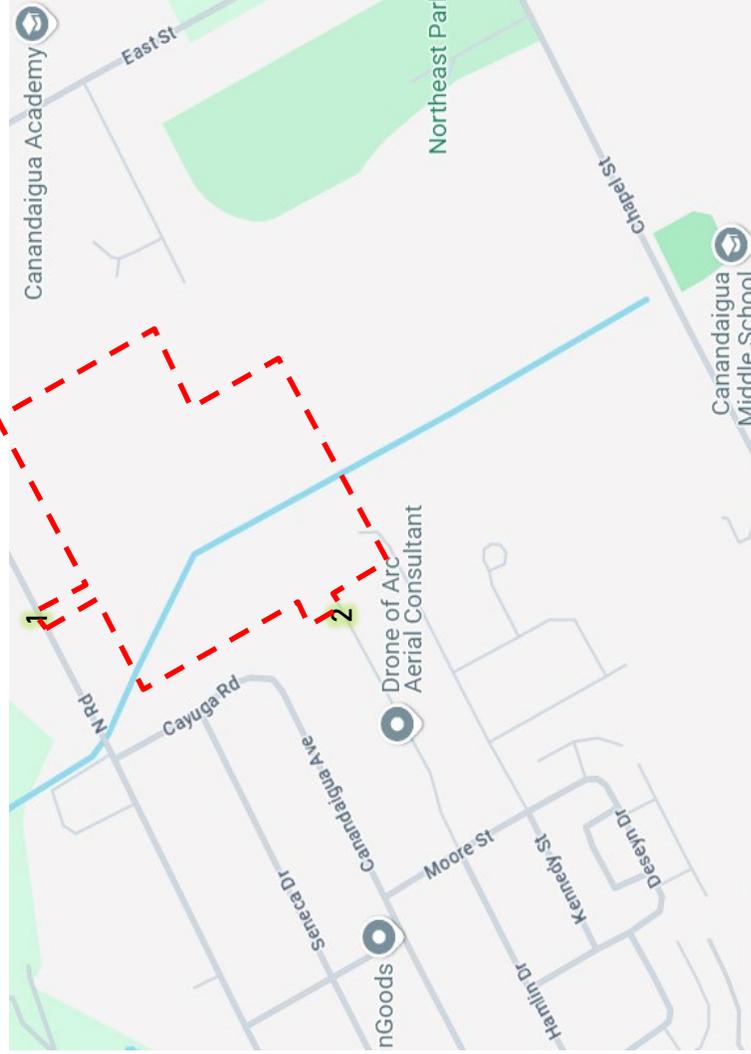
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Study Area, Site Location, and Study Intersections



Trip Assignment - Weekday AM Peak Hour

Notes:

Weekday AM

Waterchase Subdivision

City of Canandaigua, NY

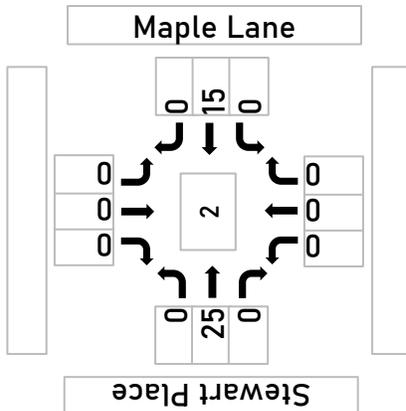
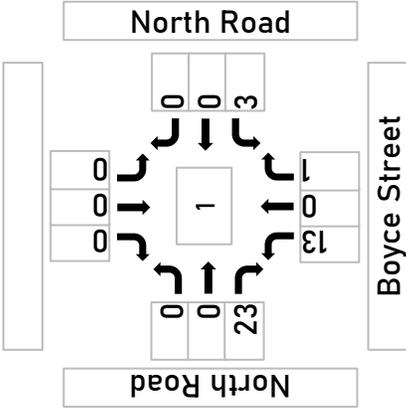


Figure 2a

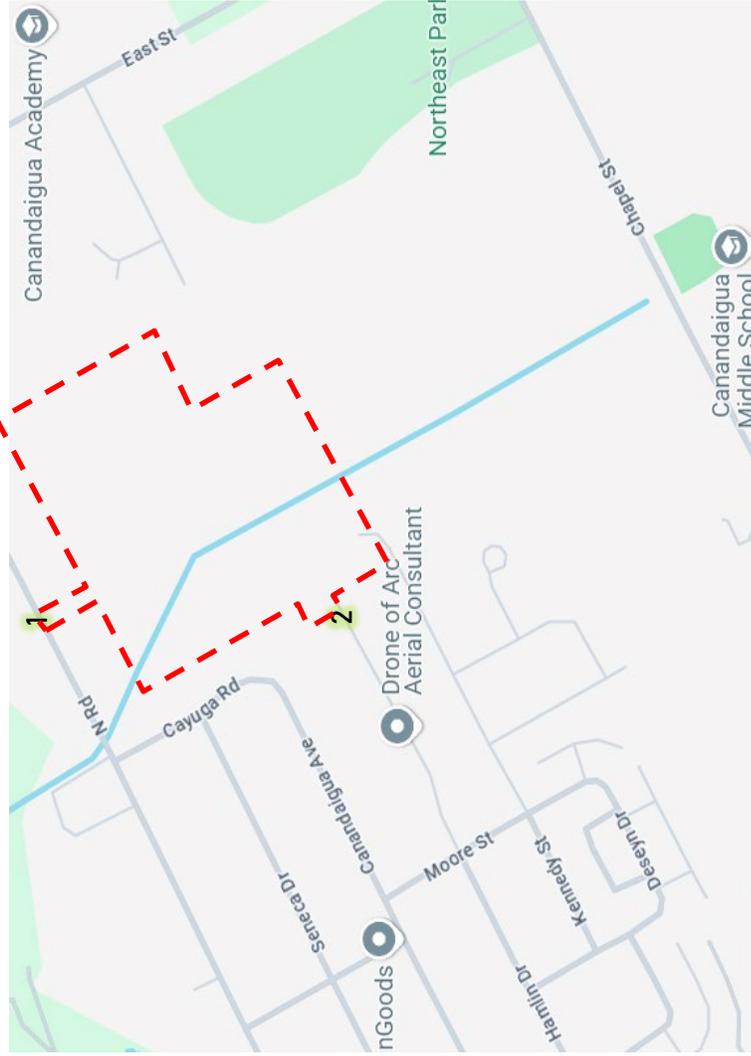
PN: 20254182.0001

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Study Area, Site Location, and Study Intersections



Trip Assignment - Weekday PM Peak Hour

Notes:

Waterchase Subdivision

Weekday PM

City of Canandaigua, NY

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Rochester, NY 14614



Figure 2b

PN: 20254182.0001

ATTACHMENTS

March 28, 2025

Letter to
Mr. Robert Brenner

Waterchase Subdivision

Trip Generation and Distribution Assessment

City of Canandaigua
Ontario County, New York



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PROJECT DETAILS

Project Name: Waterchase Subdivision Canandaigua

Project No:

Country:

Analyst Name: Amy Dake

Date: 3/27/2025

State/Province:

Analysis Region:

Type of Project:

City:

Built-up Area(Sq.ft):

Clients Name:

ZIP/Postal Code:

No. of Scenarios: 2

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		15	45	60
Scenario - 2	PM Peak Hour	1	1	0		50	29	79

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0
Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry		Exit		Total
						Split%	Split%	Split%	Split%	
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	79	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG) $\ln(T) = 0.91\ln(X) + 0.12$	15	25%	45	75%	60

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	15	45	0	0	15	45
	60		0		60	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
210 - Single-Family Detached Housing	15	45	60

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	15	45	60
External Vehicle Trips	15	45	60
New Vehicle Trips	15	45	60

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%		Exit Split%		Total
						Entry	Split%	Exit	Split%	
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	79	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG) $\ln(T) = 0.94\ln(X) + 0.27$	50	63%	29	37%	79

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	50	29	0	0	50	29
	79		0		79	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips	
	Entry	Exit
210 - Single-Family Detached Housing	50	29
	79	

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	50	29	79
External Vehicle Trips	50	29	79
New Vehicle Trips	50	29	79

Exhibit B

OnCor GIS Soils Mapping

